

Future Pilot Programme 2017



5B Jasmol

As everyone else here in this future pilot programme , I have had passion for aviation ,since I was very young . Always wanted to fly planes. And I was really excited when they had introduced me to this programme. I went through two interviews, one by my school and the other one by the DSSSC. I was really nervous for my second interview, because I was the only one from my school's form 4 who had cleared the first interview. When I saw the email, that said I had cleared the second interview as well, I was shocked and amazed and felt really excited about going to Australia and fly planes.

After a 9 hour flight from Hong Kong to Sydney we finally arrived at the Sydney airport. After that we took a coach and went to see the opera house and Sydney harbor bridge. We had a routine build up for everyday, which we followed every day, eat, study eat, revise, eat, sleep. It seems boring, but it really isn't once you get the hang of it. The next day I had my first ever flight with my instructor James on CGT. The flight itself was great we did straight and level flight, although it wasn't as fun as the stalls and the circuits. Circuits were my personal favourite, it just felt really great taking off and landing the plane.



During the weekend we went sightseeing. On Saturday we went to the zoo, Blue Mountains and the Sydney Olympic stadium, where the Olympics were held in the year 2000. The zoo was great, finally got the kangaroos and koalas, it was my first ever time seeing them. I also bought some souvenirs for my friends and family from the zoo. Although the views at the Blue Mountains were amazing, the Blue Mountains weren't as good as I expected them to be, it was pretty crowded there and there was a lot to see. Anyways the next day we went to the restaurant rocks, fish market for lunch and paddy market for some more souvenirs. Then back to normal schedule, we had our last flight on Tuesday from Bankstown to Temora. We visited a museum there, which was full of old warbirds that can still fly because they are kept in flying conditions by the engineers that work there, I also got to learn more about the Australian warbird history.



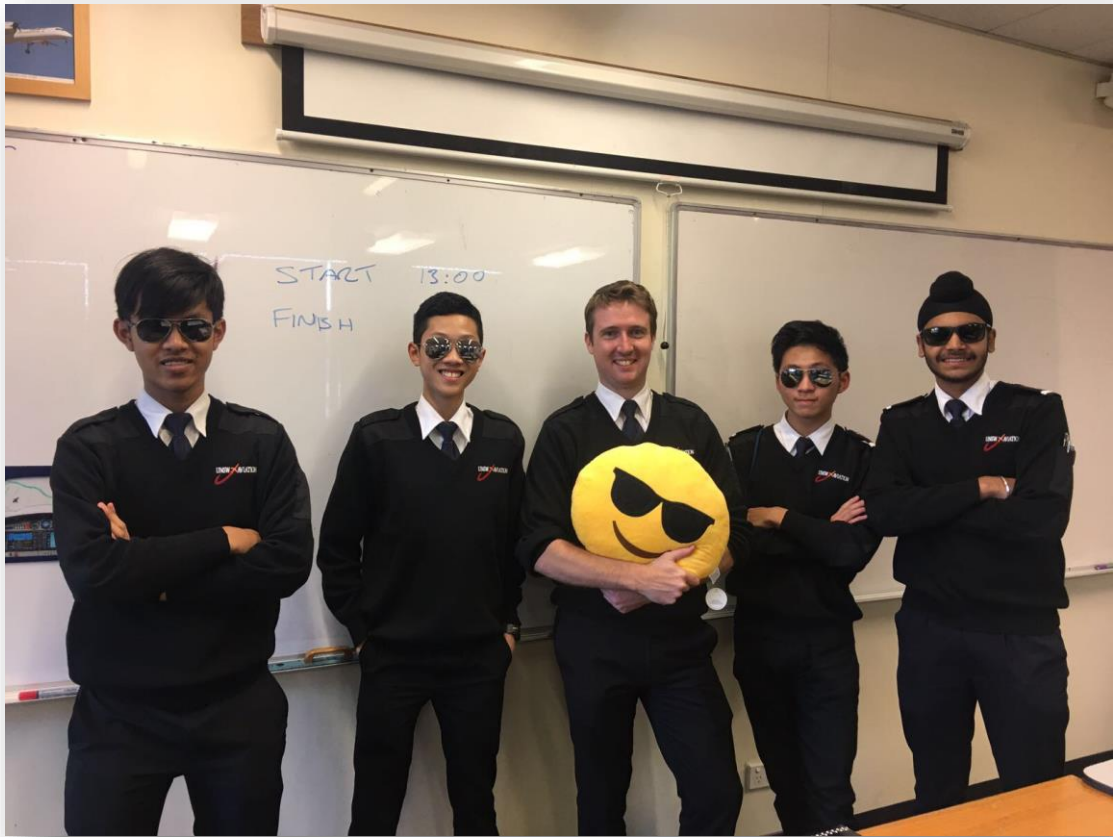
Overall, the future pilot program was great. I made new friends, learnt how to be more independent. Definitely a great life time experience, loved the flying, the lessons and definitely hoping to become a pilot in the future.

6B Sunanas

I remember me being told that "... there is an interview in about 20 mins, didn't you get the message?". I was flattered, I was not only hyper-panicked, but during that period I was having my Math and Science exams. So if you haven't yet guessed, I was on the edge of the cliff of giving up on my chances of getting this future pilot scholarship. And to push me off that cliff, me and my fellow got a very "motivational speech" from the Best Pilot Award Winner, Bimal, about how hard and tough it is to get this scholarship. All this equated in me giving up in my hopes of getting this scholarship exactly 2 seconds from the 1st interview.

So while everyone was panicking, I went blank, imagining all the hopes of my parents... all of which I am not going to meet. Somehow I managed to withstand the inner-school knockout interview and was selected as one of the 4 representatives for the real UNSW-DSSSC interview.

Which handpicks the finest amongst the finest of future aviators for the future pilot programme. Which also despite given up completely, I was picked, again.



I remember when I was in the interview, I did seem to be rather outstanding – in the sense of answering easy questions, yes. Nevertheless I was still flabbergasted when I received the email of acceptance, partially because the upper half of the email said that this year's participants were highly competent.

I would give all my credits of my acceptance in this programme to – well, let's say, me. In other words, tracking planes on the computer and pretending to be an ATC controller and the "Seconds before Disaster" episodes I saw out of my passion for aviation after coming back from to see how things could had been better. So I ended up in the backseat to be driven to this highly-privileged scholarship by – what I would say destiny.

I must say my level of passion after flying my first flight exceeded Cloud 9. Since then I have been flying in my head everywhere I was – on the bus, strolling, sleeping and countless other scenarios. So I give a BIG thank you everyone who I have met at UNSW, who taught me how to fly.

Then came the day when I flew what seemed like is my last ever flight in control. I was sad, but life, like always, does go on. But my last flight was perhaps the most climatic flight I have flown as it was the longest flight I have flown and I was pretty much in full control throughout the flight other than the take-off and landing until my forehead started feeling numb when I was up at 8500ft and I put the ventilator blowing 2° facing blowing forehead to feel "cool"- both physically and psychologically because my hair was flying all around. That was when I handed over control. That day I flew, what was, my perhaps my most finest flying hours where I kept "perfectly" level and with an accurate heading, such that my instructor, Mr. Mike joked that I was his auto-pilot.

The next day was the day I had dreaded as I would miss my flying experience as I would probably not be able to fly an airplane, let alone in control, when I finally knew more about flying an aircraft than ever before in my life. Grievances aside, that day I learnt about systems of a Boeing 737 for the whole day despite having free time throughout the day because the FRASCA simulators were being used by the other 2/3 of us who unlike me didn't have the "privilege" of free time.

Learning about the 737 was very technical and obviously more complicated than that of a DA-40, which I have flown in (specifically in VH-UNV and VH-UNF, just in case you are curious) throughout my time here. But unlike others I took the same class later in the afternoon, again, and finally understood if not learnt, how to fly the most common commercial aircraft, 737 –well at least how not to crash it.

Then came THE day, it was the showdown. The schedule was heavy enough to redefine "heavy". Morning: FRASCA & 737 simulators and in the afternoon: THE EXAM WHICH I DID NOT NAIL. Theory aside, I managed to land a 737 – which is perhaps to your displeasure, I didn't crash and did an aileron roll (turning the wings 360 degrees, whilst maintaining a constant altitude) in a plane I never flown before and saved it from crashing in some of the most exciting and adverse of situations –half-runway take-offs, pre-landing excessive banking and runway-tip landings– perhaps I might have overexaggerated it...

Although flying might not have been all plain sailing, but the fun of it is worth the risk.

Good luck to all future pilots and a BIG BIG thank you to UNSW, HKDSSSC and Delia Memorial School (Broadway) for giving me the privilege of a lifetime –to fly.

That's all from me, probably I will never see myself flying again anytime soon, but who

knows where life takes you next, so don't just fly, soar.

Signing off...

Kazi Sunanas Utsha – the might-not-be-onboard-right-now backup Boeing 737 pilot

