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Dear David ;

I would like to extend my thanks to you for your guidance and thorough yet friendly input during my line training on the 737. I found that throughout the whole of the course in Melbourne the training section was excellent, I certainly speak very highly of the short haul side of the airline to anyone who is considering the transfer. I only hope when the time comes for short haul pilots to move to the longhaul that they find it as friendly and helpful as I have.

The flying I did in January was good consolidation of the previous three months training with plenty of variety, and constant aircraft and crew changes thanks largely to the debacle of the Sydney base. Like all of the positions I have had the learning continues well after the end of training and I have found everyone on the line most helpful in this regard.

I don't feel that I need to comment on the "Jacobson Flare" as you already know it works and could see how it helped me throughout my training especially in the early stages. While I may use other visual cues in the landing maneuver, the Jacobson Flare is the primary method that I rely on. Even in the one month of flying since the completion of my training I have had several landings where either the weather conditions were poor, the night dark, the pilot tired or a combination of these and this landing technique seems to be a reliable way of ensuring a flare at the correct point when some of the visual cues are lost or are deceptive.

After spending over five years as a second officer I have found that I have gone backwards in some areas of flying skill. Probably the area where the most damage has been done is confidence, and speaking to many others who have spent similar times in the company they would agree. The Second Officer role while certainly giving valuable experience in many areas can also be self destroying if it continues too long. For this reason I believe the Second Officer role should be time limited. So when there is a downturn in recruitment the motivation and confidence of those caught on the bottom of the stack isn't destroyed, by a system wholly cost orientated.

I don't however hold my breath for the system to change. So while we have pilots with vastly different experience levels coming onto the 737 it is encouraging that those involved in training such as yourself are putting the thought and effort into helping those of us who have to relearn to fly. Simulators are wonderful training aids but they aren't and never will be aircraft

Once again David thank you for your help, for yours and Paddi's hospitality in Melbourne, and I look forward to flying with you again soon.

Regards

