

Submission to Green Paper.....Aviation

Dear Sir/Madam,

There are many experienced RAAus pilots out there who maybe are the ones that are actually training up the next crop of airline pilots (where the shortage is). These instructors started their interest in flying in different ways but, it was at grass roots, first instance. It is grass root flying, that I wish to make comment on, and would like to see that our 'leaders in aviation', don't forget where we all started from. None of us were born as pilot, we received instructions, we learnt, but we had a passion. In many cases our passion, cost us more than we could have afford.

Beware the person that 'cuts off their nose despite their face'. There are pilots like me that are always RAAus trained and will never be GA, but one day I maybe instructing a young person who goes on to become the next generation airline pilot. That young person will rely heavily on their initial training to determine what and where their careers lie.

I fear the micro management of the aviation industry, which may lead to grass roots flying not being affordable and accessible to people who want to fly. They will not be in a position to pass on the joy of flying, which, if nurtured may turn out the next 'crop' of airline pilots. The AFL has picked up on the theme over the past 15 years, that the grass roots and their clubs are the future AFL players. Can't we (the Aviation Industry) take a leaf out of their approach?

It is my view that the Aviation masters, macro managed the larger picture, but allow self administration blossom in the micro picture. The growth of the RAAus is in its membership (by numbers), and its affordability, less restrictions, great safety record, sharing experiences, and the love of flying. What better way to 'plant the seed' in the next generation airline pilot. I have flown the rag & bones, the plastic wonders, the tail draggers, the wind in the air type, the with and without radio types, and whilst I still call myself a novice flier, with only 140hrs flying time, I have achieved something that I never believed that I would be allowed to do. Thanks to the RAAus, and its training standards, I am a competent pilot that flies well within my capabilities. I have talked young people into 'trying it'.....hey!!! They maybe now sitting in the right hand seat of that 737 that just flew over, on its way to Sydney.

We need an industry that responds appropriately to 'situations', as they emerge or can be seen on the horizon, no one can convince me that the pilot shortage only started a few months ago. Put bluntly, it's been manifesting itself for years. Why are there no airline pilots? In part (mostly) because it costs an individual too much, that's why! To change that, we need to support the growth industry RAAus, through it's affordability and less restrictive approach to flying, so that individuals get the bug and progress on to GA and then on to the airlines. How simple is that? So don't over clutter the RAAus, with micro management. Have our Industry masters, paint the larger picture, but don't have them also micro manages the grass root industry. Keep growing the grass root aviation industry, by allowing endorsements to the pilot's experiences, e.g. retractable undercarriage, entry into controlled airspace, etc. That value adds to the pilot's knowledge base and encourage the pilot who wants to climb the industry ladder. But keep the enthusiasm in 'flying' by not over restricting, i.e. micro management gone mad.

At my local airfield, I see a dedicated RAAus instructor, teaching a young 15 year old (Mum sitting on the bench with a thermos of coffee), whose fees are paid by Dad & Mum. That may well be our next 737 captain. But also let's not forget that, that instructor is there only because our airfield can afford to have them, and that's because there are 'rag and bone' plane owners who hangar their aircraft out there, etc. How smart do we have to be to work out, 'who pays the piper'.

My message is simple, KISS.

If you look after and nurture the young seedling, what grows will be a strong healthy tree. How does this relate to Aviation, quite simply, allow the freedom of flight to drive the passion, which in turn will mature into airline pilots?

So for me, its a single seat no radio Kestral.....to the high tech A380, left hand seat (in my dreams), but to the young enthusiastic flier that can save the money to learn to fly, and then move up the industry ladder, it's a reality. We should encourage, not discourage, by making it almost impossible to even begin the trip.

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