

# CIVIL AVIATION IN AUSTRALIA

## ADDITIONAL ACTIVITIES

### *Navigational display*

Invite the students to work in pairs to research the navigational display (instrument panel) on an aircraft of their choice. Ask students to draw and label what is displayed and the function of each feature. Have students present their findings to the class.

### *Aeroplane tyres*

Ask the students to use books or the internet to research why the tyres of aeroplanes don't catch fire or burn upon landing. Have the students record their findings to share with the class. Make sure each student includes why this aspect is so important for air safety.

### *Different airlines*

Divide the students into small groups. Ask them to list the names of all the airlines they know, both national and international. The group with the most names wins!

### *Indonesian plane crash*

Ask the students to use the internet and old newspapers to research the Garuda Airlines plane crash in Indonesia on March 7, 2007. Invite students to record when and where the crash occurred, the possible reasons for the crash and the number of deaths and injuries that resulted. Have them include the number of Australians who were on board.

## **INTERESTING FACTS**

### ***Did you know—the Olympic Torch***

Before the 2000 Sydney Olympics, Australia's Civil Aviation Safety Authority (CASA) issued special permission for the Olympic Flame and its fuel to travel on a range of aircraft on its journey from Greece to Sydney. This special permission enabled the Olympic Flame to be transported in a 'flame safety lamp' in the passenger cabin of an aircraft. The lamp was carried in a special cradle manufactured according to engineering specifications drawn up by Ansett Australia. The cradle was fitted to seats in the aircraft. Strict regulations meant that while on board, the lamp had to be under the strict and constant supervision of a representative of the Sydney Olympic Games Organising Committee (SOCOG). It specified that at least one fire extinguisher must be kept within reach of the SOCOG representative at all times.

The lamp was not allowed to be refilled while on board the aircraft, and the aircraft could not be refuelled while the lamp was on board.

In Australia alone the Olympic Flame travelled by air for more than 27 hours on aircraft ranging from large 767s to a Squirrel helicopter. It was even transported by the Royal Flying Doctor Service on a Beech King Air.

### ***The Royal Flying Doctor Service***

The Royal Flying Doctor Service (RFDS) brought together medicine, aviation and radio to provide health care to the people who live, work and travel in the more remote areas of Australia.

The RFDS had its first official flight on 17 May 1928 covering 73 nautical miles from Cloncurry to Julia Creek. The service used a De Havilland DH-50 aircraft hired from the bush airline Qantas. The aircraft was able to carry a pilot and four passengers at a cruising speed of just under 150kph.

The service was founded by the Reverend John Flynn, superintendent of the Australian inland mission. A great contribution to his vision was made by World War I flyer, Lieutenant Clifford Peel, a young Victorian medical student with an interest in aviation. Peel wrote to Flynn, outlining the costs of using aircraft for the mission's medical work, the speed and distances the early planes flew and the support facilities needed.

THE Royal Flying Doctor Service celebrated its 75th anniversary in 2003. In 2006/07, RFDS Central Operations flew approximately 4.5 million kilometres and assisted more than 51,000 people.