



*Clockwise from above - tropical skies near Cooktown, northern coastline, Phil Zamagias and friend*

with Qantas. His first licence was on 747's then RB211 engines. Like many engineers, he was drawn to flying, and gained his PPL at Bankstown in the early 1980's.

Phil is a former MAF Pilot (Missionary Aviation Fellowship), and he knows the value of good training and checking to ensure safe operations. Phil flew C206 and BN2 Islanders, as well as Cessna 402's. He later gained his ATPL, with CIR which includes GPS-NPA approaches.

I asked Phil how he maintains his efficiency, in this remote area, and he advises that MAF's chief pilot, who is in Gove, has recently gained approval from CASA to conduct flight tests for non-MAF pilots. So those who are in Christian ministry who use their own aircraft, can tap into this resource for pilot training. Phil recently had some flight simulator time with MAF, to maintain his IFR currency.

Phil had allowed his Class one rating to lapse, so it was necessary to complete the initial test. Phil completed the theory part of the test, and then successfully completed the flying component, then returned to Darwin with his renewed rating in hand. The weather in the top end can turn nasty very quickly, so it was important to have this

