

Captain David Jacobson M.A.P

c.v. March 2010

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)* on 12 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.

While thoroughly enjoying short-haul operations with *TAA* (which became *Australian Airlines Ltd* 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, not to mention reduced stress and damage to aircraft.

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.)* No 832.

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

In 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.

Since moving to Porepunkah, at the foot of Mt Buffalo in NE Victoria in 2005, he has qualified on gliders at Mt Beauty Gliding Club, currently holding a GFA ‘C’ Certificate. He shares ownership of a Schleicher *ASK-21mi* self-launching sailplane, and is striving to further enhance his soaring skills.

In June 2008, in the interest of Flight Safety, he established a website to offer the *Jacobson Flare* world-wide. See www.jacobsonflare.com

David retired from *QANTAS Airways Ltd* on 8 February 2010, after 40 years of airline flying with the company and its predecessors, *Australian Airlines Ltd* and *Trans-Australia Airlines (TAA)*, feeling totally fulfilled and happy that the time was right.

A long-term plan, always, was to explore opportunities to pass on some of his unique experience in landing training to both younger career pilots and other licenced pilots, with the aim of improving confidence and safety in the landing manoeuvre.

With this in mind, David has renewed his Grade One Instructor Rating, and is seeking to create a new 'home' for the *Jacobson Flare*. Plans include standardising landing training at a suitable flying institution, and also offering a "*finessing*" package focussing on landings, for licenced pilots at any level. With his current total of over 24,000 hours including 4900 hours of flight instruction on aircraft from gliders to jet airliners, such a collaboration could provide a unique opportunity for pilots, including instructors, to learn first hand from the author of the '*Jacobson Flare*', in both classroom and aircraft.