

UWA Multidisciplinary Diabetes Symposium

A Continuing Professional Development seminar day for ALL health care professionals

Presentations from diabetes experts across the spectrum of health professions will provide a broad vision for best practice in the optimal care of the diabetic patient.

This unique educational event will strengthen collaboration and referral pathways between professionals involved in diabetes care and also offer opportunities for networking.

The lecture seminar day will contribute to AHPRA CPD requirements.

Date: Saturday 22 October 2011
Time: 8.30am to 4.30pm
Venue: The University Club, UWA
Cost: \$200 for members of a professional body e.g. RACGP, PSWA, ACNP, ADEA

For program and registration details:

Web: biomedchem.uwa.edu.au/cpd/program
Email: cpdhealth@uwa.edu.au



WESFARMERS ARTS CLASSICS SERIES

WASO
West Australian Symphony Orchestra

Elgar's Cello Concerto

7 & 8 October | 7.30pm
Perth Concert Hall

LISZT *Mephisto Waltz* No.1
 ELGAR *Cello Concerto*
 RAVEL *Alborada del gracioso*
 RAVEL *Daphnis and Chloe* - Suite No.2

Mario Venzago, conductor
 Sol Gabetta, cello

Tickets from \$25

BOOK NOW
 WASO 9326 0000
 Groups 8+ 9326 0075
 BOCS 9484 1133

waso.com.au

MEET THE ARTIST Sol Gabetta, Friday post-concert

Australian School of Business

Building Leadership Capabilities

The Master of Business & Technology (MBT) is proud to be celebrating 20 years of providing managers with leadership skills.

The MBT is a part-time general management degree for experienced professionals offering:

- Interactive web-based distance learning or Sydney-based face-to-face classes
- Immediate application of theory to the workplace
- Flexibility to organise your study time to suit work, travel and family commitments

Register to attend an information evening by visiting: www.asb.unsw.edu.au/mbt or call +2 61 9385 6660.

INFORMATION SESSIONS

- **Mackay**
6.00pm, Tuesday 11 October
Mackay Grand Suites,
9 Gregory Street
- **Perth**
6.00pm, Thursday 20 October
Pan Pacific Hotel,
207 Adelaide Terrace
- **Online Webinar**
1.30pm (AEDT),
Thursday 27 October



CBCOS Provider Code: 00000000

The MyCopter project could have us flying

Off with the Jetsons



Sitting stationary in a spluttering line of traffic on a weekday morning, choking on exhaust fumes as the minutes tick by, who wouldn't want to be like George Jetson? As the patriarch of the space-age cartoon family from the 1960s, George had to contend with endless problems, ranging from malfunctioning robots to a tyrannical boss. But what sealed the show's appeal was that each episode began with a tantalising montage in which George was able to complete the school run, drop his wife off at the shopping centre and make the journey to work in about 15 seconds, thanks to his flying car.

Society has not yet progressed to the point where we live in pods suspended in space, but the idea of using our own airborne vehicles to travel from A to B may not be so far-fetched. Manufacturers have carried out successful test flights involving

prototype air-and-road vehicles which, if made affordable, could consign rush-hour traffic to history. And so wary are the experts of the chaos that could be unleashed by thousands of untrained pilots gaining access to the sky that the European Commission is investing \$6 million in a research project to ensure that there is infrastructure in place to cope.

The first attempt at a flying car came in 1917, when Glenn Curtiss, a rival of the Wright brothers, built a car that could hop through the air. In 1956, an American called Moulton B. Taylor successfully tested his Aerocar, the world's first flying car, but it was never mass produced.

More recently, Terrafugia, a spin-off from the Massachusetts Institute of Technology, has built a lightweight carbon-fibre vehicle that works on roads and in the air. But after a test flight last year, a demonstration planned for this year has been



Only six made: The Taylor Aerocar

postponed. The problem with moving the technology into the mass market, says Dr Mike Jump of Liverpool University's school of engineering, is that most attempts to design personal aerial vehicles have focused on craft that can take off from runways.

The need to take off and land at airfields makes any time-saving negligible compared with all but the longest car journeys.

Dr Jump and his colleagues in the MyCopter project — a pan-European research effort led by scientists at the Max



Commuters would ride to and from work along mid-air highways, with their vehicle automatically falling into formation.

Planck Institute for Biological Cybernetics in Tübingen, Germany — believe that if the flying car is to catch on with busy commuters, it must be capable of taking off vertically from a domestic driveway, possibly using rotors or ducted fans to provide vertical lift.

But that creates problems of its own. Helicopters, for example, require about an hour's maintenance in the warehouse for every hour in the air.

To combat this, researchers have considered a number of scenarios, including keeping vehicles in a central warehouse or simply parking where the vehicle lands and having it flown by autopilot to driveways or offices.

Commuters would ride to and from work along mid-air highways, with their vehicle automatically falling into formation with those around it. On arrival at their destination, the passenger would disembark and the vehicle would return to its warehouse on autopilot.

But even with the use of an autopilot, there are problems.

to work every day sooner than we think



Far from the gridlock: An artist's impression of a personal aerial vehicle. Picture: Gareth Padfield



Transformer: With foldable wings the Terrafugia Transition can be used on roads as well as in the air.



"Everyone drives down the motorway in fairly close formation," Dr Jump says. "The technology exists to enable that to happen automatically. But you cannot just have a flying car and then expect everyone in the world to figure out how to deal with it."

Creating a viable infrastructure for flying cars involves devising sensory systems and flying patterns that avoid mid-air collisions, and finding ways to cope with the noise that would be generated by swarms of low-flying vehicles — perhaps by directing traffic to avoid built-up areas.

The cars will also need a simple interface that enables someone without training to fly the vehicle safely: piloting a helicopter needs to be made as easy as driving a car.

Dr Jump hopes that, by the end of the MyCopter project in 2015, they will have "a good idea about what the vehicle dynamics will look like, some idea of how the occupant will interact with the vehicle, the levels of attention that they will require and the social and environmental issues that we may have to overcome".

By the end of the century, we could be using flying machines as an everyday form of transport. Others are even more optimistic: "It is now a question of when we'll get personal aerial vehicles, not if we'll get them," Heinrich Bulthoff, of the Max Planck Institute, told New Scientist.

And as the logjams on our roads attest, shortage of demand is not likely to be a problem. Telegraph Group, London

Pharmacy at UWA

Information evening for 2012 intake: university education and training for registration as a pharmacist in Australia

The University of Western Australia's Master of Pharmacy course is open to Bachelor of Science graduates in biomedical/biophysical and allied health science who wish to pursue a career in pharmacy.

The information evening will provide a background to the UWA degree and an overview of the two-year course and career opportunities. Information on entry requirements and the application process, Commonwealth-supported places, fees, clinical placements and pre-registration will also be discussed.

Date: Tuesday 11 October 2011
Time: 7.15pm
Venue: Lecture Theatre G33 Bayliss Building, UWA
Parking: Car Park 14, Fairway Entry 4; or Car Park 6, Hackett Drive Entry 2 (map available on the website below).

For more information:

Contact: Professor Alan Everett, Course Director
Telephone: 6488 3317
Email: alan.everett@uwa.edu.au
Web: pharmacy.biomedchem.uwa.edu.au



Commercial Arbitration Bill 2011

Standing Committee on Uniform Legislation and Statutes Review

The Committee is inquiring into the Commercial Arbitration Bill 2011 and seeks submissions from members of the public.

A submission must be in writing and be confined to the meaning of the Bill as drafted, or how and to what degree its provisions will apply.

Copies of the Bill and Explanatory Memorandum can be obtained on the Parliament's website at: www.parliament.wa.gov.au (Choose Bills / Current Bills / Select the Commercial Arbitration Bill 2011 from the alphabetical list).

Submissions can be emailed to rjewell@parliament.wa.gov.au Please call 9222 7364 for advice on how to post or fax a submission.

Submissions received after **Friday, 14 October 2011** are unlikely to be considered.

If you wish your submission to be treated confidentially, you should clearly state this in your submission.

Written information about the form and content of submissions can be obtained from the Committee Office or viewed on Parliament's website at: www.parliament.wa.gov.au (Choose Committees / About Committees / Legislative Council Guide to Making Submissions to a Parliamentary Committee).

Hon Adele Farina MLC
Chairman

adcorp F64303

Constitutional Recognition of Local Government



Australia's Constitution – What about local government?

You are invited to have your say at a free community meeting on whether the Australian Constitution should be changed to recognise the role of local government.

Date: Wednesday 5 October 2011
Time: 6.00pm-8.00pm
Venue: All Seasons Hotel, 35-45 Searipple Road, Karratha

Light refreshments will be provided.

An Expert Panel has been asked to look at the level of support in Australia for changing the Constitution so that it refers to local government. Panel members **Prof Graham Sansom** and **Ross Cameron** will attend the meeting to hear from you on this question.

This will help the Panel form a view on:

- the level of support for constitutional recognition of local government, and
- the various forms that such recognition could take, together with the advantages and disadvantages of different options.

Find out more and read a Discussion Paper from the Panel at www.localgovrecognition.gov.au. If you can't attend the meeting, you can have your say by making a submission or taking our online survey.

Written submissions can be lodged until 4 November 2011.

www.localgovrecognition.gov.au
 p: 1800 044 938

AG53289