

Response to the Issues Paper re Aviation

I am a Private Pilot I learnt to fly 15 years ago when I was 50, to fly my husband, who was Bishop of Willochra, around the Diocese of Willochra in South Australia. It is a vast area, nine tenths the state of South Australia. I now fly him around the Diocese of Bunbury, all the South-West of WA, one and a third times the area of England! David and I have bought a Cessna 172 and I now fly about 100 hours a year into paddocks, dirt strips, shire maintained strips and Regional Airports.

Australia is the best flying country in the world. Best weather; vast land; many country strips; flying schools BUT we are the most restricted in the world, far more than the US and the UK!

1/ **Security:** Why do we need police clearance to get into regional airports? A fuel tanker on the road could do much more damage than a light plane AND there has only been ONE incident of a light plane being stolen in Australia and that was in Alice Springs! I ask you!! The police clearance costs a private pilot \$180 every two years!

2/ **Medical:** I appreciate that as pilots we need to be medically fit. But why does it cost to have our medical approved when the DAME does all the work and we have already paid for it? All that money for a rubber stamp every two years?

3/ **Shortage of pilots:** Pilots are traditionally trained in local, general aviation schools scattered across the country. They then move into commercial operations. With the demise of our country airfields and flying schools because of costs, comes the demise of our pilots. Simple as that!

I am committed to aviation. I hope to be flying until I am about eighty! God forbid, I hear you say, but there is no reason why it should not be so. This country is God's gift to aviation. We have, and continue to have, the best pilots in the world sort by all the top airlines. Don't make it impossible for the "bush pilot". Don't kill it!

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