

02/07/2008

To Whom It May Concern:

Having been a LAME for several years and nearly 10 years industry experience shows me some comforting things about aviation and some very scary things. Only in the last two years have I been involved in dealing with our local CASA office (Cairns) some of the dealings have been very professional and have achieved a very positive outcome, others have been negative, hindering and very dissappointing. I will only list the events which seriously concern me when it comes to how CASA (Civil Aviation **Safety** Authority), key word, SAFETY, deals with various matters and incidents. My first concern was raised some months after an incident involving a Twin Commander VH-WZI operated by Aero-Tropics during a routine mail run in 2006. WZI was on its takeoff roll on Dinah Island when the RH engine stopped suddenly without warning, other than the obviously destroyed crankcase, a bulk strip of the engine by Hinterland Aero Engineering (Who had only just overhauled the engine a couple of hundred hours ago) revealed that the crankshaft had failed by complete separation at the number 6 journal. Further investigation by the workshop manager and myself revealed that a poor counterweight rebushing procedure carried out by another organization had possibly caused the failure of the counterweight lug, in turn causing an imbalance in the engine resulting in fatigue of the crankshaft. Our findings were submitted as required to the appropriate authorities. It took approximately 6 months before anyone in CASA contacted me, the request involved sending a strip report of the engine to a CASA propulsion engineer. To this day not one CASA delegate has viewed the destroyed engine which is still in storage, no further testing has ever been requested and still no one has gotten any closer as to why the lug failed. Had the engine failed three seconds later, the consequences could have been fatal, upon which CASA would have been trying to make myself and all other personnell involved with the maintenance of the aircraft accountable. **THIS IS NOT ACCEPTABLE!!!** I have made various statements to various CASA delegates about breaches of critical safety rules and dangerous operation of aircraft, I HAVE NEVER BEEN FOLLOWED UP ON MY REMARKS. In one instance during a conversation with a prosecutions officer, I had agreed to making an official statement. The prosecutions officer stated that he would contact the local office and advise the Cairns branch that I would make a statement relating to serious safety concerns. To this day I HAVE NEVER BEEN CONTACTED. **THIS IS NOT ACCEPTABLE!!!!**

Recent dealings with the local branch have caused me to lose all confidence in CASA. The CARs and CAOs are mostly adequate in controlling the safety of general aviation, it is how they are enforced and most of all how they are interpreted by delegates in which they fail. I was apalled by the very apparent discrepancies in interpretation of the rules during a recent audit on our maintenance facility. The difference in interpretation resulted in the two auditors (AWIs) arguing with each other and finally walking away from each other still strongly disagreeing with the others interpretation. Another discrepancy in the interpretation of CAR42G, Independent inspection of flight controls, by the auditors resulted in a RCA and me having to amend several forms and procedures manual. Further queries by myself for a ruling on the

requirements of certification for CAR42G to the regional manager only resulted in arguments between the AWI and the regional manager who obviously disagreed with the AWI's interpretation. The result, no clarification on my query and a complicated certification process, which no other LAME (young or old) has ever seen.

It would appear that there is an industry wide view that different regional offices have different standards. THIS IS NOT ACCEPTABLE!!!!

I have also seen occasions where CASA has quoted regulations which were up to several months out of date and had since been superseded.

I have made several enquiries and written requests to the local office for information or clarifications to which I have never received answers, NOT GOOD ENOUGH!!!!

It is my firm opinion that CASA should be given a 'Show Cause' for not being a fit and proper organization. But I have found any action against CASA just results in persecution and denial of all accusations, resulting in a breakdown in the relationship between the safety regulator and maintenance organizations and operators.

In the interests of air navigation safety.

Yours truly

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