<table border="0" cellspacing="0" cellpadding="0" width="81%"> <tr> <td>GRAEME GILLIES - ARN: 006441

 <table border="0" cellspacing="0" cellpadding="0" width="631" height="103"> <tr> <td width="163">Grade 1 Instructor</td> <td width="50">&#65533;</td> <td rowspan="5" width="97"></td> <td rowspan="5" width="10">&#65533;</td> </tr> <tr> <td>Total hours </td> <td>16,500</td> </tr> <tr> <td>Hours flying piston </td> <td>10500</td> </tr> <tr> <td>Hours flying turbine </td> <td>3000</td> </tr> <tr> <td>&#65533;</td> <td>&#65533;</td> </tr> </table> <table border="0" cellspacing="0" cellpadding="0"> <tr> <td width="366"> 1981 'Magoura' Station
 Normanton, Qld
 Mustering Pilot 1982 - 1983 Heli-Muster Pty Ltd 'Victoria River Downs' Station, N.T.
 Mustering Pilot 1984 Pacific Helicopters Pty Ltd
 Papua New Guinea
 Line Pilot - Long Line Sling Ops. 1985 - 1987 Heli-Aust Pty Ltd
 Darling Harbour Heliport, Sydney NSW
 Chief Pilot - Administrator 1988 - 1989 Chopperline Flight School Caloundra Qld.
 Chief Pilot - Grade I Instructor 1990 - 2015 Blue Tongue Helicopter Services
 Maroochydore Qld. Director / CFI / Chief Pilot / ATO / Grade I </td> <td width="250"> </td> <td width="10">&#65533;</td> </tr> </table> Aviation was by no means a stranger to Graeme Gillies. His grandfather, Norman Gillies in 1912 built one of the first aeroplanes for the Australian Air Force on Point Cook during WW1. His father, Ron Gillies was a distinguished 10th Squadron Wing Commander flying Sunderland flying boats for the RAAF based in England during WW2. Ron later flew the same aircraft for Ansett from Sydney's Rose Bay to Lord Howe Island where Graeme spent many years growing up. His mother Noreen, was a course plotter for the WAAF where she and Ron first met. Graeme's uncle and cousins all flew for Ansett and now between all the pilots in the family, they have collectively flown for over 200 years racking up over 80,000 hours. The Air Cadets in Sydney was the first flying experience Graeme became involved in but chose not to follow in the family's footsteps. He traveled the world and gained many different and varied experiences. A guaranteed position in the RAAF was handed to him but this was not to be - much to his father's disappointment. The aviation world would have to wait. Graeme only decided to get into the crazy world of helicopters in the late 70's when a mate in America suggested he give choppers a go. Being both young and adventurous, he thought, 'WHY NOT ! !' and his passion for flying began. There were not too many flying schools in Australia at the time so most would-be pilots headed to the States. A year later he headed back to Australia to conquer the helicopter world but alas, that was not to happen immediately. He was advised to head north so he borrowed an old bomb car and stuck some new tyres on it and headed up to Queensland. It didn't look too good for a while and he started to think it was a big waste of time. Sitting in a pub in Mt. Isa a bloke started talking to him and before long, Graeme had a phone number of another bloke from a station near Normanton who needed a pilot. This seemed to be too good to be true, but after a quick phone call, the job was his. His helicopter career had finally begun. Graeme still travels to Heli-Muster NT every year to do check and training, endorsements and whatever needs to be done. As an A.T.O.he also travels to many locations doing Flight Tests for other Flight

Schools. <table border="0" cellspacing="0" cellpadding="0" width="649" height="207" align="center"> <tr> <td valign="top">Aerospaciale AS350B
 Bell 204
 Bell 206A&B
 Bell 206
 Bell 47G; 47J & 47T
 Hughes 500D</td> <td valign="top">KH4
 R22 & R44
 Enstrom F280
 Rotorway Exec 90 & 162F
 Sling, Water, Mustering
 Approved Pilot Mustering Endorsements
</td> <td valign="top"> </td> <td valign="top">&#65533;</td> </tr> </table></td> </tr> </table>