Private Pilots Licence & Club Training Information

www.scaeroclub.co.nz

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Welcome from the club and the instructors!
Welcome to South Canterbury Aero Club and congratulations for taking the first step in what many people think about but rarely set out to achieve. We look forward to flying with you and helping you achieve your aviation goals. Our Chief Flying Instructor (CFI) has prepared this guide to answer many of the questions you may have around learning to fly with South Canterbury Aero Club (SCAC).

What are the requirements to start training?
There are no requirements to start learning to fly. There are some age restrictions for some achievement milestones, you must be a fit and proper person and be able to speak and read English fluently. We are not concerned with high school exam marks or subjects taken.

What is a Private Pilots Licence (PPL)?
A private pilot's licence is the base licence required by all New Zealand pilots to fly a general aviation (GA) aircraft. General aviation is considered to be most aircraft under 5700kg.
Even airline pilots and instructors hold a PPL before advancing to commercial licences.

What can I do with a PPL?
A PPL allows you to fly anywhere in New Zealand with passengers for recreational or private transport purposes. You cannot be paid to fly using a Private Pilots Licence. You can even own your own aeroplane.

How old do you need to be to start training?
There is no minimum age to start flight training, however you will need to be tall enough to see over the dashboard and reach the pedals. There are a couple of minimum age restrictions for license progression, you will need to be at least 16 to solo an aircraft *(fly the aircraft without the instructor beside you)*
and you need to be at least 17 to sit the Private Pilots Flight Test.

Are there medical requirements?
Yes, a DL9 medical is good for getting you away solo, but it must have the P endorsement ticked by the GP. The DL9 does have restrictions associated with it in terms of what, where you can fly that a full aviation medical does not.

The aviation medical can only be issued by an Aviation Medical Examiner (AME) and aviation medicals come in 3 types: Class 3, 2 and 1. Class 3 is for air traffic controllers, 2 is for private pilots and 1 is for commercial pilots.

It is a good idea if you're embarking on your aviation journey with the intention of becoming a commercial pilot to sit the class 1 medical examination to ensure you're fit to fly commercially. The medical exam isn't hard and will require vision, ECG, respiratory, blood and urine tests. Most people pass these without too much worry.

What if I need glasses or I am colour vision deficient?
Don't worry lots of pilots wear glasses and some are even allowed to wear contacts. You will probably be required to carry a second back up pair when flying. Colour vision isn't a big deal now for pilots either especially privately, you may find that you're just not allowed to fly at night or in controlled airspace without further special testing. These questions can all be answered by your AME during your medical exam.

How many lessons are required?
Usually around 50-60 flight lessons, however we measure progress and experience in flying through flight hours. The legal minimum requirement for sitting a PPL flight test is 50hours comprising of dual and solo flight. This is a very old rule and since this was set, a lot more training has been mandated including simulated instrument flying and terrain and weather awareness.
Most people will now achieve around 60 to 70 hours minimum before all the requirements are met and competency is achieved across all required manoeuvres for the Private Pilots Flight Test.

How long does it take to get a licence?
As long as you want! This is club flying which means that this is at your pace and as your funds permit. If you dedicate yourself full time to flying you can achieve a private licence in 3 months. The New Zealand record is around 6 weeks! Most club trained pilots flying once or twice a fortnight will achieve their licence in around 12 to 18 months. No matter how long you take to chip away at your licence it's important to remember you will be flying and it's all part of the journey, for a private pilot the flight test is just a destination.

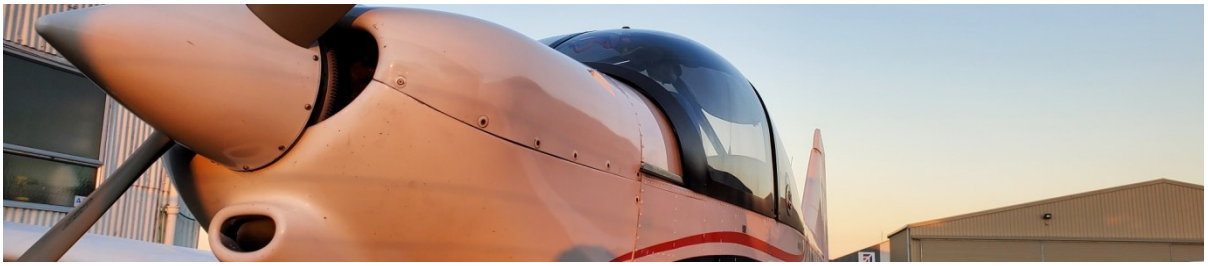
Does my training and licence count if I go overseas?
Sure does! Flight hours are flight hours. Your training and licence in New Zealand is carried out in accordance with ICAO (International Civil Aviation Organisation) so most member states recognise each other's training and licences. However, every country has different requirements and you may be required to re-sit the flight test or undertake additional training in a new country and possibly redo at least the law exam. For example, Terrain and Weather Awareness is purely a Kiwi thing and overseas pilot's coming here need to complete that part of our syllabus before they're issued a New Zealand licence.

What is a fit and proper person?
To hold a pilot's licence, you must be deemed to be a fit and proper person. This means you have a relatively clean driving record and no criminal convictions. You will be asked to provide your demerits and suspension history report and a criminal conviction report to the CAA upon application for your licence. If your report proves too much of an interesting read, they may decline your application. It is therefore important that pilots and students are careful operating their vehicle as a few too many speeding tickets will start to raise questions about your ability to control your behaviour.

Are there language requirements?
Yes, English is the official international aviation language and a level of competency must be demonstrated and maintained. If you are raised speaking English or have been in English based employment for more than 3 years your instructor can certify your logbook for competency.
If you are an international student you will be required to sit an IELTS examination and achieve a score of 5.5 with no paper below 5 prior to going solo. Everyone is also required to pass the English Proficiency Verbal Examination prior to flight test.

What exams are there?
You will need to study and pass 6 multi choice exams and the verbal English Proficiency examination.

1. Flight Radio
2. Human Factors
3. Aircraft Technical Knowledge
4. Law
5. Meteorology
6. Navigation
7. English Proficiency examination



How hard are the exams?
The exams are claimed to be NCEA level 3 by the New Zealand Qualifications Authority however being multi choice examinations most people agree they are no harder than Year 11 or 5th form high school examinations. The difference is that the theory is practiced during your lessons and flying before you sit the exams so you have real world practical application.

What study material do I need?
The club recommends the Waypoints textbooks and the MetServices Meteorology for PPL Pilots as study material. These can be purchased through the club, the Waypoints website or you may find them second hand from other students or online.

What planes will I get to fly?
The club operates 5 aircraft and owns 4 of them. The club owns 1 Tecnam P2008, 1 Cessna 172, 2 Alpha 160a's and leases a Piper cub. The club recommends you start on the Tecnam as it is more affordable and once you achieve your licence, get type rated on the others to take more passengers or just to have more ratings on your licence.

Tecnam P2008

Cessna 172

Alpha 160a

How long does a flying lesson take?
Lessons will vary in length depending on what you're learning and what phase of training you're in. When you're proficient in pre-flighting and ground checks you'll find it possible to complete a lesson in an hour and a half. At the start I would recommend allowing yourself 2 hours 30 minutes at the club.

Is it safe?
As a club we invest greatly in safety equipment and on maintenance of the club aircraft.
Our current fleet are all factory built and assembled certified aircraft. They're also maintained by licenced aircraft maintenance engineers using only certificated parts.

The instructors are required by law to sit and pass an instructor renewal every year with a flight examiner. This ensures they are maintaining standards and are continuously improving.
All general aviation instructors in New Zealand also hold a commercial licence and are currently required to maintain a class 1 medical as well.

We also operate under a robust set of guidelines and club rules guiding our members and staff to operate to the highest and safest standard possible.

What does a lesson cost?
The cost of a lesson is made up of aircraft, instructor, Airways and council/airport landing fees.
Cost per lesson will vary depending on length and any ground tuition or briefings. As a general rule most local training flights will be around 45 to 50minutes long.

Briefing time 30 minutes *($70per hour)*	$35.00
Aircraft Hire dual *($345per hour)*	$241.5
Timaru Landing fee *(Council fee per lesson)*	$6.00
Total:	**$282.5**

Depending on which aircraft you choose to fly, the stage of flying you are at, the cost per lesson can vary! When you reach the stage of flying solo, the cost per lesson decreases as you do not require an instructor on board or for ground briefings.

What is the total cost?
Cost will vary student to student, some struggle with certain components and need extra flying or help. Some people also embrace the club flying and get involved in competitions and fly-aways as students and this will add to the base cost but it will also add to your experience and competence come flight test.

Estimated Cost for Private Pilot's Licence:

Pilots Logbook	$49.00
Aircraft Checklist / Debrief Book	$15.00
Aviation Medical	$750.00
60 hours aircraft and instructor hire *(current at 01/26)*	$23550.00
Briefing time and ground instructor hire	$1155.00
Landing and Airways Fees	$600.00
6 PPL examinations	$650.00
English Proficiency examination	$160.00
Navigation Ruler, Flight Computer and Protractor	$90.00
PPL Flight Test and examiner travel	$620.00
CAA License Application fee	$230.00
Total:	**$27,900.00**

All pricing above is GST inclusive and is subject to change with all providers, Aspeq who administer the examinations review their pricing annually and adjust for inflation. The club will also move pricing as required to reflect fuel prices and current maintenance costs.

How do I start?
Easy! Call us or pop into the club and ask for an instructor, we'll get you to fill in a membership form and grab some details to create you a log in for the booking system. We'll also book you in for your first flight! Usually this is an introductory lesson which is an easy fun flight where you get to fly the plane with your instructor and get to feel what it's like to be in control of a real aeroplane!

Call us on: 03 688 2355

What is South Canterbury Aero Club?

South Canterbury Aero Club is a non-profit incorporated society owned and governed by its members. Our day to day and flight training operation is staffed and managed by our highly skilled and experienced flight instructors lead by our CFI/Manager.

We own 4 aircraft, our clubrooms, bar, and hangar. We employ between 2 and 4 instructors at any one time for our students and members. Our members pay an annual membership of $220.00 and in return receive a discount on aircraft hire of $30 per hour.

Aviation training in South Canterbury first began in 1930 at Washdyke, then moved to the Saltwater Creek Airport in 1932. The Timaru Air Pilots' Club fostered private flying, training and competitions which later became the club we are today. In November 1946, the South Canterbury Aero Club (SCAC) was officially registered and incorporated as a non-profit incorporated society. The club operated two Tiger-moths ZK-ALJ (an ex RNZAF trainer NZ676 purchased by the club) and ZK-ALQ. The Tigers were regularly seen taxiing across State Highway 1 through traffic from the Saltwater Creek Aerodrome to the British Petroleum station to refuel.

Important tips:

1. Lead your own training and learning, become familiar with Advisory Circular 61-3.
   It is essentially the "how to" on attaining your licence, know what you need to achieve.
   Learn and identify your own weaknesses and what you want to work on.
   Visit: https://www.aviation.govt.nz/assets/rules/advisory-circulars/AC061_3.pdf

2. Read the Club Flying Rules, they're a guide on how to operate club aircraft and what is expected of us with our privileges of being SCAC pilots.
   Visit: https://www.scaeroclub.co.nz/club-flying-rules

3. You'll end up with a lot of paperwork and notes. Invest in a large binder with dividers and use this to keep all your briefing notes, KDR's and exam passes in.

4. The sooner you get onto the exams the better. A lot of people let their flying get ahead of their exams which causes a lot of frustration later as there is a point where its either flight test or cross-countries and we cannot progress with either until all exams are completed.

5. You will plateau! This means you will feel like you're going around and around and seeing little or no progress. I can assure you; you are making progress. At the start the progress is made in leaps and obvious bounds. Later the more important progress is made, it's the finesse you may not notice you're developing or that the things you use to struggle and focus on have now become instinctive or second nature.

6. After your exams you'll get KDR's (Knowledge Deficiency Reports), complete these immediately and get them signed off, this way your exam is complete and you don't have to spend hours later on going through all of them again.

7. Learn your checks – you'll be given a checklist and mnemonics to learn for your aircraft, learn these off by heart at home. The aircraft charge whilst the engine is running, you can save yourself a lot of money by knowing your checks and fluently carrying them out.

8. Pace yourself, its not a secret that flying isn't a cheap hobby. Don't burn all of your funds too quickly or let your account get behind as it can throw the brakes on your progress if you need to stop flying to build up funds again.

9. Be prepared; come to each lesson knowing what you're going to be doing. Your instructor should tell you what lesson is coming next and provide you with briefing notes to have a read through at home before your next flight.

10. Arrive early, arriving 15 minutes before your flight allows you time for a pre-flight, a chat and a coffee. Pilots are a social bunch after all. If you do arrive late you may find the instructor has to shorten your lesson to stay on time.

11. Never stop learning, learn to recognise faults in your flying and ask yourself how and why. The biggest parts of being a pilot is self-reflection and diagnosis leading to improvement.

12. Once you've achieved your licence don't stop learning. Challenge yourself, learn to fly another plane, get involved in competitions, try tailwheel flying, learn to fly the Nanchang or a warbird, learn aerobatics or undertake spin recovery training. The licence is only a step on the road of a diverse and rewarding hobby or career.

13. Have fun with it, there's no point flying if you're not enjoying it. Don't take yourself too seriously, learn to laugh at your mistakes and frustrations. There are very few gifted pilots the rest of us work hard to achieve proficiency but do it with a smile.

We look forward to flying with you!