

190. As a long-term problem it is necessary to look to the initial source of supply of pilots for employment in the airlines, and we note that arrangements are under consideration for the release of short-term service pilots from the Royal New Zealand Air Force for employment by the New Zealand National Airways Corporation after three years' service. In the normal development of civil aviation, however, there must be more than one avenue of employment and therefore other demands for pilots. Subsequently we refer to the contribution which the flying clubs are able to make in the selection and initial training of pilots for this purpose. The prospective air transport pilot has a long road to travel between his initial flight and his employment, even as a co-pilot. Few, if any, could afford to pay for all the air experience required, even if it were practicable to make it available in the form of training. The maximum development of charter or taxi flying and other commercial operations which employ pilots at an earlier stage of their experience than the airlines, to which we have referred elsewhere, has an important bearing on the production of airline pilots.

*Engineers and mechanics (non-Government service)*

191. We understand that neither the Corporation nor Tasman Empire Airways have yet found it necessary to establish a special training scheme for engineers and mechanics, but the Corporation have drawn up proposals for progressive training. No doubt at present the requirements of the operators can be met by ex-Royal New Zealand Air Force personnel, but the time will come when this source of supply will dry up, and consideration needs to be given to the future. Without doubt, the production of experienced mechanics and licensed aircraft engineers requires systematic training, as well as workshop experience. The normal apprenticeship scheme does not provide all that is needed. The problem is, or will become, a national one, and may involve the establishment of a special school of training whose curricula will be designed to follow on those of the ordinary technical schools and lead to further practical training in the operators' workshops.

192. A large air transport operating organisation, however, requires, as the Sandringham Commission of Inquiry on the (ZK-AME) incident have pointed out, more than technical school and workshop trained men. A certain number of professionally qualified aeronautical engineers is needed in a balanced organisation, and, as we have said, the Government supervisory aeronautical engineering staff should in part be drawn from this source. It is desirable, therefore, to look to the source of supply and training for these professional engineers. We note that the engineering colleges of New Zealand University are already in touch with the Royal New Zealand Air Force and the national operators on this, but we think that the collaboration could with advantage be still