

Title of Presentation

Aircrew Training – a business process in need of re-engineering.

"I never bothered applying because I never thought I would be good enough!"

Abstract

Contemporary aircrew training faces four major challenges:

1. The changing demographics of young people offering themselves for aircrew training,
2. The growing demands of network-centric warfare,
3. Increasing private industry demand to be actively involved in air crew training, and
4. Rapidly escalating cost.

An integrated pipeline approach to training is proposed which addresses each of the four challenges. This approach is often agreed with acclaim by responsible authorities, only to be defeated by parochialism, internal division, and some clearly observable inertia.

Peter Rusbridge - CV

Peter Rusbridge joined Dartmouth as a General List executive officer cadet straight from school in late 1956. An early personal review of likely career prospects in a rapidly diminishing Royal Navy, whose strike capability was going beneath the surface, persuaded him to request a transfer to the GL Engineer Branch. After Dartmouth and sea time, he trained at RNEC Manadon and also studied for a Master's degree in aircraft design at Cranfield University.

In the course of a short flying career, Peter went solo for the first time on the day that Grace Kelly married Prince Rainier of Monaco. The press were full of the latter but not the former event.

Fifteen years later he resigned from the Royal Navy. His last job involved taking old helicopters to new decks and new helicopters to old decks for CA release trials.

Peter joined the RAAF in London in January 1972 and served for 21 years in the engineering branch. His last job was Director-General Engineering and Logistics Systems.

In 1993 he joined Teledyne as a Director of Business Development, covering an area from Kathmandu to Auckland. It certainly was different.

During this third career Peter worked for 21 years as an executive or a consultant in fifteen different countries, retiring last year, much to the relief of his family. His most recent interest has been flying training, with which, as an industry executive he became involved in the USA, UK, France, Australia, New Zealand and Singapore. He is currently writing a book about Military Capability Management. His family doubt whether it will ever be finished.