

# Generation Next

It's very easy to characterise young people as a generation more interested in watching screens from the safety of their couch than getting out and doing it, but there are still those that revel in the thrill of genuine aviation. **Paul Southwick** met a group of go-getters whose enthusiasm bodes well for the future of GA.



Ethan Jayamanna in the comfortable cockpit of a modern Cirrus.

**Y**oung people cannot vote, drive a motor vehicle unrestricted, or go to the pub, but they can, with dedication and commitment, become pilots in command. One diverse group of six young student pilots learning to fly in advanced aircraft—both fixed and rotary wing—have very inspiring stories to tell, and it turns out they are surprising their instructors and breaking a lot of myths about young people.

## **Ethan Jayamanna** (17)

### **Aviation family?**

Not an existing aviation family, but one that is fast becoming so. My father, who had a few lessons in a Cessna many years ago; stepmother; younger sister; and I, are all learning to fly.

### **Why interested in aviation?**

Dad shouted me a trial instructional flight (TIF) in a Cirrus SR20. The views were amazing. I enjoyed the sense and satisfaction of being able to navigate in three dimensions.

### **Why Cirrus?**

Dad suggested I learn in something with modern avionics, comfort (the Cirrus has air conditioning), and an aircraft with

good performance. He also said it was important to enjoy learning. I felt the Cirrus ticked all those boxes.

### **Why this school?**

I like the Garmin equipped Cirrus fleet, full motion simulator, great atmosphere every time I am here, and of course, the chocolate cookies.

### **How funded?**

Dad has been paying, but I want to get a job later to help contribute.

### **What do you like the best?**

Nailing a good landing. It's a nice feeling, as is getting a difficult manoeuvre perfect. I also love the views of Melbourne from a different perspective, and learning to understand the weather

### **What have you found most challenging?**

Study for the theory test. Because of school exams, I had to leave my aviation study to a condensed period in the school holidays. But it worked out ok, and I scored 100% on my PPL exam. I found the Jacobson Flare app useful in perfecting landings,

### **Aviation goals?**

Previously I did work experience



Eleni Jayamanna: her friends think it's pretty cool she's learning to fly.

here at Avia. As part of that, I was involved in Angel Flights. I want to get into that to help other people. I am also keen to fly myself to other places around Australia, places that it is not possible, or practical, to drive to. I have an aunty in Wellington, I'd like to do some flying in New Zealand too.

### Ted Perton (15)

#### Aviation family?

No – not at all. My closest aviation connection is a grandfather who manned cannons in WWII, near East Sale, for the RAAF.

#### Why interested in aviation?

I loved planes since I was three – it's a romance. But I never

seriously thought I could become a pilot until I met Stefan Drury at the Avalon air show. He encouraged me, and I watched his videos with Mike Walden. I saw him flying the Cirrus at Moorabbin, and initially thought that was out of my league. I started learning in a Cessna 152 at Tyabb. But I kept watching Cirrus videos. After a break, I had a lesson in a SR20 and was hooked.

Says Stefan Drury: "I do meet a lot of young people who think it's too hard, or too expensive to get into aviation, or that they need to be brilliant at maths. I always encourage them to give it a go. It is tough for all of us, but with the right dedication and work ethic, everyone should have the



Ted Perton started lessons after an encounter with vlogger Stefan Drury

opportunity to become a pilot. It is touching and rewarding to hear that Ted, motivated by the videos and our meeting, has taken up the challenge of becoming an aviator.”

#### Why Cirrus?

For me it is the most advanced flight training aircraft. It prepares students for aviation of the future. Garmin [glass cockpit] is the future, whether you like it or not. Cirrus will set me up well, and I will be ready to confront any challenges aviation serves up.

#### Why this school?

I like the cheerful atmosphere. It is a place where you are encouraged to try to be your best, concentrate, and apply yourself. The whole team is fabulous. Even if I am not flying, I like to hang out here, and soak up everything aviation related – and they are happy for me to do that.

#### How funded?

I am working part time with aviation video blogger Sam Chew, helping him with writing and editing, to pay for my lessons. Sometimes my family will shout

me a flight if it is a special occasion.

#### Aviation goals?

Aviation has become a passion. I want to go straight to my PPL. I have been talking to people about the role of a pilot at the RAAF, and this is becoming quite an interest. Even if I do not end up pursuing a career in aviation, I think I will always enjoy flying the Cirrus – it will be a constant, no matter what else I do in life.

#### What do you like the best about flying?

The feeling of progression - going from initial curiosity, and the pain or thinking things are too difficult, to being confident in myself.

#### What have you found most challenging?

Final approach. I tend to drift left of the centreline. Marlan, my instructor, patiently reminds me each time, and recently he nearly

**“My friends are also quite curious to know what it's like to be in control of a plane as it's a relatively unusual extra-curricular amongst people my age”**

The airframe parachute in the Cirrus is a great comfort to the parents of Seba Negri.



Noden's family are behind him, including driving him from Woodend to Essendon for lessons.

fainted when I got the approach right by myself.

### Eleni Jayamanna (15)

#### Aviation Family?

Yes, the whole family, except my four-year-old sister, is learning to fly.

#### Why interested in aviation?

My family encouraged me. I like it because it is different. Flying gives you so many transferable skills. It will help in a lot of ways, for example, with understanding physics or geography.

#### Why Cirrus?

That was dad's choice because of the safety, for example the airframe parachute, and the modern Garmin avionics. Because the SR20 is the only aircraft I have flown, it's normal for me.

#### Why this school?

Everyone is genuinely nice. My instructor, Abbey is most understanding. If I don't get something right straight away, she is patient at explaining or demonstrating it again.

#### How funded?

Dad is paying.

#### Aviation goals?

My next milestone is to go solo. I'm heading towards that as I get more familiar with the controls. I will also start studying for my RPL.

#### What do you like the best?

The views are amazing. It's such a cool experience. One of my friends would like to be a pilot too. Some students, particularly the few who are more familiar with the industry, find it pretty exciting given that I'm a female learning to fly. My friends are also quite curious to know what it's like to be in control of a plane as it's a relatively unusual extra-curricular amongst people my age, and only a handful of them have just recently gotten their Ls to drive!"

#### What have you found most challenging?

Getting things under muscle memory—remembering everything—especially at the beginning. Just the basics.

### Josh Noden (14)

#### Aviation family?

No.

#### Why interested in aviation?

I have always had a passion for aviation, helicopters especially.

#### Why Cabri?

It's the training aircraft here, as Melbourne Helicopters had decided to sell their R22. Chris, the HOO, said I could learn in the G2 and later convert to the R44. I like the fact it has clean lines, inside and out, and the cyclic between the legs rather than above the knees. On my TIF I was surprised how quickly I was given the controls and how much flying I did – I just loved the Cabri.

**Why this school?**

When dad and I toured Melbourne Helicopter when we were looking for somewhere to train, as soon as we walked in, we felt like family. The team was so welcoming, and very, very nice. We looked at each other and knew we had made the right decision.

**How funded?**

Mum and dad have given me the opportunity to pursue my dream – including driving me to and from lessons, all the way from Woodend.

**Aviation goals?**

I have passed my PPL theory exam already. The next goal is solo on my 15th birthday in September, and PPL on my 16th. Later it will be on to CPL. My goal is to be a police helicopter pilot and be involved in search and rescue. I am also going to do some fixed wing training to keep my options open.

**What do you like the best?**

Just flying in general – I just love going for a fly.

**What have you found most challenging?**

Hovering. It is difficult.

**Seba Negri (16)****Aviation family?**

Definitely not.

**Why interested in aviation?**

When young, I was persuaded by experiences. At aged five, I went on a train ride and decided I wanted to be a train driver. Later, aged 10, I was on a Qantas A380 flight and saw the cockpit – it really interested me, and ever since then I have known flying is what I want to do.

**Why Cirrus?**

Cirrus has the parachute – that is great reassurance for my mum and dad.



ABOVE: Will Creswall likes the Cirrus side-stick because it makes him feel more attached to the aeroplane.

**Why this school?**

My dad is a medical specialist. He operated on one of the Avia team. As a result, we became aware of Avia, and dad suggested that I give learning to fly here a try. I did a TIF in April 2019. It was an unreal feeling, especially the 15 minutes I got to manipulate the controls. I loved increasing the power and powering down again. It felt really special. Every single time I get in the Cirrus I still get that same feeling.

**How funded?**

I made a deal with my parents – if they loan me the money, I will pay it back when I have a job. I am fortunate and grateful to have parents who have allowed me to do this.

**Aviation goals?**

I'd like to get my RPL done first. It will be challenging and time consuming, but rewarding and exciting. The plan is to complete my PPL, and then apply to the RAAF for (further) training. It takes a lot of money to go right through (to commercial multi-instrument) on your own. To my friends, the idea of me being in control of an aeroplane, seems kind of crazy. But if you are passionate, it makes it so much easier. To do

anything without passion is not a good idea.

**What do you like the best?**

I love the challenge, especially talking on the radio and becoming comfortable with that. Putting yourself in an uncomfortable situation, and recovering, is the best type of learning. Overcoming the challenge gives great satisfaction.

**What have you found most challenging?**

Circuits, especially at Moorabbin. It can get busy. The other day I was number four to land and there were three or four aircraft behind me as well.

**Will Creswall (16)****Aviation family?**

No

**How interested in aviation?**

My family travels a lot. I liked being in aeroplanes. Mum's friend took me flying in a Cessna 152 and I decided I would learn fly and become a pilot.

**Why Cirrus?**

It was here

**Why this school?**

My friend, who is learning to fly here, recommended Avia.

**THE COMPLETE AIRSHOW EXPERIENCE**

Paul Bennett-Airshows is renowned as being Australia's Number 1 preference for aviation and aerial entertainment. Paul and his team are distinguished as being ranked as Australia's top aerobatic pilot (National and State Awards/Certificates) and pride themselves as being recognised as professionals in their field.

Paul Bennett-Airshows is the only aerial entertainer that can supply a wide range of display aircraft and aerial entertainment.

**ON DISPLAY**

- JET-DROPPING ENTERTAINMENT
- INCREASING LOW LEVEL AVIATION
- WORLD-CLASS FORMATION DISPLAY
- THUNDERBOLTS
- FIVE YR FLAME JUMP
- SYNTHETIC COLLISIONS
- MODEL AIRCRAFT
- BURNER TOWER
- AEROSTATIC RUSH

**TRAINING**

- AIRCRAFT
- SPORTS
- FORMATION FLIGHT
- FORMATION AIRCRAFT
- LOW LEVEL AVIATION APPROVAL
- AIRCRAFT DISPLAY TRAINING
- COMPETITION CRUISE
- TRAINING GENERAL ENLIGHTENING

© 2019 THE COU | P.O. BOX 11111111111111111111 | TEL. 11111111111111111111

**How funded?**

My parents are funding me. But when I get out of school, I will get a job.

**Aviation goals?**

I want to fly in the outback. I love the views, and out there you are more connected with people. After that, maybe I might like to get to fly for Qantas.

**What do you like the best?**

I enjoy flying to Tooradin – you get to see a lot along the way. I like being up in the sky, for example, during the bush fire season, getting a perspective of the smoke and fires from up there. I also really like the feel of the Cirrus sidestick in my hand – it feels like I am more in touch with the aeroplane. I find Avia a good place to learn. I have not been pushed across multiple instructors. Both Marlan and Abbey are great – I learn (complementary) different things from each of them.

**What have you found most challenging?**

Getting all the speeds correct. You need to really plan (ahead) for that. Radio calls. I am good with the short stuff but find it hard when having to readback clearances when I have to cross multiple runways on taxi (as happened on my first solo).

**Instructor comments**

**Marlan Balaysuriya (HOO, Avia)**

"I've heard people say that the Cirrus is too complicated for initial flight training, but we have many students, mostly teenagers, who went from effects of control to 1st solo, and beyond, in the SR20. They are busting the 'too complicated' myth."

**Chris Wakefield (HOO, Melbourne Helicopter)**

"Teaching young pilots is the same as teaching adults. There is no room for immaturity in



Nothing concentrates the mind like being on short final, and young people are showing they have what it takes.

the cockpit – everyone takes it seriously. Flying proves young people can handle a lot more responsibility than society usually gives them (by legislating for the lowest common denominator). From a schooling point of view, young pilots get to see the real-world application of physics and

maths – it is far from the usual abstract learning."

**Abbey Boston (Grade 2, Avia)**

"The biggest thing I've found training young pilots, is how quickly they pick up everything. You typically only have to tell them or show them something once and they just get it." ↗

# BUNBURY FLYING SCHOOL

PROFESSIONAL FLIGHT TRAINING IN WESTERN AUSTRALIA | BUNBURY AIRPORT



## DIPLOMA OF AVIATION

AV160219 – COMMERCIAL PILOT LICENCE AEROPLANE

AV160619 – INSTRUMENT RATING

These courses meet the CASA requirements for the issue of the Multi-Engine Instrument Rating and the Commercial Pilot Licence.

**SOUTHERN AVIATION**, based at Bunbury Airport, Western Australia provides high quality, cost effective pilot training. Whether your aspiration is to become a private or a commercial pilot, call or visit Southern Aviation today...

VET Student Loans

An Australian Government Initiative



Multi-Engine Instrument TRAINING



Training Accreditation Council  
WESTERN AUSTRALIA



(08) 9725 4145 | [info@bunburyflyingchool.com](mailto:info@bunburyflyingchool.com) | [www.bunburyflyingchool.com](http://www.bunburyflyingchool.com)