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COMPANY PROFILE



INTRODUCTION

FIGHTER PILOT

Fighter Pilot is a private aircraft collection and flight experience company based in Brisbane, Australia. The group came together in 2017 to collaboratively share the history and excitement of aviation through private flight experiences and air shows around Australia. The collection are international standard original aircraft restorations that all fly regularly. The group is made up of the 4 aircraft owners who are mixture of Airline captains, engineers and enthusiasts.

The capabilities of the group is significant, we not only have Australia rarest collection of privately owned aircraft, we are also able to share our enthusiasm, knowledge and passion with others. Since 2017 Fighter Pilot has participated in many local and international air shows. We also as a group through our other company Flight Dynamics, have the successfully run full air shows including the event logistics. Fighter Pilot is operated and run by systems managed by our operation company Flight Dynamics.

The centre pieces of the Fighter Pilot collection are:

- 1945 North American Aviation P51D-30NT Mustang Sn 45-11526 (VH-FST)
- 1945 Supermarine Spitfire MkXVIe TE392 (VH-XWE)
- 1943 Commonwealth Aircraft Corporation Wirraway
- 1986 L-39 Albatros Jet Serial number: 834424 (VH-UKR)

Other aircraft owned by the group also include:

- 1945 North American Aviation SNJ5 Harvard
- 1998 Waco Bi-plane WMF5
- 1996 Yak52 Aerobatic Trainer
- 1973 Kiowa military Helicopter



INTRODUCTION



Flight Dynamics is an Australian company providing specialist aviation services in the areas of Charter, Aerial Work, Emergency Services, and Warbird Operations.

Company directors James Crockett and Cameron Rolph-Smith have drawn from their expertise within the areas of flight operation, maintenance, and aviation management to create a boutique operation where the primary focus is excellence.

Flight Dynamics utilise the services of Performance Aero and Aero Smart Pty Ltd (AeroSmart). These affiliates provide quality aviation engineering and flight operations consultative services.



Our warbird operations required a strong image as our main outward facing brand Fighter Pilot Adventure Flights.

Flight Dynamics oversee all flight operations, assume all operational control, and oversee training and standards.



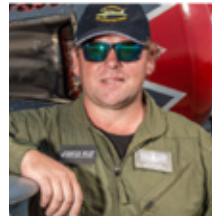
P-51D MUSTANG



The course of WWII was flipped on its head with the introduction of the P-51D Mustang. The phenomenal success of this aircraft propelled the Mustang to become one of the most famous fighters of World War II. The P-51D is an American long-range, fighter-bomber, labeled as the "most aerodynamically perfect pursuit plane in existence" during the war by the Truman Senate War Investigating Committee.

SN 45-11526, although not having seen war time action, has had an interesting life, serving in the Texas National guard through to being sold in the late 1950's to be part of Indonesian Airforce. The 1980's saw her returning to the US in a wreck state where she was acquired by John SeEVERS from Clovis CA and a 20-year restoration program began. Complete fuselage and completed wings with conversion from single seat to dual seat dual controls status.

In 1988, she was acquired by Australian entrepreneur and billionaire Bill Wyllie. 45-11526 was shipped to aircraft restoration company "Panama Jacks" under the guidance of Rob Poynton and received an outstanding restoration which was completed in 2001. Sadly Bill Wyllie passed in 2006 and the aircraft was sold through several collectors hands eventually ending up as part of the Paye Collection. Bishopp picked 45-11526 up in July of 2016 with a total time of 223hrs since TOH. In that time, the plane has been lovingly and frequently flown by only two pilots, flying approximately 50 hours per year.



Cameron Rolph-Smith
(Aircraft Engineer and Pilot)



Bradley Bishopp
(Owner and Pilot)

SPITFIRE MkXVI (TE392)



The iconic Spitfire was flown by the British and other Allied countries before, during, and after World War II. Many variants of the Spitfire were built, using several wing configurations, and it was produced in greater numbers than any other British aircraft. It was also the only British fighter produced continuously throughout the war. The Spitfire is perhaps the world's most recognised warbird and is held in the utmost esteem throughout the aviation world.

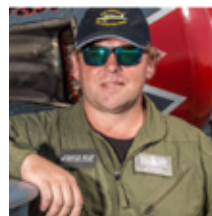
Ordered as part of the Seventeenth order placed with the Castle Bromwich plant dated 19 April 1944, TE392 was delivered to 9 MU at Crosford 15 June 1945, however remained in store until February 1946. Following WWII the aircraft served as a training aircraft at several squadrons eventually being retired to gate guard duties with different RAF bases including Wellesbourne Mountford, RAF Waterbeach, (Castle Bromwich) RAF Kemble and RAF Credenhill.

In 1984 Douglas W. Arnold, Warbirds of Great Britain Ltd, acquired TE392 where restoration commenced. Following Doug Arnolds death in 1992 TE392 was sold in 1994 as a project into the US eventually finding its way to the Lone Star Flight Museum, Galveston Texas. TE392 was to fly again on Christmas eve 1999. 2008 found the Galveston area of Texas devastated by Hurricane Ike, The Lone Star Museum sadly didn't escape and suffered significant water inundation. Immediately after the Hurricane, TE392 was completely disassembled washed and treated and placed into storage for a pending re-assembly. This storage was to last 10 years.

Bishopp Aviation purchased TE392 from the LSFM in December of 2017 in a complete disassembled state and begun in February 2018 a return to flight project on the aircraft. It was initially considered that return to flight would be a 6 month project, however once started it became apparent that significant work was required to get the plane to a 2019 standard. In the time since arrival in Australia over ten thousand man hours have been invested in overhauling and servicing the aircraft. Final painting is currently taking place with completion of systems taking place in August with return to flight expected to take place in late September this year. The project has been undertaken with the view that the plane must be capable of CAA certification to ensure that if at any point if it is desired the aircraft will be able to receive a British Permit to Fly and be capable of taking British registration. As part of the return to flight, it has been undertaken to work with one of world's best and most recognised Spitfire Engineers and Pilot, to assist with the compliance and return to flight of TE392. Richard Grace of Air Leasing Ltd has worked closely as an advisor and will be undertaking the test flights as part of the certification process.



Bradley Bishopp
(Owner and Pilot)



Cameron Rolph-Smith
(Chief Engineer and Pilot)

AERO VODOCHODY L-39C



The two-seater L-39 Albatros was designed in the late 1960's as a primary and advanced Soviet training aircraft. There has been an estimated 2,800 L-39 Albatros produced, having served in over 30 air forces around the world, being the most widely produced and safest jet trainer in the world.

The L-39 is currently used by the Breitling Jet Team – the largest display team in Europe – and has featured in numerous movies including James Bond: Tomorrow Never Dies.

This aircraft was built in 1988 and for many years was the personal aircraft of a General of the Ukrainian Airforce. This plane is an extremely low time example of the fleet, having limited use as a training aircraft having only amassed 720 hours before export.

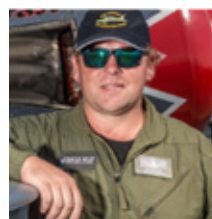
Imported into Australia by Cameron Rolph-Smith in 2006, this plane is almost exclusively used to provide adventure flight experiences, flying approximately 50 hours per year.



Steve Boyd
(Owner and Pilot)



James Crockett
(Pilot)



Cameron Rolph-Smith
(Aircraft Engineer and Pilot)

CAC WIRRAWAY



The CAC Wirraway (an Aboriginal word meaning "challenge") was a training and general purpose military aircraft manufactured in Australia by the Commonwealth Aircraft Corporation (CAC) between 1939 and 1946. It was an Australian development of the North American NA-16 training aircraft. The Wirraway has been credited as being the foundation of Australian aircraft manufacturing.

During the Second World War, both the Royal Australian Air Force (RAAF) and Royal Australian Navy (RAN) deployed a number of Wirraways into combat roles, where they served in a makeshift light bomber/ground attack capacity, striking against the advancing forces of the Empire of Japan. While the type had been primarily used as a trainer and general purpose aircraft, being present in small quantities within the majority of front-line squadrons for these purposes, the aircraft was often pressed into combat when required. Typically, fighter versions of the Wirraway were operated over theatres such as New Guinea to perform ground attack missions and other Army co-operation tasks.

Brisbane local relationship with the Wirraway: In late August 1939 No. 23 Squadron redeployed to RAAF Station Archerfield, operating CAC Wirraways. Between August 1940 and June 1943 the squadron continued to conduct seaward patrols and escorted shipping in the Brisbane region.

The story of A20-695 begins in the dying days of the WW2 at that stage many of the aircraft by the time they were finished were already relegated to surplus. A short time was spent as a training aircraft before being moved to the CAC Fishermans Bend plant for CA-28 Ceres (Cropduster) conversion, luckily this was never conducted and it is believed the aircraft was stored for the better part of 20 years in original condition.

During 1963 A20-695 was sold as surplus for scrap metal by Gordon Scrap Metals in Werribee, Victoria. Fortunately the plane was rescued and went into different periods of restoration and storage until purchased in 1993 by Ed Field / Mustang Fighter Trust. In 1993 restoration in earnest began at Caboolture Warplane Museum. On January 21, 1997 A20-695 was re-registered in Australia and flew as VH-MFW. 1999 A20-695 was purchased by Warplanes Pty Ltd who to this day operate it from the Caboolture airfield.



Steve Boyd
(Owner and Pilot)



James Crockett
(Pilot)





AUSSIE SPITFIRE ADVENTURE

HISTORIC OVERVIEW

Spitfire LF 30s, TE392, was built as the fourth Spitfire plane in and 1945 as a low-back LF 30s, powered by a Packard Merlin 260. The aircraft was delivered to No. 9

received the code YX-X. This Spitfire was also in the process of re-equipping in Mustang and the Spitfire was a stop-gap until new D50 100 Mustangs started to be delivered to Churchill Base in June 1946. With the squadron at full strength, the Spitfire was then passed on and TE392's



Colin URB: TE392 is one of three Spitfires in 1946 sent to No. 47 Squadron.

Maintenance Unit at Cullinstown in June 1945 and continued to serve until February 1946 when it was transferred to Home Aircraft Ltd. for preparation for use by No.126 Sqn at Harbi, Norfolk, in early March. The Spitfire had been operating Low Loss P-103 Mustangs since December 1944 and started to receive the Spitfire LF 30s in replacement in February 1946. However the squadron was moved three days later after TE392's delivery and the Spitfire was transferred to March to No. 45 (East India) Sqn where it



Thought to be captured after TE392 was the only 825 of No. 47 Sqn, an Army Corp Unit.

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Army Co-operation duties. This was to be the final Spitfire unit, as on 1st September 1952 it was declared Cat. 5 (Ground Instrumental) being issued to RAF Church Landford in Wiltshire and moving to Wiltshire Museum with No. 5004 Airfield Construction Sqn later that year. The Spitfire made its final appearance at the RAF Church Landford in Wiltshire and moving to Wiltshire Museum with No. 5004 Airfield Construction Sqn later that year. The Spitfire made its final appearance at the RAF Church Landford in Wiltshire and moving to Wiltshire Museum with No. 5004 Airfield Construction Sqn later that year. The Spitfire made its final appearance at the RAF Church Landford in Wiltshire and moving to Wiltshire Museum with No. 5004 Airfield Construction Sqn later that year.



Spitfire on display until 21st August 1984, when it was delivered to Dingo Aircraft at Blackbushe in exchange for B-27 Mitchell, 191152, going to the RAF Museum. With the transfer of the Spitfire collection to Bruntingthorpe, TE392 was moved north during 1985 and is contained in store until the collection moved to new premises at Biggin Hill. TE392 was shipped to Bruntingthorpe in November 1985 when restoration to flying condition was commenced. The wings were shipped to BGC, Bruntingthorpe, and the fuselage was shipped to Wgln, although they were then sub-contracted to Airframe Assembly for the work to be undertaken in their shop. Meanwhile the fuselage had been taken to convert the fuselage from low-back to high-back configuration. The fuselage structure was dismantled and new spars were fitted, as per the USAF repair manual for accident and battle damage, were fitted to change the rear fuselage to the appropriate profile. Following Dingo Aircraft's death in 1985, TE392 was shipped to the USA and placed in store. In March 1994 it was reported as sold to Mike Auld in behalf of Joe Capricorn and shipped to Harry Senger's facility at Barrow, Florida, where the restoration work continued to airworthy condition. In March 1995 the aircraft was abandoned for sale with the winging done of Joe Capricorn, TE392 became the property of R.D. 'Buddy' Haines who eventually donated it to the Low Loss Flight Museum in California. In 1996, Registered 50759V, five engines were carried out at Barrow in August 1999 and it was finally sent down to Blue Cross in Christmas Eve 1999. The Spitfire was delivered to the museum on 27th April 2001 and was passed to academic knowledge covering the code '22.2' to improve Low Loss Spitfire when he flew with No. 145 Sqn. With was a team volunteer pilot in the RAF and one of the original flight squadron pilots who remained with the RAF throughout World War II.



TE392 partially dismantled in the shop, Small's Regis 112 Parkside of Peter Brown Huggan, since June 1985.



Work in progress at Airport Theatre workshop. The structure is high-back configuration 1 and advanced 2, as a 19952, TE392 and 191152.



Colin URB: TE392 was in the USA and restoration in airworthy condition at Harry Senger's facility at Barrow, Florida.

in the rear and No. 45 Sqn code of YX-X. With the demise of Wiltshire the Spitfire moved with No. 1006 A.C.S. to Wiltshire in September 1952, but with the disbanding of the unit in March 1956 it was transferred and taken to No. 5 M.E.U., Ramble, where it was received and

restored as TE392 but without squadron code. The fighter was mounted on a piston engine to the Spitfire main gun in September 1967 and remained in store until 1st February 1970, when it was returned and delivered the next day to RAF Farnborough.

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dismantled in September 2009 by Bluecross Inc and the Low Loss Flight Museum suffered significant damage to its buildings, exhibits and aircraft. Most of the airworthy aircraft were flown out of danger but TE392 could not be evacuated and was partially salvaged as Bluecross in early October the museum staff and volunteers had made significant progress in clearing the flood damage and TE392, together with the Coahoma F16, was transported by road to East Austin at Brockridge, Texas, where the aircraft was immediately dismantled, washed, salted and then stored in preparation for assembly.

DOWNDER DELIVERY

Nine years had come and gone with the aircraft still in storage before the opportunity for the



TE392 flying with the Low Loss Flight Museum and saving its markings of Three Lone Wolf Spitfire also in the 1945 No. 47 Squadron.



First of self-repairing in the fuselage with the former British fuselage replacing an earlier installation, as the part was under study program in the background.

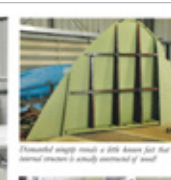
Higher Pilot Group to purchase TE392 presented itself. The purchase from the Low Loss Museum in its dismantled state was completed in early December 2017. Later that same month, the aircraft began its journey to Australia, arriving in February 2018 at Performance Aero in Brisbane, Australia. Under the oversight of Cameron Ralph-Smith, an enthusiast of the aircraft components by components began. The process required a complete dismantling of the wings and replacement of the wing spars, these done in-house with new spar beams supplied by Airframe Assembly in the UK. Removal of many of the skins on the fuselage was also undertaken to assess potential long-term, fuses and their connection from the transmission about a decade earlier. Eventually the original prep work done in the early 50s by Aviatool at Tarrant was of an extremely high standard and this, combined with the inhibiting work done in 2009 post Hurricane Rita, had ensured the Spitfire was not subject to any corrosion. In addition, all non-wooded US hardware and components were retained from the airframe and replaced with original British specification hardware. The engine work was undertaken by Vintage W12s, Tehachas, California and they supplied a new fitted



Flimsy of the major airframe assembly, from challenges of work, under budget and tight time have completed with underpinning, rollers and all under 100 in the material and tool.



Marked the application of mounting gear, including the body shown that of Australian Air Corp.



Dismantled wing (right) a 191152 shown just that the internal structure is already contained of wood.



Overhaul work showing the fuselage just cells installed in the main gun bay area as per the original 1945 repair manual and on the TE392 fuselage.



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Commonwealth Spitfire gets her chance to put the newly restored Spitfire through its paces.



Right: The enthusiastic team at Performance Arts led by Cameron Ralph-Smith are right proud of their latest acquisition, Spitfire TE192. From left to right: Mike James, Margaret Bartholomew, John Arnold, Cameron Ralph-Smith, John Corwin, Greg Wright and John Kim.

Packard Merla. During the 18-month period of restoration, over 15000 man-hours were invested in the process of returning the Spitfire to the air. The lucky chosen for the aircraft is that of a Spitfire Mk.IXc, DVA-A, flown by Frederick Anthony Owen 'Tony' Goss, DFC & Two Bars, OAM, one of the great Australian WWII aviators. DVA-A was piloted by Tony while flying with 129 Squadron RAAF. During the war, Goss was credited with 12.5 confirmed victories and flew as a wingman to the legendary Douglas Bader. His love of aviation and aerial combat past was which would see him represent Australia in the world gliding championships and become Australia's first Formula 1 racing driver.

Experienced UK warbird pilot Richard Gray was at the controls of TE192, VH-XWE, for its first post restoration flight in Australia on 13th January, taking off from Archerfield Airport, Brisbane. After a few adjustments following the first flight, a second trouble free flight followed thereafter. All being well, Cameron Ralph-Smith was shown the keys soon after and he flew several more flights over the following days. The fighter has now joined the fleet at Fighter Pilot Adventure flights allowing the public to enjoy 'fly with a Spitfire' experiences, a unique opportunity to get alongside an aviation team Downunder.

Acknowledgements: Thanks to Brad Bottoy, Cameron Ralph-Smith, Richard Gray, Gordon Riley, Peter Arnold & Graham Trott (owners of Spitfire Services), Peter R. Mack, Col Page & Tony Clarke.



AIRSHOW TRAVEL
WORLDWIDE AIRSHOW PACKAGES

2020 is going to be the year of NO airshows... Get your aviation fix in 2021!

Classic Fighters is celebrating their 20th anniversary with an amazing line up of the best of the best! Three days of aviation magic, excitement and ingenuity! Fun for the whole family with rides, stalls, fireworks, static and aerial displays, the Aviation Heritage Centre and the very unique opportunity of escorted flights in the form of the Spitfire, DC-3, P-51 Mustang, B-29 Superfortress and others.

Tasmania and domestic travel will be well open without restrictions by then, so contact us now to avoid availability disappointment! This show is set to be the biggest and best and the only airshow we've seen in years!

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KEY STAFF & MANAGEMENT

Chief Pilot

James Crockett

(Director Flight Dynamics and Fighter Pilot)

Chief Engineer

Cameron Rolph-Smith

(Director Flight Dynamics and Fighter Pilot)

Jet Operations

Steven Boyd

(Director Fighter Pilot)

Director, Finance and Administration

Brad Bishopp

(Director Fighter Pilot)



CHIEF PILOT JAMES CROCKETT

Director: Flight Dynamics Pty Ltd and Fighter Pilot Adventure Flights Pty Ltd

James has over 26 years' and 16,500 flight hours of aviation experience. James commenced his career as General Aviation Commercial Charter Pilot in 1992. Overtime, James has been promoted through various aircraft types within the general aviation sector and airline industry.

James has held several key aviation management positions including Flight Operations Manager, Fleet Manager, CASA Type specialist and Chief Pilot. James sits on the board of several companies and is the current President of Watts Bridge Memorial Airfield.

James has flown the Boeing 737 and Boeing 777 for Virgin Australia over the last 14 years.



- Flight Operations & Training Management
- Department Development
- Safety Management System
- Crew Resource Management
- Training and Development
- Human Factors
- Airline Safety Auditing
- Risk Management
- Event Management
- Emergency Procedures Trainer CAO 20:11

Key Industry Positions & Qualifications

- Chief Pilot Flight Dynamics CASA Ref No. F14/7127
- Chief Pilot Fighter Pilot Group CASA Ref No. F14/7127
- Type Specialist CASA Ref No. FCS.0135
- Captain Boeing 777-300ER, Virgin Australia
- Captain Boeing 737-800, Virgin Australia
- Check Pilot (ATO) CASA Ref No. SYO063/03
- Check & Training Captain Cessna Citation 1, HS-748, Metro 23
- CAR 5.14(2) Ratings ISS/REN. CASA Ref No. SYO154/03
- ATO-A-Command ME Instrument Renewals CASA Ref No. SYO154/03
- Aerobatics-A-Low Level 500 AGL. CASA Ref No. AFFO0019
- Operations Manager Horizon Airlines
- Fleet Manager Metro 23 Horizon Airlines

Key Accomplishments

- Airline Flight Operations Management
- Business Development
- Chief Pilot
- Contracts Specialist, Media, Mining, Emergency Medical
- Check & Training/Standards Program Development; Regional Airline, Media, Mining, Emergency Medical Services, sectors.
- Airline Check & Training Captain
- Aircraft Accident Investigation; Civil
- Airshow/Air Display Pilot
- Aviation Event Management

- Airline Check Captain
- Airline Training Captain
- Captain B777 & B737
- Airline Transport Pilots License Australia, NZ and the United States of America
- Ratings and Endorsements include: MEA, SEA, MPPC, TWU, PXS, RU, GTE, IPC-MEA, FFA, AERO-500, SPIN, FLIGHT INSTRUCTOR MEA, DF, TR, IR



CHIEF ENGINEER CAMERON ROLPH-SMITH

Director: Flight Dynamics Pty Ltd and Fighter Pilot Adventure Flights Pty Ltd

Cameron has over 23 years of aviation experience. He is a Licensed Aircraft Maintenance Engineer and the Chief Engineer of Performance Aero.

With over 15 years' of experience in aircraft maintenance and restoration, Cameron understands aircraft systems, CASA regulations, and the importance of preventative maintenance and scheduling.

Cameron has been flying for over 23 years and holds a commercial pilot's license. He has flown an assortment of aircraft including; but not limited to, vintage tiger moths, L-39C jet trainer, P-51D Mustang and a variety of general aviation aircraft.



Expertise

- Aircraft Maintenance and Restoration
- Routine Maintenance Scheduling
- Safety Management Systems
- Flight Training
- Risk Management and Assessment
- Charter and Aerial Work Operations

Key Industry Positions

- Licensed Aircraft Maintenance Engineer
- Commercial Pilot
- Chief Engineer: Performance Aero
- Director: Fighter Pilot Adventure Flights
- Head of Aircraft Airworthiness and Maintenance Control: Flight Dynamics
- Director: Australian Warbirds Association Limited
- Member of the Australian Warbirds Tactical Advisory Committee
- Member of the Australian Warbirds Maintenance Review Board

Key Accomplishments

- Warbird training
- Performing at Australian and International airshows in a range of warbirds conducting formation aerobatics and solo surface level aerobatic displays

Education, Qualifications & Professional Development

- CASA CASR Subpart 21.H Certificate of Airworthiness and Special Flight Permits course
- CASA Flight Training approval for heavy warbirds and design features
- DAFF Quarantine Approved Premises Accredited Person.
- Ratings and Endorsements include: MEA, SEA, MEAC, TWU, MPPC, PXS, GTE, RU, VFR, DF Instructor, AULT, FAERO, FF A, AERO, SPIN



JET OPERATIONS

STEVE BOYD



Director Fighter Pilot Adventure Flights Pty Ltd

Steve has over 33 years of aviation experience with 19,000 hours in his logbook. Steve commenced his career as Flying Instructor in 1988 and was promoted through various categories of instructing roles ending up as a Grade 1 Multi Engine Instructor. This period was followed by operating as General Aviation Charter pilot, flying many aircraft types within the general aviation sector and charter flying industry.

Steve has extensive adventure flight experience and is currently the Chief Pilot of Warplanes Pty Ltd. He has held this position for the last 9 years.

Steve's extensive International Airline Pilot experience with Cathay Pacific Airways has included the following aircraft types: Airbus A350-900/1000, A330-300, A340-200, A340-300, A340-600, B747-400. Employment with Cathay Pacific Airways has been continuous over the last 25 years.

Expertise

STEVE
BOYD

- Flight Operations involving International Passenger operations
- Threat and Error Management
- Crew Resource Management
- Training and Development
- Human Factors
- Dangerous Goods Training
- Risk Management
- Recurrent Training and Proficiency Testing
- Emergency Procedures

Key Industry Positions

- Chief Pilot: Warplanes Pty Ltd. L-39C Albatros rated pilot
- Captain Airbus A350 900/1000: Cathay Pacific Airways
- Captain Airbus A330-300: Cathay Pacific Airways

Key Accomplishments

- Business Development
- Chief Pilot
- Airshow/Air Display Pilot

Education, Qualifications & Professional Development

- Captain Airbus A330-300
- Captain Airbus A340-300/600
- Airline Transport Pilots License Australia 413911, Hong Kong 5965
- Ratings and Endorsements include: MEA, SEA, MPPC, TWU, PXS, RU, GTE, IPC-MEA, FFA, AERO-500, SPIN, FLIGHT INSTRUCTOR G1A, DF, MEA1, CLR MEA1, G2A, G3A, FIRA, NCFR A, CLR SEA



DIRECTOR BRAD BISHOPP

**Director: Fighter Pilot
Adventure Flights Pty Ltd
Finance and Administration
Manager**

Brad has over 15 years of aviation experience and oversees the finance and administration functions of the group.

Brad is the major aircraft owner within the group and flies many different turbine and piston engine aircraft, his favourite aircraft is the P51 Mustang which he enjoys flying and sharing the incredible history of his 1945 MkXVI TE392 Spitfire which has recently returned to flight.

Outside of the world of aviation, Brad is CEO of the team at Bishopp Outdoor Advertising; one of Australia and New Zealand's leading out-of-home advertising companies. Brad brings to the team his depth of knowledge, finance administration, marketing and public relations.



Expertise

- Corporate and finance administration
- Public Relations & Media

**BRAD
BISHOPP**

Key Accomplishments

- Airshow/Air Display Pilot

Education, Qualifications & Professional Development

- Ratings and Endorsements include: SEA, MPPC, TWU, PXS, RU, GTE, IPC-SEA, FFA, AERO, SPIN



PHOTOGRAPHER MARK GREENMANTLE



Mark Greenmantle Photography started off as a hobby in 1993, shooting events on a vintage Nikon FM-2, and doing traditional art work for a store, including painting murals and tee-shirts and other items. In 1996 I joined NewsLtd and started working in the newsroom in Brisbane, Australia.

My niche of aviation photography and vintage media was developed in the enjoyable merge of my background of military reenactment coverage and retro fashion photography in 2012. Initially starting out with publishing fundraiser calendars for veteran organisations from pinup shoots with WWII aircraft, it later found me as in-house photographer for one of the Brisbane based veteran organisations.

I'm often found in the company of aviators, most often warbird pilots arranging ground or air to air photography, and I'm very fortunate to have been in the right place and right time to become part of the team at Fighter Pilot Adventure Flights, based out of Archerfield Airport.



MANAGEMENT SYSTEMS

Quality Management and Quality Management Systems

Fighter Pilot and Flight Dynamics is a small organisation which seeks to provide the highest standards of services within a safe environment. Our organisations core values are best described through our six basic tenets of Safety, Service, Respect, Inclusiveness, Ownership and Innovation.

Quality Management at Flight Dynamics is addressed through formal management chains, regular management meetings, and third-party assessment of our principle functions which include, but not limited to;

- Flight Operations
- Flight Standards
- Check & Training
- Safety Management Systems
- Customer Service
- Quality Management

Flight Dynamics and Fighter Pilot utilises a variety of Quality Management Systems to manage and supervise Flight Operations. These include, but are not limited to;

- Documented Flight Operations Procedures and Manuals
- Aircraft Flight Manuals
- Aircraft Checklists
- Flight Operations Manual
- Standard Operating Procedures
- Flight and Ground Standing Orders
- Check & Training Matrix
- Standard Operating Procedures

Formal update procedures of all documentation is strictly adhered to at Flight Dynamics;

- Flight Standards Route Check Flights
- Recurrent Check and Training Flights
- Third party Check Flights
- Formal Reporting;
 - Aircraft Technical Log Reporting
 - Incident & Accident Reports
 - Hazard Reports
 - Flight Operations/Captains Observation Reports
 - Confidential Reporting



Flight Dynamics Policy & Procedures Manual; including, but not limited to;

- Company Structure and Responsibilities
- Company Tenets
- Customer Service & Quality Management
- Safety Management System (Flight, Ground and OH&S)
- Human Resources
- Fatigue Management & Rostering
- Drug and Alcohol Management
- Meetings
- Reporting Forms
- Audit Requirements

Formal update procedures of all documentation is strictly adhered to at Flight Dynamics.

Safety Management System

- Safety Goals
- Risk Management Planning
- Accident, Incident and Hazard Reporting
- Safety Hazard Management
- Emergency Response Plan

Regular Meetings

- Flight Operations
- Flight Training & Standards
- Flight Safety
- OH&S
- Customer Service meetings

Formal Reporting

- Aircraft Technical Log Reporting
- Management Observation Reports
- Customer Service Observation Reports
- Accident, Incident and Hazard Reporting

Third party audit of our Flight Operations, Engineering and Customer Relations.

Third party audit is provided by AeroSmart Pty Ltd (www.aerosmart.com.au). Contractual arrangements with our auditor facilitate a 24/7 mentoring resource.





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