

Wheelies With Wings

The Sir Michael Bishop Scholarship

Upgrade to Solo Course

August 2011



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History

Up until the present, Wheelies With Wings has operated at a low level and has managed through various avenues to raise sufficient funds to conduct two two-week flying courses a year. These courses are for paraplegics and people with lower limb disability to give them the uplifting experience of forgetting their disability in the freedom of the air. These Scholarships are known as the Suzi Duncan Scholarships.

The objective was a limited flying experience focussed on rehabilitation and incentive but included no solo flying.

36 Suzi Duncan Scholarships have been awarded and completed to date making this program an outstanding success.

New Horizons

Although solo flight has never previously been an objective, our flight instructors report back that at least one in three of our student pilots could have gone solo by the end of their course.

To this end, a separate **Sir Michael Bishop Solo Upgrade Scholarship Course** for selected future and past students has been created.

Course Structure

Solo Upgrade Scholarship Course

- Up to 14 days meals and accommodation.
- Dual and solo flying up to a target total of 10 hours.
- Reimbursement of licence/membership costs

Before you apply!

There are two directions the applicant can choose to take before applying. This depends on the aircraft that will be operated. One is simple the other more complex.

Sports aircraft

- Obtain a Recreational Aircraft Australia membership. RA (AUS)

See Expanded information below.

General Aviation aircraft

(CASA - Civil Aviation Authority of Australia)

- Obtain a CASA Aviation Reference Number ARN
- Obtain a CASA aviation medical
- Obtain a security check and either an Aviation Identity card AVID (minimum) or ASIC
- Obtain a CASA Students Pilots Licence SPL

See Expanded information below.

How to apply

Simply send an application email or letter to us with details of completion of either of the above. Please also include this paragraph.

DECLARATION

I indemnify and release Wheelies with Wings against all claims and expenses related to my acceptance of the Scholarship and participation in flying activities. Wheelies with Wings is not liable to indemnify me against any risk whatsoever including any action which may later be found negligent. I am personally responsible for all arrangements regarding medical and any other insurance which I consider appropriate in the circumstances. Prior to undertaking the course I have made or will make professional inquiries regarding the type and levels of insurance which I should obtain. I understand that Wheelies with Wings is not an insurance expert and is unable to advise me on the adequacy of any insurance.

Signed ...

Date

Expanded Information



RA (Aus) membership

Simply join as a member using this page as a guide <http://www.raa.asn.au/operations/memberprof.html>

Cost is \$160.00

The students pilots form includes these words "I certify that my health standard is equivalent to that required for the issue of a private motor vehicle driver's licence in Australia, and I am able to understand and carry out instructions given in the English language."

CASA SPL

All information below is available from the CASA website <http://www.casa.gov.au>

ARN

First requirement is to obtain your ARN, this is used to track your application throughout the process, and the nominated number ends up being your SPL number.

Get the form 1162 here.

<http://www.casa.gov.au/wcmswr/assets/main/manuals/regulate/fcl/form1162.pdf>

Cost: \$

Aviation Medical

Secondly before spending any more money it may be best to complete this step. It may take some time.

DAME is a Designated Aviation Medical Examiner.

Find a list here http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_91522

Rather than reinventing the wheel it may be better to use a DAME that has experience with Wheelchair pilots. DAMES that have been used by pilots that have lower limb mobility problems include:

Dr S KENNEALY (male) Gungahlin General Practice, Hinder ST Gungahlin Square GUNGAHLIN ACT 2912
Ph: 02 6241 0888

Dr J OHANA (male) Inner West General Practice 130 Smith St SUMMER HILL NSW 2130 Ph: 02 9798 3100

Make an appointment with a DAME for your medical test. The doctor will have supplies of the CASA form. You pay the DAME his fee and also CASA's fee. (You fill out a payment slip on the form) The DAME will state any disability that may effect your operation of an aircraft on that form. If CASA require more details in regard to medication requirement, they will ask for details from your GP, not the DAME. This is the same process everyone goes through. There may come to light a reason for not giving you a medical that has nothing to do with your disability.

CASA will also certainly request further information on how you will control and aircraft with your stated disability. To this end you will save everybody a lot of time if you submit a separate document at the very beginning to explain this aspect. As of Dec 2010 I am working on a detailed document to help you in this process, but in the meantime here are some guidelines below.....

Explain you are applying for a medical/licence with a special condition.....

Some examples issued in the past.

Special Condition: Use of approved hand control for rudder operation

Special Condition: PA28 only with apparatus

*Special Condition: a) For aircraft fitted with approved hand controls for rudder and brake operation.
 b) for CFI endorsement for individual aircraft type.*

The aircraft you want to fly is the PA28 fitted with an approved rudder hand control like the one depicted here.



Moving the lever up moves the rudder to the right and moving it down moves the rudder to the left.

The normally fitted hand brake is used for braking and park braking.

You may be asked to undergo an operational test. Graham White (CFI Moruya Aero Club) is able to do this test. It may include a demonstration that you can get out of the aircraft reasonably quickly if necessary.

Feedback from other pilots.

"Hi again, I've just been rummaging in paper work... it brings back happy memories of seemingly endless, and seemingly pointless correspondence with the CASA medical officer. The process took 7 months. My scanner has rather inconveniently ceased to function - otherwise I would send you copies, it would make you groan. It seems there was a complete lack of understanding that I was applying to fly with hand controls. While I had made it very clear to the Dr, I never saw the initial report that he submitted to CASA, and this is likely to be where the problems started.

November 2006 - initial assessment by Dr Ohana submitted to CASA

December 2006 - correspondence from CASA - "further information is required regarding your history of Incomplete Paraplegia. I require a report from your doctors with reference to 1. Range and strength of active movement of lower limbs expressed in degrees from full range and n/5 (where n equals 1 to 5) for strength. 2. Any significant side effects from medications for bladder control"

January 2007 - I saw a specialist who responded to the above, and the report was submitted back to CASA.

March 2007 - correspondence from CASA - basically said I needed to do a few trial flights with an instructor, who would then need to report to CASA on my ability to operate the rudder. It also informed me that "There are approved hand controls for rudder operations for those with impaired leg functions". I sent this letter back to Dr Ohana, who followed up on my behalf.

28 May 2007 - correspondence from CASA - "A Class 2 medical certificate has been issued with the special condition "Use of approved hand control for rudder operation".

*So I guess I would have 3 tips for people. Firstly, make the Dr make it very clear about the intent to use hand controls. **Secondly, leave plenty of time to go through the process, and thirdly, don't give up**".*

"First requirement is to obtain your ARN, this is used to track your application throughout the process, and the nominated number ends up being your SPL number.

Make an appointment with a DAME for your medical test. The test entails medication listing, muscle reflexes, urine, ECG, eyes etc. The doctor will complete a form and naturally state any disability that may effect your operation of an aircraft. If CASA require more details in regard to medication requirement, they will ask for details from your GP, not the DAME. CASA will also request further information on how you will control and aircraft with your stated disability, this will need a document to be completed answering specific questions on your disability from either your CFI, or a CASA Flight Operations Inspector or a CASA Approved Test Officer."

I was fortunate in that my GP is also a DAME, for anyone in or can get to Canberra, I recommend seeing Dr Steven Kennealy, Gungahlin General Practice, Hinder Street, Gungahlin – 02 6241 0888. He is an ex-RAAF Medical Doctor.

At my medical I took photos to show the aircraft and the controls we use (and one of me flying) to help him understand how the Wheelies can control the rudder and brake.

Disabled flying around the world.

- [Able Flight](#) Created by pilots with a mission to offer people with disabilities a unique way to challenge themselves through flight training and gain greater self-confidence and self-reliance.
- [The British Disabled Flying Association](#) The BDFA provides, free of charge, "experience of a lifetime" trial flying lessons for terminally ill and disabled people, and also subsidised flying days for other disability charities, and at-cost instruction and qualification flight training to BDFA members.
- [The Deaf Pilots Association](#) Deaf and hard of hearing people have flown airplanes solo in the United States, Canada and some other countries. Learn how they won their wings without having to use the radio or join them as a member.
- [Flightability](#) The "Get Out Of That Wheelchair And Into The Air Program" is a non-profit program introducing disabled people to ultra-light aviation. This site has a list of disabled aviators with contact information and links.
- [International Wheelchair Aviators](#) A Worldwide Organization of Disabled and Able Bodied Pilots.
- [Philly Sport Pilot, LLC](#) A flight training business with a goal to provide fun, safe, and affordable flight training for everyone. They are based just outside of Philadelphia at Wing's Field (KLOM) and specialize in disabled pilot training and sport pilot training.
- [Woman Born Without Arms Becomes the First Person to Earn her Pilot's License](#) Former Wright Flight volunteer Jessica Cox has made history by being the first armless person in the world to pilot an aircraft using only her feet while earning her pilot's license along the way.

AVID or ASIC?

All the information is here

http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_90101

ASICs (Aviation Security Identification Cards) and AVIDs (Aviation Identification) show that the holder has a current security check but only an ASIC can be used at security controlled airports. ASICs are normally valid for up to 2 years and AVIDs are normally valid for up to 5 years.

While an AVID and an ASIC are both evidence that background checks have been undertaken, the background checks for the AVID are not equivalent to the checks for the ASIC.

At a minimum, all pilots 18 or over must undergo the background checks for an AVID. Only those pilots who require access to a secure area of a security controlled airport will need to undergo the more robust background checks for an ASIC.

To streamline processes and remove any duplication, pilots who undergo the background checking for an ASIC **do not** have to undergo the background checking for an AVID.

If you plan to fly into a security controlled airport that has RPT services you need to have an ASIC.

So you probably only need a AVIC but an ASIC might be the go just for an extra \$15 and more paperwork.

Get the form AVIC 499 here.

http://www.casa.gov.au/wcmswr/_assets/main/manuals/regulate/fcl/form499.pdf

Cost: \$181

Get the ASIC form here

http://www.casa.gov.au/wcmswr/_assets/main/manuals/regulate/fcl/form498.pdf

Cost: \$196

SPL

To be issued the SPL, you must be at least 16 years of age and be capable of reading, writing, speaking and understanding the English language.

Get the form here.

http://www.casa.gov.au/wcmswr/_assets/main/manuals/regulate/fcl/form497.pdf

Cost: \$50

You also need an English test.

An applicant for a student pilot licence (SPL) needs to be proficient in general English. Applicants have to show evidence of an acceptable background in English and be interviewed by their Chief Flying Instructor (CFI) to qualify for an SPL. SPL applicants are not expected to know about aviation terminology, or to be familiar with the aviation environment. Therefore, the level 6 expert speaker assessment is not appropriate.

Applicants who are fluent in English yet do not meet the schooling or employment criteria for the SPL English standard can be assessed by a CASA-approved assessor, instead of sitting one of the accepted general English language tests such as TOEFL, TOEIC or IELTS. This form is used for this purpose.

(Most flying schools will have an CASA approved assessor.)

Get the form here

http://www.casa.gov.au/wcmswr/_assets/main/manuals/regulate/fcl/form642.pdf

There is a SPL “checklist” form too!

Get it here

http://www.casa.gov.au/wcmswr/_assets/main/manuals/regulate/fcl/form899.pdf

Good luck and safe flying.

Rob Rickards