

Captain David Jacobson M.A.P

c.v. April 2008

David Jacobson commenced flying training in 1965, aged 17, at Moorabbin Victoria. He was awarded a Commonwealth Flying Scholarship on the way towards a CPL and C-Grade Instructor Rating. He instructed on numerous light aircraft, most notably Victa, Beechcraft, Cessna, Piper, Auster and Tiger Moth, at Moorabbin and Tyabb, becoming foundation CFI at Longwarry, Victoria, before joining Trans-Australia Airlines TAA in January, 1970.

He flew as First Officer on F27, DC-9 and B727 aircraft before achieving Initial Command on the F27, in 1982. David joined the RAAF Point Cook Flying Club in 1983 as a part-time flight instructor, after renewing a Grade Three rating. David has held a Grade One rating since 1984. In that year, he was promoted to Captain DC-9, becoming a Training Captain in 1986. He converted to B737 in 1988, and has held a Training Command on this aircraft since 1991.

His current total of over 23,000 hours includes 4900 hours of flight instruction. While thoroughly enjoying short-haul operations with TAA (which became Australian Airlines in 1986, and then merged with Qantas in 1992), the “grass-roots” instructing with Point Cook Flying Club, provided David with a unique opportunity to give something back to his profession. An idea in 1965, inspired by the the 1943 “Dambusters” raid by 617 Squadron, RAF, led to deliberate research in 1985 and from his paper, first published for the 1987 Aviation Symposium, Canberra, (sponsored jointly by the Institution of Engineers, Australia and the Royal Aeronautical Society, Australian Division), came the “Jacobson Flare”.

Since 1987, he has guided several hundred airline and GA pilots in applying the Jacobson Flare, and made numerous presentations to Companies and groups. Several flying colleges and schools have adopted it as standard technique with excellent results, including significant reductions in training costs and in average times to first solo. GFS at Moorabbin is the latest.

In 1997 David was invited by CASA to present the Jacobson Flare at the series of seven Flight Safety Seminars around Australia, and the technique featured early in 1998 in “Flight International” and “Australian Flying” magazines.

On 16 February 1999, the Aviation Safety Foundation Australia presented David with a Certificate of Air Safety for the Jacobson Flare “*in recognition of his outstanding contribution to Air Safety 1998*”. On 12 August 1999, David was honoured by The Guild of Air Pilots and Navigators, London UK . with a Master Air Pilot Certificate (M.A.P.)

In February, 2001, David was promoted from Training Captain to Check and Training Captain, B737, and in February 2002 was a member of the crew which ferried the first Qantas B737-800, VH-VXA, to Australia, from Seattle.

On September, 2004, a specifically tailored version of the Jacobson Flare was introduced in the Qantas B737 full-flight simulator syllabus for the revised “all-variant” composite conversion for the B737-300/400/800, as the standard training technique.

He is currently operating as a line captain on the B737 and qualifying on gliders at Mt Beauty Gliding Club, currently holding a GFA ‘C’ Certificate.