

Aeronautical engineering personnel (Government service)

187. The problem of staffing the aeronautical engineering branch of the Civil Aviation Directorate is less one of *ad hoc* training than of recruiting experienced engineers, including both academically qualified and workshop-trained men. For inspection duties, the emphasis is on workshop training, combined with technical education. For airworthiness and other investigations, the need is for University-trained men, who, however, should have some workshop experience and must have practical experience. There is no scheme of training which will produce the staff of this Branch of the Directorate. One of the few channels through which they can come is employment by the national operators, and we draw attention to our observations on the training of engineers for that purpose.

Pilots (non-Government service)

188. The New Zealand National Airways Corporation have established a school for the conversion training of pilots, who up to date have been almost entirely recruited from the ranks of ex-Air Force pilots. Pilots in service are also given refresher and conversion training from time to time. The training scheme appears to be well conceived and adequate for present purposes.

189. Tasman Empire Airways, we understand, have not found it necessary to go so far as National Airways in the establishment of an initial conversion training school. Pilots are given conversion training on the present type of flying-boat for the purpose of endorsement of their B licences, and subsequently receive periodic Link trainer and other ground instruction and checks. There is a difference in practice between the Corporation and Tasman Empire Airways in the subsequent training of co-pilots. Having initially qualified for the endorsement of his B licence with respect to a particular type of aircraft, the National Airways pilot is given frequent opportunities on service flights to handle the aircraft, thereby maintaining and increasing his experience. Tasman Empire Airways co-pilots, on the other hand, have little or no opportunity to maintain their experience by handling the aircraft on service flights. It is in our experience usual for co-pilots, having initially qualified for the endorsement of their licences on a type of aircraft, to have their experience maintained and developed by handling the aircraft under the supervision of the captain while on service flights. We recommend that consideration should be given to the adoption of this practice. Alternatively, special training flying must be provided so that co-pilots may be competent to carry their full responsibility as members of the aircrew.