

**DEPT OF INFRASTRUCTURE, TRANSPORT, REGIONAL DEVELOPMENT & LOCAL  
GOVERNMENT  
CANBERRA ACT**

JUNE 27 2008

"Towards a National Aviation Policy Statement"

"The aim of the White Paper is to provide greater planning and investment certainty for the industry as well as address the wider community and environmental impacts associated with air transport and airport development" - Media release – The Hon Anthony Albanese MP -

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**PUBLIC SUBMISSION**

1.4 Addressing skills needs in the aviation industry

Para 3 'improving long-term workforce planning.'

- What strategies should the industry adopt to attract, retain and plan for their future skills needs to remain competitive in a tight labour market, and how can these be improved?
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I append copy of a letter forwarded to federal and state government representatives re the lack of public aviation exposure.

The content addresses one of the strategies that would contribute to addressing the need to attract new entrants to the aviation workforce: a world-class Australian Aviation Museum with the support structures that museums provide for all communities.

My education experience has always revealed:

- a lack of knowledge of the history of aviation & Australia's contribution
- little understanding of work choices in aviation
- a narrow knowledge of aviation's contribution to society
- little awareness of the excitement, adventure and initiative of early aviators
- rare opportunities for children & youth to hear speakers talk about aviation
- the struggles of women to achieve recognition & acceptance in aviation
- the desire to become a pilot with the costs involved a major deterrent
- few scholarships and apprenticeships in aviation and/or business support to finance this aspect
- media publicity that is not always positive towards aviation and which influences attitudes
- government lethargy in providing museum infrastructure throughout Australia (compare the UK & USA)
- girls and women are more accepted in aviation but many are still not aware of the range of aviation employment opportunities.

Some students learn about aviation because of a teacher's interest, training and pilot's licence – a very limited exposure indeed!

Children who visit museums with interactive displays are challenged, interested and motivated towards flying. Strategies need to encourage and reinforce this, otherwise the experience is forgotten.

## EDUCATION STRATEGIES

### Questions for discussion

1. What posters and information is distributed to schools, universities and educators?
2. What books & catalogues etc are distributed to school & public libraries?
3. The Dept of Education & Training Syllabus provides little scope in Units of Work to include aviation studies in depth for student study. To include these studies required adapting other topics.
4. School tours of airport facilities for students would reveal possible work choices.
5. As some schools include work choices' aspects of education, eg art/drama, technology/computers/IT etc – some schools could include meteorological & aviation studies, eg in Years 11 and 12. A few private schools have initiated this.
6. Articles and stories covering the varied aspects of aviation of which students are not aware could be included in school subject studies, eg flight controllers.
7. Media/video/DVD production, eg 'Sydney Airport' is a very good video that I have used for school visits and adult talks (copyright approval obtained).
8. The education programme 'Behind the News' (Btn) is an excellent exposure in schools for information. A series of school programmes on work choices and work training in aviation would offer excellent exposure, particularly as teachers can reuse these videos in the classroom environment without copyright problems.
9. An old booklet, 'Careers in Aviation' was produced privately. An attractive, colourful and up-to-date booklet should be printed and available in all schools and libraries, including schools' Career Advisors.

When I speak to senior's groups or museum visitors it is disappointing to realise the lack of aviation knowledge. The community is interested but many are ignorant of aspects of aviation. How sad to be asking questions at age 55 and not age 15!

## SUPPORT & TRANSITION STRATEGIES

1. What strategies would provide a supported transition from school to aviation training beyond the university systems?
2. What are major airlines contributing beyond sporting, etc sponsorships?
3. Introduce Student Days organised by Aero Clubs, Pilot Training Schools and Industry - such as universities organise prior to the beginning of each new intake?
4. Is there a student resources stand at Avalon ?
5. Why are we short of pilots? The present pilot system of 'gaining hours' before a commercial job is found produces some very financially-poor pilots. Airlines and employers may think this builds initiative that saves them money, but will students today continue to accept this system? What strategies will solve this 'experience' gap safely?
6. Air transport, efficiency and safety depends on a very highly skilled workforce so competition with the recruitment of doctors, scientists and highly skilled business opportunities etc will always involve a realistic recognition of salaries, workplace facilities, rosters (as aviation is a 365/24/7 occupation) etc. Students are not recruited by flying adventure stories any more!
7. A senior, very highly skilled and experienced workforce exists in the 'retired' market. How can these men and women be used in the industry ? Not all wish to sever all connection with flying. This is an aspect of the Australian workforce that government needs to address in all fields – not just aviation.

8. Just because you are a good pilot does not mean you are a good instructor. This is a difficult but important consideration, and who will monitor the strategies and outcomes? Hopefully someone with education as well as flying experience.
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SUBMISSION BY

JUDITH RAINSFORD  
Turramurra NSW 2074

Judith Rainsford has been involved in Education for over 40 years;  
Trained as a Glider Pilot in the 1970's and obtained a Pilot's Licence in 1980;  
Has travelled extensively visiting museums and galleries in cities and towns in the UK, Europe, USA, Canada, Asia, China, Africa & NZ.  
Post-Graduate Cert in Linguistics (TESOL) Macquarie University 2002.  
Past NSW President of the Australian Women Pilots' Association (a National group: Patron Nancy Bird Walton).  
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Volunteer Education Officer Australian Aviation Museum Bankstown  
Volunteer Powerhouse Museum Discovery Centre  
Speaker: Women in Aviation

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***RE INTRODUCTION: “ Suggestions are also invited on further issues not covered n this paper that may be considered for inclusion in subsequent consultation papers.”*** (final paragraph)

JUDITH RAINSFORD  
Turrumurra NSW 2074

Letter addressed to Federal & State Government representatives

Dear Hon Member

### AN AVIATION MUSEUM IN AUSTRALIA

I draw your attention to the lack of a National Aviation Museum to celebrate and record the history of Australian aviation. Why is this so? Why does Australia lack the pride and commitment to the Australian aviators and the machines in which they contributed world-first flights, ideas, inventions and adventure to the discovery and the growth of this ‘new’ and time-recent form of transport?

**BACKGROUND:** The Sydney Maritime Museum, Darling Harbour, is a magnificent and stimulating museum to educate Australian children, welcome tourists and visitors and record wonderful maritime events. An Australian is proud to take visitors to this venue.

Maritime history is ancient history since the unknown date BC when early man first tried to row a log across water. There were wonderful fleets for trade, transport and war in ancient China, Egypt and other countries whose inventions and expertise amaze the student. Australians did not contribute to these ancient discoveries, but we do have a museum celebrating maritime history.

The Powerhouse Museum celebrates technology, science and the development of land transport. Some say that thousands of years BC the early Chinese invented the wheel and so land transport developed. Did Australians contribute? No. This excellent museum records the inventions, facilities and adventurous spirit of other peoples and other nations.

*Australians were at the forefront of aviation development.* They designed aerofoils and flying machines and flew them. Lawrence Hargreaves shared his designs and ideas with aviators who used them. In an isolated and vast country Australians conquered land and ocean and claimed the world ‘firsts’ in air travel and flight know-how. If Australia and Australians opened the book on aviation, where is a National Aviation Museum to boast this? Where can visitors and children observe and recognise the early, adventurous feats of courage and initiative? Where can we visit a modern, comprehensive and exciting building to learn, educate and boast about the Australian initiative?

Nowhere.

**THE PRESENT:** Australian Museums in Canberra are modern, welcoming and comprehensive. We have the War Museum celebrating death, destruction and the misery of conflict; the National Museum and museums for Science, Art, Film and the National Library, etc. We have the National centre for Sport. Where is a modern Aviation Museum?

Nowhere.

AN AVIATION WINDOW FOR AUSTRALIA: Canberra's museums serve those who visit Canberra but they do not serve Sydney, the city where overseas visitors arrive. When tourists visit a country, the museums and galleries they visit introduce the attitudes, achievements, outlooks, history and spirit of the country. Who would visit Washington DC without walking shoes for the Smithsonian museums; London for its history, its buildings and museums and galleries throughout the UK; Europe whose countries have spent billions replacing the bombed buildings and museums destroyed in World War II? The list is long.

For too long Australian politicians, councils and media have preached sport! How many visitors fly to Australia to see a soccer field – or even (another) Olympic Park at Homebush Bay?

IS IT SHAME OR EMBARRASSMENT? Visit Tokyo – a city bombed to extinction during World War II. Visit its modern Tokorozawa Aviation Museum established on the airfield where the first Japanese pilots flew their aircraft – they were influenced by French aviation - bright, large, colourful, with a shop brimming with goodies and a café for the family. The Flight Service consoles, removed from Narita when the electronic equipment was upgraded, have been installed in 'working' condition for visitor experience; a Boeing simulator with a guide for the children to 'fly' it and many displays demonstrating the principles of flight and weather science and technology. AND when you enter, a huge wall photo of Charles Kingsford-Smith, Ulm and the *Australian aviators*..... In Sydney? NO, in Tokyo!

Visit Christchurch and their Wynam Field Aviation Museum - modern, air-conditioned, shop and café. Established on an ex-NZAF aerodrome with the (brick) buildings now used for restoration purposes. Visit the rooms outfitted for school groups to experience aspects of aviation. Where is one in Australia? Nowhere.

Visit the UK, USA and European aviation museums and ask, '*Where is the Australian Aviation Museum of this standard?*' *Nowhere.*

#### THE FUTURE OF GLOBAL (& AUSTRALIAN) AVIATION.

EDUCATION is the future of technology, transport, economics and flying in the Aviation context.

PILOTS have been recruited from defence training and experience for too long. No more! With a world shortage, Australia has to think of Australian children and their potential to carry on the aviation heritage and the aviation workforce: the men and women who will be the engineers, the electrical, avionic, technological and scientific workforce, AND the pilots who will command the aircraft in the future.

Where do you enthuse youth today? In the modern, interactive, challenging environment of an Aviation Museum teachers can introduce children to the sciences and technologies with hands-on experiences and the side-effect stimulation: 'I would like to do this when I grow up!'

POLITICIANS & GOVERNMENTS must think 'the future' and not 'the cost'. Children enthused with aviation ideas will be the pilots and aviation experts for Australia's future. The result of penurious attitudes in Australia is many small, unattractive, often dusty, hot/freezing hangars with a few displays. A Museum run by volunteers at Bankstown, Sydney, is open one or two days a week with sub-standard facilities and a small, depleting volunteer force. Its library and collection of memorabilia is in a decrepit building that would burn to ash in less than an hour. Would you accept that in London, America or Japan? Whilst praising the devotion and enthusiasm of Australian volunteers who are trying to conserve our depleting aviation history, and having visited many small Aviation Museums in Australia, I am sorry to admit I am embarrassed to invite overseas visitors inside.

Our intrepid men and women aviators and inventors deserve better than this. *They led the world in aviation development and proved the airplane could conquer the oceans and continents.*

## A CHALLENGE TO FEDERAL & STATE PARLIAMENTS

The Historical Aircraft Restoration Society (HARS) has developed a flying museum at Albion Park, south of Sydney. A museum at Temora, in country NSW, has become a mecca for flying enthusiasts.

Australians need a museum for the history, memorabilia, library research, records and restoration of aircraft and the magic of flight, and not too far from the schools and universities in the city. When the Bankstown museum closes due the development at Bankstown Airport it will move where? If

Bankstown airport can be minimised for aircraft operations and maximised for retail development, Richmond airport has the hectares for the building of a modern aviation museum with existing train and road links – and some of the earliest flights were at Richmond. The Powerhouse Museum was relocated to an existing structure at Darling Harbour – there are other building structures that could be considered for aviation in this wider area at the centre of Sydney.

Australian politicians need to become adventurous and complete the triad – a maritime museum, a land and technological museum AND AN AVIATION MUSEUM to complete the transport trilogy.

I have heard, during the past years, Prime Ministers and politicians recommending ‘education’ for our children, promulgating teaching Australian history in schools and verbally supporting the ‘Advance’ of Australia. Political rhetoric does not educate children.

This challenge asks for a real recognition of the need for a world-standard Australian Aviation Museum. It seeks recognition of the philanthropic benefit and public acknowledgement of those politicians who look, not for the greatest media exposure, but for Australians’ future gratitude because they saw the value of supporting this worthy request.

What can you do to instigate the establishment of an Australian Aviation Museum in Sydney?

Yours sincerely

Judith Rainsford

Judith Rainsford has been involved in Education for over 40 years;  
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