

The KiwiFlyer Guide to Aviation Training

October 2020 Supplement



PRIVATE

COMMERCIAL

RECREATIONAL

AEROPLANES

HELICOPTERS

MICROLIGHTS

AUTOGYROS

ARTICLES

Getting Value for your Training Dollars

In the Wake of COVID-19

Considerations for Newcomers

On an Instructional Techniques Course

About this Guide

WELCOME to the KiwiFlyer Guide to Aviation Training in New Zealand. This special annual supplement includes articles related to aviation training as well as profiles and some great advice from leading flight training providers from around the country.

Participants in this Guide cover a broad training spectrum and readers will find a wealth of opportunity whether it be a microlight certificate for Sunday flying, a PPL to take the family on holiday by helicopter, through to fully structured programmes designed to set the career pilot up on a fast track to airline employment.

There are articles covering selecting a flying school and many other questions for newcomers with ambitions in the industry, tips to save on training costs, incorporating academic studies into an aviation career, and on considerations regarding the current environment with COVID. There are also many snippets of wisdom amongst the various training provider profiles.

More than 1000 copies of this issue of the magazine are being sent to Careers Officers at every NZ Secondary School and students interested in aviation will find much useful information within. Aviation training is not limited to just practical and theory tuition either. Academic opportunities abound for University degrees in aviation disciplines that can extend all the way to Doctorate level research.

There is also much included for existing pilots to consider in terms of getting current for summer or refreshing and extending skills to a higher level. How about adding some ratings to your licence, undertaking aerobatic or other advanced training, or learning to fly an autogyro or glider. As well as the fun of learning, these might be skills which could be helpful to have someday.

Even those who might not be immediately interested in training for themselves should find it interesting to look through this guide and observe the many and varied training approaches that are available. The range extends from small companies and personal one-on-one tuition through to corporates with fleets of aircraft, an array of lecture facilities and purpose built student accommodation, and everything in between.

In most cases, participants in the guide provided their own material for publishing and often are speaking directly to prospective students. Several have taken the opportunity to tell of student achievements that they are justifiably proud of.

Our industry is a close one and word of mouth is a frequent and trusted form of recommendation. If someone asks for your advice on matters of training, please refer them to this Guide which is also available for download from our website along with most other KiwiFlyer articles and back issues.

Aviation as a Career Option in the Wake of COVID-19

A message to Careers Advisors from Mark Woodhouse

I'd like to address this opinion piece primarily to school Careers Advisors, but also to interested school leavers.

I have recently heard that some school Careers Advisors are advising students not to consider aviation as a career option, even when this is a strongly held objective. I can understand why they may think this, however I would contend that a career as a professional in the aviation industry remains very much a realistic option.

Like becoming a medical professional, aviation requires commitment and time, whether Air Traffic Control, aeronautical or maintenance engineering, piloting, airline or airfield management, becoming a regulator, or some other field. And there are many.

While the actual time required to qualify and gain employment in the aviation industry varies with the role, with the student's intellectual and financial capacity and with their commitment, between two and five years is not unrealistic. Students entering the industry now will be qualifying at about the time the worst of the effect of COVID is expected to be passing. It appears to be broadly anticipated that efforts to improve testing and the development of a vaccine will see a new normal in about 2022.

Before student loan funding of aviation training, one of the more common pathways to an aviation career was to gain a trade or other employ and fund the training progressively over a medium to longer period. And for some this is their pathway today.

Prior to the COVID pandemic there was an acknowledged and growing shortage of entrants to many aviation professions, especially engineering and piloting. Clearly this has been interrupted, but demand for air travel will eventually resurge and the shortage will manifest again. It is also expected that due to the brutal impact of the current situation on the aviation industry, many current aviation professionals will retire or change careers, potentially exacerbating future shortages.

The latest New Zealand CAA's Vector magazine (Winter 2020) includes an article on a group of young New Zealanders who are determined that COVID will not stand in the way of their dreams. They feel that the pandemic may have forced them to alter their plans, but that it will not stop them.

To students I would say, pursue your dreams. Nothing worth having comes easily. To borrow from a past President of the United States (who had very good speech writer!)

"We choose to go to the Moon," Kennedy said. "We choose to go to the Moon in this decade and do the other things, not because they are easy, but because they are hard, because that goal will serve to organise and measure the best of our energies and skills, because that challenge is one that we are willing to accept, one we are unwilling to postpone, and one which we intend to win, and the others, too."

I think his words have application today. If it were easy, everyone would be doing it!

Qualifying and building a career in the aviation industry is anything but easy. It is long and hard, requiring passionate commitment. It always has been. Certainly, COVID adds a dimension to the challenge, but I am very comfortable in my contention that COVID should not be a reason for a determined student not pursuing their passion.

This too will pass.

Mark Woodhouse 



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Nelson Aviation College prides itself on focusing on the needs of our students and delivering quality programmes, using a modern fleet of aircraft and simulators for advanced training. The College offers onsite accommodation, student loan funding, and an inclusive family environment - all enablers to assist you with your development to become a professional pilot.



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"Living in the onsite accommodation was handy and it made study easier because you could all do it together."

Tegan Knightbridge (Commercial Pilot Licence)

"Impressive, awesome mountain ranges that stop and turn into more impressive coastline, so it's a wonderful place to explore."

Jared Came (DipAv-Airline Preparation)

"I can feel that the students aren't a number because the school is giving me special training. They see my weaknesses, so I can have additional training to focus and help me improve. I've developed into a much better pilot."

Kit Chiu (DipAv-Flight Instruction)

"When I was looking for an aviation school, I visited all of them. What hooked me on NAC was the people. I felt more welcome than anywhere else. I loved the Airline Integration Course. The guest speakers were one of the best parts, learning different aspects of the aviation industry, from the flight attendants, the maintenance engineers and from the experience of the pilots. I definitely recommend it."

Tom Shaw (DipAv-Airline Preparation)

"I spoke with a few Air NZ employees and they all spoke very highly of the PFTOs, and specifically NAC. I'm massively impressed. It's easy to talk to whoever you have to. As most of the instructors have trained here, the standard is the same amongst them so it's easy to transition. They're all fantastic and really nice people. The theory material that we are provided makes it so much easier when you're studying. The whole experience is positive. I've found it enabling."

Jordan Osmaston (DipAV- Airline Preparation)



Learning to Fly

Considerations for Newcomers

With many years of flight instructing and examining in his logbook, including as Chief Flying Instructor / Head of Training at Canterbury Aero Club and the International Aviation Academy of New Zealand, Nathan Clarke has mentored a very large number of aviation students through their training. He answers some common questions here:

Committing to learning to fly is a complex, expensive and laborious exercise, but one that can be looked back upon with warm feelings if the journey is enjoyable. Let's look at some of the considerations that can help ensure this is the case. One of the first things I would do is download the NZCAA Good Aviation Practice booklet 'How to be a Pilot'. This guide explains much of what is required to achieve the various licences.

What Should My Goals Be?

Before choosing who to train with you should write down your goals and expectations then make sure these align with the educational philosophy of the school or club you are considering.

The following questions may be helpful in setting those goals and expectations. I'll talk about recreational flying first as it is a prerequisite to the Commercial Licence (CPL). You can always knock out a CPL later if you decide you like this flying business and want to move on to earning income from it.

What about recreational flying?

Recreational flying in NZCAA certified aircraft requires a Private Pilots Licence (PPL) or Recreational Pilots Licence (RPL). The syllabus is the same for each licence but with different medical requirements. Some flight restrictions are applicable under the RPL due to the more basic medical requirement. My recommendation would be to achieve a full PPL under the Class II medical if you can and then go to the RPL later if you want or need to due to medical issues. If you are considering flying professionally ask your doctor to check you out for a Class I medical before you start, to make sure you will be fit for commercial flying.

If you want to fly microlights there are plenty of clubs around that will help you out. Microlight training is governed by organisations certificated under CAA Rule Part 149. These include RAANZ (Recreational Aircraft Association Of New Zealand) raanz.org.nz, SAC (Sport Aviation Corp) sportflying.co.nz and Flying NZ (RNZAC) flyingnz.co.nz. They are the backbone of our grass roots aviation scene in NZ.

What's your passion?

Consider the end goal of your flying and incorporate as much of that into your basic training as you can. Be specific so a training syllabus can be drawn up to minimise the advanced training that will be needed after gaining your licence. If you are

a business owner and want to use an aircraft for getting around the country then you will probably want to fly above the weather and be instrument flight rules (IFR) capable. Thus you need to find training in an IFR equipped aircraft with a suitably qualified instructor preferably based at an aerodrome that has IFR ground equipment. The IFR environment is very procedural so the discipline of incorporating the procedures during basic training will have become second nature when your instrument rating training begins.

At the opposite end of the spectrum, if you are mad keen on being in the outdoors and want to land on airstrips in the back country, the small rural aero club or school could be your ticket to comprehensive mountain training during your PPL journey.

How long to PPL?

You need to be quite decisive when choosing the regularity of your flying. I recommend 2-3 lessons per week if you can manage it, so you are building on the previous lessons with confidence. If you can only manage a flight per week, that is ok, but it will take a few more hours because the odd weather or maintenance delay will cause your flying to regress slightly between lessons. I would allow seventy hours total for the PPL because that is what I see in current logbooks for the average student. Flying in all the seasons for your area is useful to experience the changing weather phenomena and patterns around your district.

The educational process is not just hours in the logbook and time on the ground should at least mirror the airtime for each lesson. Knowledge underpins all education and flying is no different. The instructor should be very thorough delivering the theory that relates to the lessons and must set goals that need to be

met before advancement to more complex lessons. You can make use of bad weather days to increase knowledge and work through real life scenarios you will face in the air.

Learn the basics well so the foundation is set for advancement when the time comes. Find out the process for getting into theory exams early because this knowledge also underpins your learning in the aircraft.

The PPL journey should be a highlight of your life especially the significant milestones; first solo, first solo cross country, PPL Flight Test.

What If I've been a bit dodgy?

If your criminal or driving history has a few blemishes you are best to have a good read of the fit and proper process on the NZCAA website before committing to learning to fly. The fit and proper process culminates with the application for the licence so you need to have assurance that you won't be declined fit and proper status after you have passed your first flight test. If you have a driving record that does not look as though you have respect for regulations you could be required to have a period free of driving infringements before you may be accepted as 'Fit and Proper' to hold an aviation licence.

What about Commercial?

New Zealand is a well recognised area of the world to train to a high CPL standard. There are many schools and clubs to choose from and a good place to start your research is the New Zealand Qualification Authority (NZQA) which lists all the schools on the aviation diploma qualification framework with some brief information about each school. Once again think about your end

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goals, are you on the Airline journey eventually, or Agricultural, or maybe Instructing/Examining? If you want to fly around mountainous terrain for your first job you might be best to do your training in the area you are seeking employment. Not only do you get to know the area you also get to know the people. Aviators in this country are very closely connected big family and your connections will be the key to your first job which is traditionally the most difficult to land (pun intended).

How many hours do I need?

It's one thing to have your freshly minted CPL in hand and another thing altogether to have the experience required for your first or subsequent aviation job. Most organisations are now employing on suitability to role rather than emphasis on flying hours. Pilot employers have a saying "a thousand hours can be the same hour a thousand times". You will need a minimum number of hours to apply for the role, but more importantly what do the hours involve, are they varied? Different aircraft types? Where have you flown to? Flying hours and hard skills are important but most employers are putting equal emphasis on life skills, soft skills and attitudes. You need to find an organisation that will set you up to grow in these areas if required as well as teach you to fly so you are an employable pilot. Researching this information can be easier said than done; you will need to look closely at the activities offered outside the flying syllabus and how you can incorporate some of this learning into your journey, both within the organisation and from external sources. Make sure you ask if you are allowed to work while studying; working is one of the best places to learn life skills that are essential for pilot employment.

Is the military for me?

The RNZAF is a good option if you think the spit and polish of the military will suit you. Check out their website and entry criteria. Be prepared for a thorough selection process that will take some time to complete. The course is tough, and you will need to commit to a period of service with the Air Force before returning to civvy street. If you are thinking that the military is 'free training' it won't work for you. If you are to serve King (Queen) and Country you will need to commit 100% to the military ethos.

How can I fund my training?

One opportunity out there at the moment that shouldn't be overlooked is the work available in the primary industries that traditionally would be offered to international workers. By working long hours and living frugally you will have excess funds that can be spent at your local aero club or flying school. These smaller clubs and schools may not be able to offer a diploma under NZQA but they can still offer CPL training and good potential for employment. The advantage to this is no student loan and more exposure to the industry at the grass roots level. You will have the opportunity to enter club competitions, fly different types, go on cross country flights with other students and locals and be involved in the social scene. This journey may seem quite long in the beginning but with good financial discipline you will be surprised how quickly the flying can accumulate with the added advantage of the life skills learned on the job. Often the contact with local operators can also lead to your first job.

Student loan funding is available for Kiwi students for the Diploma in Aviation from several schools and for the Bachelor of



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Aviation degree course from Massey. This is actually inadequate to meet the needs of the course and you will need to meet the shortfall with your own funding.

Do I have to be interviewed?

Most training organisations have an interview process. This can be daunting, especially if it is your first. The key to success is preparation. Think about how you would prepare for an airline interview and approach it the same way. Dress well, be well groomed, take your logbook and any supporting documents if you have already started flying. Your preparation should include a thorough knowledge of the organisation itself and their aircraft types. You should be able to talk about the learning to fly process and your desired pathways after graduation. Be prepared for and expect questions and scenarios around integrity, teamwork, leadership and communication. Most of all, be who you are, the school needs to see whether you are a good fit for aviation so you don't waste your time and (a lot of) money on a career that you are not suited to.

Remember too that the selection process is a two-way street; you are selecting a school and the school is selecting a student. Make sure you have a good look around, chat with the students and staff you come across. Forget about your phone for a while. If you are made welcome and the vibe is good you are probably on the right track.

What other considerations are there?

Often overlooked is the opportunity to spend time with fellow aviators; you can learn much about flying from talking with fellow

pilots. Most pilots enjoy having a yarn, regardless of the level of experience. Look for these social areas around the schools or clubs you visit.

Discuss your career plans with working pilots to get an idea of the job and lifestyle you think you're looking for. I think most pilots will agree that your passion for aviation will be what gets you through any low points in your career; there will be pitfalls on the way that other industries are more resilient to.

Make sure you research what your training money will buy you and remember cheapest is not generally the best. Be prepared to pay good money for good training. You can check the NZQA website for the schools on the qualification framework where there is information on each school regarding student and staff numbers, safety data and reviews. The school's websites will show entry criteria, course information and selection process.

The whole game has changed post lockdown. I have been asked by many pilots what I think may happen and what the best options are. My crystal ball doesn't have the answers at the moment - I must put it out on maintenance. One thing I do know is that people want to travel, that won't change. When people want to travel pilots fly them. My gut tells me that the industry will come again, and with a vengeance. Maybe now is the time to train? If you have your heart set on being a pilot and that's the only job you want, if you are prepared to start at the bottom and work your way up, then you will find work eventually.

Most people say "the job is what you make it" but pilots simply say "I've got the best office in the world."

Good Luck!

Nathan Clarke



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Flight Training in a COVID World

Ardmore Flying School is reinventing itself to create new opportunities for aviators and keeping the dream alive

We're staying Positive!

Despite COVID-19, it's not all doom and gloom out there. The airline sector has been broadcasting significant pilot shortages for a decade, and despite significant redundancies world-wide, many pilots have taken early retirement, or will be at retirement age when the industry (hopefully) picks up again. Many redundant pilots have also now branched into different careers. So, when the props start to turn en-masse, the COVID break is likely to only have made a dent in what is an overall pilot deficit. Furthermore, many airlines in Asia and Europe are already rebounding on the back of burgeoning domestic travel, and with a two-year lead time for training for a commercial pilot there is still a good case for starting training now.

At Ardmore Flying School, approximately 70% of our training is for international students, despite this we have been lucky enough to retain most of these as well as our domestic students even through the lockdowns this year so we still have plenty of training to complete that will keep us busy for some time to come. Plus, the recent Government decision to allow 250 international post-graduate students in to New Zealand for education this side of Christmas has left the door ajar for conversations about restarting further international training early in the new year.

But what just happened?

The first global crisis in generations has hit the aviation industry like a flock of geese through both engines and has had operators scrambling to locate the Hudson. It's almost hard to imagine the scope of impacts from the COVID-19 virus on the sector over the past nine months. In a matter of weeks we progressed from having conversations about 'the nasty flu', to having international borders closed, holidays cancelled, and airlines around the world ground to a halt to stem the spread. The impact on the professional flight training sector has been doubly difficult, having both the supply of international students and demand for airline ready cadets affected simultaneously.

Like most aviation organisations, at Ardmore Flying School we have had to react decisively, and as a result of having been through

two 'lockdowns' in Auckland, we have also had two re-structures this year leaving us lean, keen and ready to take on new challenges. The key challenge for us: maintaining an optimistic and positive business outlook in an environment of significant business and individual uncertainty on a global scale.

Reinvention at Ardmore Flying School

Despite our optimism if COVID has taught us anything it is that we need to be prepared for any eventuality, and an over reliance on international training in the current uncertain environment would be taking a risk with the prospect of further lockdowns or extended periods of border closure still an unknown. This is why we have been taking a good look at ourselves and what we could be, and are opening the door to re-focus on engagement with budding Kiwi aviators and the next generation of pilots.

Through summer programmes for schools, to making aircraft available for rental flights, recurrences and BFRs, to simply getting the barbecue warmed up on Fridays and making excuses for people to visit the school we are looking at any and all opportunities to drive both the professional and fun aspects of aviation alongside each other.

We will continue to offer our professional pilot training programmes and our recently approved Level 5 Diploma in Aviation (General Aviation) – Aero is a great starting point for this that will allow international and domestic students to complete their PPL, CPL and Instrument rating and then staircase to either the Level 6 Diploma in (Flight Instruction) or (Airline Preparation) (or both!) if they wish.

We are CAA Part 141 approved, NZQA Approved, a preferred provider for TEC student loan funding and a signatory to the Code of Conduct for the Pastoral Care of International Students. We also have CAAV (Vietnam) approval to train Vietnam Airline cadet pilots.

Our Pacific Simulators EuroJet 4.5 A320 fixed base simulator provides an excellent platform to deliver our Multi-Crew Integration Course. This course, taught by retired airline Training Captains, is proving a significant benefit for those wanting to join



Training in Ardmore Flying School's Airbus A320 Simulator.

an airline and begin type rating training. 36 hours exposure to 2-crew operations in this simulator provides a challenging but very enjoyable learning experience for those completing the Airline Preparation Diploma and is the perfect stepping-stone to airline opportunities.

Student Loan funding is available at Ardmore Flying School – however, places are limited, and a comprehensive selection process is undertaken such that only the best candidates enrol under this funded option.

Courses & Qualifications

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For more information

For more information on our training and employment pathways:

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The International Aviation Academy of New Zealand, IAANZ, has some exclusive benefits that help their students' progress smoothly through their chosen qualifications. Training from an international airport is the obvious one, in particular for multi-crew coordination IFR training. A wide range of experience is also gained from operating out of grass runways as is the case not only at Christchurch but also at IAANZ's exclusive satellite airfield five minutes away at West Melton. Rangiora Airfield adds a third base and provides quick access to mountain flying terrain.

At Christchurch a team of engineers provide on demand service and expertise to maintain IAANZ's fleet of G1000 glass cockpit and analogue aircraft.

Our passion for excellence, commitment to safety and dedication to exceptional customer service is encapsulated in our

core values that drive the organisation. Purpose built lecture rooms, individual briefing rooms and flight planning areas are all under the same roof, not to mention the lounge with an unparalleled view of the airport's runways and Café 140 that provides a variety of food options for hungry pilots.

As an Air New Zealand flight training partner, IAANZ offers an Airline Integrated Course run by the airline. In addition it offers three NZ Diplomas in Aviation – General Aviation L5, Flight Instruction L6, and Airline Preparation L6. Along with Air NZ, IAANZ is well connected to other airlines and Civil Aviation Authorities – a benefit for both domestic students seeking a career overseas and international students who have selected IAANZ because of its quality of training standards.

Our course numbers are small enough to provide individual attention but large enough to respond to industry needs. In addition to class room courses IAANZ also offers eLearning for PPL theory.

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every area staying well above the national pass average and helping young aviators graduate with the qualifications and skills sought after by the airlines.

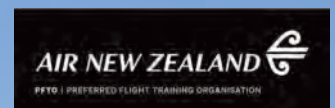
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Once you've got your licence the journey of being an aviator has only just begun. Maybe you're an adrenalin junkie and going upside down doing aerobatics sounds like you? Or maybe you want to experience flying a tail dragger in our Piper Super Cub and landing in short strips in the mountains? Anything is possible, all while enjoying spectacular scenery. As a club member you have access to other similar aero clubs all around New Zealand and also the opportunity to participate in the Flying New Zealand national competitions - an excellent way to hone your skills while being around an even larger group of enthusiasts.



Our friendly club atmosphere will enhance your flying experience as you immerse yourself in an environment shared by multiple generations happy to provide advice, interesting stories and congratulations.

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Aviation is an exciting, technologically advanced and innovative industry. Those who embark on a career as a pilot find it to be an exhilarating, challenging and rewarding experience! In New Zealand hundreds of pilots graduate every year – and a large proportion of these come from their local Aero Club. Aero Clubs offer some of the best all round pilot training afforded in the aviation industry.

In most cases there are no official academic prerequisites to undertake flight training. There is a common misconception that top results in certain subjects, eg. mathematics and physics, is a requirement. Although a good grounding in science subjects and mental arithmetic is desirable, it is certainly not necessary. In quite a few instances it has been noted that once someone has started their journey towards their Commercial Pilots Licence, and in particular has reached their first solo flight, the study they have completed has flowed into their everyday schooling subjects. Medical standards do apply, and to enrol in some training programmes, other criteria such as pre-screening interviews and aptitude tests must also be met.

A number of Aero Clubs around New Zealand now run the Young Eagles programme. This programme is specially designed for students between the ages of 12-18 years old. It gives the students a basic understanding and introduction to the world of aviation. This allows the student time to work out if an aviation career is for them. As well as Young Eagles, some of these Aero Clubs work with Gateway to offer aviation trade subjects which can earn NCEA credits.

All in all, pilot training and ancillary aviation vocations are accessible to nearly all students who display a real interest or passion in any aspect of aviation. Your local Aero Club will be able to inform students of exactly what's involved and help them make the best decisions about their flight training and future aviation career.



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Getting Value for your Training Dollars

Aaron Pearce is CFI and Manager for the South Canterbury Aero Club plus an enthusiast for microlights and all other things aviation. Most of your training cost is related to hours on the aircraft hobbys so it's important to make all of them count. In this article Aaron offers several tips to get the best value possible from your training dollars. Aaron writes:

You've decided to do it! You've mustered up the courage to walk into the local aero club or school and said "I want to learn to fly". You'll probably be introduced to a person wearing a white shirt who has a couple of planks on their shoulders and they may speak in abbreviations just to confuse things further.

You will have so many questions, and at the start there is a little bit of jump in, hold on and you'll pick it up along the way with how things work, but by far the most common question when people enquire about learning to fly is how much does it cost?

It's no secret learning to fly isn't the cheapest hobby or career path to get started on. It's a hard question to answer because everyone learns at different rates and this will affect the total cost by the time you're ready for a flight test. However, there are some easy things you can do to make sure you're getting the best value for money and aren't being milked of your hard earned flying dollars.

One of the easiest ways to save yourself time and money during your training is to know what comes next and be prepared for each lesson before you arrive. There are a few things you can do to help yourself here; always ask for the notes on your next lesson before you leave, have a read over them and that way you already know what's coming and what the objective of your next flight is. This may also save you and your instructor time in the briefing room - again saving you money!

Knowing the syllabus but also the standards you're aiming for helps too. You can find these in the Advisory Circulars and Flight Test Standards Guide on the CAA website. Take control of your own learning, know the syllabus and track your hours of each requirement yourself. Don't



Good preparation by students will help to maximise the value of expensive engine running hours.

just rely on your instructor to tell you what's coming next.

Learn your checks - with many organisations charging the aircraft hire from prop start to prop stop, it means any time spent on the ground with the engine running is costing you money.

Spend time learning your checks, take a photo of your cockpit and sit at home with the photo and your checklist running through your start, run-up, pre take-off, trouble and shut down checks.

Not only will you learn the flow and layout saving you time and money but you will wow your instructor as they get to sit there quietly and watch you fly through your checks like a pro.

On an average day it shouldn't take you any more than 6 to 10 minutes from start to take off, maximising your flight time for the money spent.

Get onto your exams early. So many times I see students fly through their training in the plane because, yes it's the fun and easy part, but you will hit a point where unless you have all of your exams done you cannot sit your flight test and you cannot fly cross country. You become the circuit warrior, stuck in the circuit or the local training area just maintaining currency or revising previous manoeuvres but not moving any closer to the end goal. To avoid this, always be studying and moving towards your next exam. Keep in mind you have three years to complete all of your exams and then a further three years from the date of your last exam to sit the flight test, so don't get caught by having to pay to re-sit exams before your flight test, because they expired.

Have you ever watched aerobatic pilots before a competition? They will walk around with their arms out flying their sequence in their head. If it's good enough for Kirby Chambliss, Matt Hall and Paul Bonhomme, it's good enough for us. Learn to visualise and practise procedures on the ground, walk around the coffee table flying the circuit in your head, verbalise your checks to help commit them to memory. You will look like a complete nutter to everyone else but hey, welcome to aviation - we're all a little bit weird and you'll fit right in. I have even drawn the circuit on the apron with chalk and have had my students walk around it and the results are remarkable.

My last one is really simple, "Smooth is fast and fast is smooth". What I mean here is do not rush, slow down, take your time and give yourself space. If your instructor is rushing you, tell them you need a second, and slow down. Stay calm, give yourself and the aircraft time and space. Things can always be sped up later when you're ready. Give yourself time to think, learn and consider. In doing this you give the aircraft time to properly respond to your commands and requests, the results of which will help with your learning process.

I hope in these ramblings of a Chief Flight Instructor I have given you some tools to start on your own journey in joining us as a licensed pilot, or have given you ideas to take to your next lesson for ensuring you get the best value for your money and progress towards a timely and successful Flight Test.

Aaron Pearce

027 846 6287 or cfi@scaeroclub.co.nz



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Recreational and Professional Flight Training at the South Canterbury Aero Club



South Canterbury Aero Club have a fleet of Piper and Cessna aircraft available, plus a Nanchang.

Situated in the uncongested airspace of South Canterbury, surrounded by wide open space bordered by the Southern Alps and the sprawling coastline. South Canterbury Aero Club is ideally located to help you achieve your aviation goals with both professional or recreational training.

South Canterbury Aero Club and its professional instructors embrace club style flight training, meaning training at your pace, in your time, supported by our friendly team of instructors, club members and students who are interested in your success.

The club offers training in general aviation aircraft towards private and commercial licenses, as well as microlight pilot certificates in a late generation microlight. SCAC also offer Terrain Awareness, Basic Mountain Flying in real mountainous terrain, Tailwheel Training in our super cub, as well as Spin and Aerobatic Training in our Cessna 150 Aerobat.

Operating from Richard Pearse Airport just 3 miles north of Timaru City, means low training costs with no unnecessary holding, airways or tower fees and no excessive landing fees added onto every flight lesson.

Over the last four years under our current Chief Flying Instructor the club has maintained an immaculate safety record and maintained a better than 90%

pass rate on flight tests for our students including PPL, CPL and Instructor's ratings.

SCAC is nationally renowned for its strong youth flying including Young Eagles and Gateway programme, helping our youth members achieve credits towards their school NCEA certificates through their flight training achievements. Many of our youth members have also achieved large flying scholarships through FlyingNZ, helping them financially towards their flying goals.

Through learning to fly with us and becoming a South Canterbury Aero Club member you will have many opportunities to get involved with club activities outside of your regular lessons including fly aways, social events and regional and national flying competitions.

Many of our commercial students and instructors have gone on to fly in other commercial operations, including Ag flying, Sounds Air, Air New Zealand, Glenorchy Air and Air Safaris.



For more information please contact Club CFI and Manager Aaron Pearce on 03 688 2355, send a text to 027 846 6287, email: cfi@scaeroclub.co.nz or visit: www.scaeroclub.co.nz

North Shore Aero Club

**Auckland's Premier
Flight Training Facility**

Whether you're looking at a career in aviation, or you'd like to pursue a Private Pilot Licence and fly for recreation, North Shore Aero Club is the place for you. At North Shore we understand that even after a thousand take-offs, it's that first one that remains special. It's that feeling that makes people want to learn to fly, to put in the effort so that one day, they can give someone else that same feeling as they pull away from the ground.

Expert quality instruction and an ideal location

Good instruction is key, and at NSAC we pride ourselves on our top class team. With two 'A' Category instructors and Flight Examiners on staff, we have the expertise to provide comprehensive instruction in a concise manner.

We've been training pilots for more than 50 years and have a highly respected reputation for producing quality pilots. Commercially you'll find our students now working for airlines such as Barrier Air, Air New Zealand, Cathay Pacific, Qantas and Emirates, to name a few!

Located just 25 minutes north of Auckland, once airborne you are immediately positioned within a large, un-crowded flight training area, with low flying areas, Control Areas and Control Zones easily accessible. The terrain is varied and there's a number of friendly airfields to visit all within 15 nautical miles.

Our enviable location enables efficient PPL and CPL training, and being only 8nm from Whenuapai Air Force base, with its RNAV (GNSS), VOR/DME and ILS/DME approaches, combined with our own RNAV (GNSS) approaches into North Shore, we are ideally located to complete an Instrument Rating.

Our fleet of aircraft are designed to accommodate your

professional and recreational training needs. They are maintained and presented to the highest standards, and are serviced by maintenance providers based at North Shore Airport.

Popular individual courses

At North Shore all our courses are available as practical modules, with individual theory courses covering everything from the recreational RPL and PPL, to the professional CPL, MEIR, and Instructor Rating. We're set up to tailor training to meet your goals.

Our ground course schedule is comprehensive, with full time PPL ground courses held four times per year, and C-Category Instructor and Instrument Flight Rating ground courses also held twice per year. We offer weekend and evening PPL courses too, enabling school students and those who work full time to get on top of those dreaded PPL theory exams.

Kick start your career with our NZQA Diploma in Aviation

With many airlines these days looking for more than just the basic qualifications, we're proud to offer the New Zealand Qualifications Authority (NZQA) certified Diploma in Aviation Level 6. This course, as well as confirming to Civil Aviation Authority requirements, provides students with a nationally recognised qualification.

Welcoming friendly Aero Club environment

Our friendly team at NSAC are waiting to discuss your options with you – we're open 7 days from 8am until 5pm, or later during the summer months. We warmly welcome you to call in anytime and it will be our pleasure to show you around.



NORTH SHORE AERO CLUB

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Heliflite Charter and Training at Ardmore

To become great at anything you need to know your equipment inside and out. Based in Auckland at Ardmore Airport, Heliflite not only operates helicopters, but also repairs, builds, and maintains them. We are a one stop shop for everything rotary, and offer a full range of helicopter services including maintenance, training and commercial ops. All of our operations are certificated by NZCAA.

As well as learning to fly helicopters,

our students are able to learn about the maintenance that keeps them in the air, and our busy Part 135 charter operations also mean that students with us have the opportunity to gain valuable experience in a real-world commercial business.

Our large fleet of modern helicopters range from two-seater piston, up to large multi-engine turbines. We offer full training course packages in R22, R44 and Schweizer 300 helicopters.

We are also certificated by NZCAA to provide Robinson Safety Awareness training, mandatory for all new and existing R22 and R44 pilots.

Our private pilot programme focuses on training pilots to operate light helicopters as safely as possible, and our commercial programme builds on this by adding practical skills that are highly valued by commercial operators.

Our CPL students gain a lot of exposure to commercial-style flying as part of their course, and we encourage them to include a large amount of R44 time (which we offer at a very competitive rate) as part of their minimums to ensure they are in the best position to land that elusive first flying job. In the later stages of our CPL course, we treat all of the flying as though it was a commercial job which ensures that pilots are well versed with the legal and other requirements of flying for hire and reward.

Our standard CPL course includes two type ratings and an unrestricted night rating on top of the usual minimums if time allows. All of this commercial focus means that by the time our students obtain their commercial licence, they are ready to be a valuable asset to any flying organisation.

We have a great team of experienced and highly qualified pilots that include IFR rated A-Cat plus B and C-Cat Instructors, as well as a professional group of ground staff to ensure that you are guided through your training safely, efficiently, and with the minimum of fuss. Once you have your licence and have been signed off by our Chief Pilot, we have a variety of helicopters available for private hire. This means that you can take a helicopter away for private use on your own time, be it a trip to the bach for the weekend or just a flight around the city with friends.

If you are interested in what it takes to learn to fly helicopters, come along and try one of our 30 minute introduction flights. Our Instructors will give you a taste of everything, from pre-flight preparation through to the ultimate test of co-ordination - hovering! Our training rates are some of the best in New Zealand and we offer discounts for bulk training packages.

We welcome you to swing by to meet the team and enjoy a tour of our facilities at 57 Vicia Lane, Ardmore Airport. For more information contact Sylvia on 09 299 9442 or visit our website www.heliflite.co.nz



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Microlight Fixed-Wing and Gyro Training at Tauranga

If you want to acquire the most cost-effective and fun aviation licence available, then microlight flying is for you. This is also a great place to start if you have aspirations of bigger qualifications later but want to sample the air and get some experience in a logbook before committing to the much higher cost of training in certified aircraft for General Aviation licences.

Tauranga is a perfect place for both rotary and fixed wing microlight training, both of which are available from Gyrate and the Aviation Centre at the airport.

Students can choose from a Magni M24 (fully enclosed with side by side seating) autogyro, a German Auto-Gyro MTO3 (tandem and open seating), or a Tecnam Sierra two-seat aeroplane. All can be operated on the same microlight licence which covers rotary and fixed wing aircraft, though of course specialist training and ratings are required for each type.



Tecnam Sierra and Auto-Gyro Calidus at Tauranga.

Originally formed in 2006, Gyrate has been owned and operated by Bruce Anderson since 2017. Bruce who is an Instructor himself, is supported in that role by two others, Arthur Warner for fixed wing training and well recognised Senior Instructor Phill Hooker who instructs in both types and many other aircraft as well. Bruce summarises their motivation in one sentence “This is a fantastic sector of the aviation community to be involved in and it really deserves a professional and specialist approach to training and up-skilling.”

Enquiries are welcome from ab-initio students through to existing experienced pilots looking for the next challenge or wanting to try something that’s just a bit different. Bruce warns though that gyro flying is addictive (this is after all the fastest growing sector of light aviation) and there are many who started out with a trial flight and now operate their own aircraft. Advantageously, it’s all comparatively inexpensive with good quality second hand gyros available from \$30,000 – extending all the way to \$180,000 for state of the art new European machines with a full suite of avionics. Those European aircraft are popular too, with many hundreds being produced every year and taking to the skies in countries all over the world. There’s a New Zealand manufacturer as well. Autoflight in Hamilton produce their version of the American Dominator design here under licence.

Why so popular? The performance, safety and reliability of these modern designs, combined with simple handling, risk-free slow flight, short field operations, very low operating costs and microlight medical requirements, is making the autogyro a machine of choice for recreational aviators worldwide. They’re not only perfect for recreational applications either. In many countries, gyros also undertake commercial activities such as crop spraying in South Africa and mustering and patrol work in Australia.

Training with Gyrate and the Aviation Centre

Students train at Tauranga on factory built aircraft equipped with radio and transponder, permitting operation in controlled airspace. Introductory and dual training is undertaken on school aircraft and solo flying can then be undertaken in a student’s own or syndicated machine.

With many private strips and grass airfields readily accessible, it is easy to build confidence and develop students’ abilities to handle the wide variety of situations encountered as a General Aviation pilot in New Zealand. Bruce, Arthur and Phill encourage cross-country and short strip training which requires thinking ahead and conducting properly stabilised approaches – all things that promote confidence and make for much better pilots regardless of whether you intend to operate from remote airstrips and paddocks or not.

The three Instructors apply a very professional ‘GA’ approach to microlight training, paying special attention to areas of perceived risk for their students. For example a critical area of gyro training is ground-based ‘rotor management’, something that can catch out an unprepared pilot leading to mishaps. Sometimes lacking focus in the past, it’s an integral part of the training programme at Gyrate.

For more information

Bruce and his team look forward to introducing new people to the world of microlight aviation via trial flights, training students through to their own full licence, or helping existing pilots to sharpen up pilot skills. Contact Bruce on 027 620 5006 or Arthur on 021 543 391 or email: fly@gyrate.nz www.gyrate.nz

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Mainland Aviation College

“Where students come before all else”

Based at the Dunedin International Airport and in operation for over 25 years, Mainland Aviation College has been highly successful with countless students now in the aviation career of their choice. In the most recent years Mainland Aviation College have at least 30 of their students now flying as Captains and First Officers for Air New Zealand. Others have chosen careers in Instructing, Ag Flying, Outback Flying, Charter Flying, Seismic Flying, and more...

Mainland Aviation College is in the unique position of having a successful Multi-Engine Air Charter division, Mainland Air Services Ltd. After gaining the required amount of hours with Instructing, students are then offered further training to fill positions in the Charter division, as they become available. This immediately gives those selected the opportunity to gain Multi hours which are priceless in some areas of aviation - and puts them a step closer to realising their dream.

Mainland Aviation College is a NZQA Approved PTE, for delivering the Diploma in Aviation to both Domestic and International students. The College is also Pastoral Care approved and provides safe, warm and clean accommodation for those students who require it, at a very minimal rent per week.

As well as providing flight training for the Diploma in Aviation, Mainland Aviation College students can choose to extend their skills with: Aerobatic training, Strip landings, Beach landings,

Mountain flying (which our location is perfect for), Tail wheel ratings, Instrument ratings, and more...

It is important to Mainland Management that students are provided with the best training opportunities they can get. This led to the decision of ‘capping’ student numbers to ensure that training is personalised with no unreasonable waiting times for Instructors, aircraft and courses. Because of this approach, our students complete their course in the required timeframe which saves them money and continues to keep the good name of Mainland Aviation College.

We have a large fleet of training aircraft and are very lucky to have a base of experienced Instructors including A-Cats, B-Cats and C-Cats which is quite a rarity in these changing times of aviation.

Our CEO, Philip Kean, has been in the aviation industry for over 50 years and is still actively flying, Instructing, Charter flying and Flight testing. His experience in all types of aircraft and flying is an asset to the college. Philip runs an open door policy to his office, where students are welcome anytime.

So, if you wish to join a Flight Training Organisation where the student comes before all else, just give us a call. We'll be happy to speak with you!



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- Capped student numbers ensure personalised training with no unreasonable waiting times for aircraft, instructors or courses.
- Our Flight Training covers all careers in aviation from Airlines to Ag, Scenic to Charter, and even Aussie Outback Flying, or whichever aviation career you choose.



More Info: 03 486 2200 info@mainlandair.com www.mainlandair.com Facebook: Mainland Air - Flight Training & Charter

Study Support from Waypoints Aviation

Pilot Books - Ground Courses - Mock Exams - iBooks

Owned and managed by Mark and Ruth Woodhouse, Waypoints Aviation provides a comprehensive range of study support material for student pilots working through their licence examination credits. Mark is an experienced ATPL ground instructor, currently employed as an international pilot with Air New Zealand.

Resources offered by Waypoints include the PilotBooks series of flight and ground training textbooks, Apple eBooks, online Mock (practice) Exams, and Ground Courses. The majority of this material development has been led by Mark himself, who is continuing to extend the range as opportunity permits.

PilotBooks and eBooks

The well-known and respected PilotBooks series of flight and ground training textbooks for the PPL, CPL, IR, BTK and ATPL have been authored by Walter Wagendonk, Stewart Boys and

Mark Woodhouse. These books have become the de facto purchase for most new student pilots starting their careers and many will be pleased to hear that Waypoints are presently also developing more volumes in the series.

Waypoints are continuing to work on a project to convert the PilotBooks range of conventional paper textbooks to eBooks. To date fifteen of the textbooks have been converted, i.e., the Flight Training Manual and Volumes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14 can be purchased through the Apple iBookstore. Volume 17 ATPL Navigation General will be available in the coming months. See www.waypoints.co.nz for details. [KiwiFlyer has sampled these on an iPad. They are easy to use, very elegantly presented, well-illustrated, and include interactive question and answer sessions for each chapter, as well as links to Waypoints mock exams. Considering these are

textbook, they have a great deal of visual appeal - the layout, fonts, and use of imagery are very good. Tools to view the different layers in each book (chapters, sections, questions, etc.) are all user-friendly. Text is searchable, and you can add highlights and notes to it for your own reference. It's also of course much more portable than a textbook and easy to refer to whenever the opportunity permits. If you're an iPad using aviation student, this is probably a study option that's perfect for you. And if you haven't got an iPad it's potentially enough justification to buy one.]

Online Mock Exams

Waypoints Mock Exams are multi-choice practice exams, styled on the real ASPEQ examination (similar to the old Sample Exam papers they used to make available). Question bank sets are available now for all of the PPL(A) and (H)

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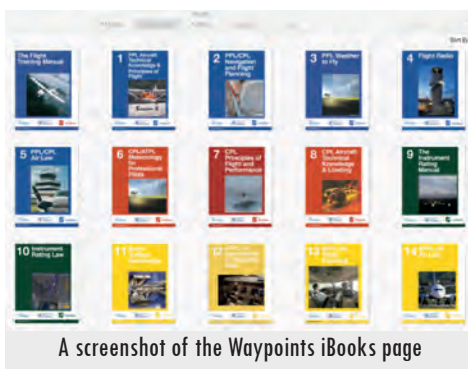
subjects, for all of the CPL(A) subjects, for BTK, for IR Air Law and for six of the ATPL(A) subjects. More mock exam question banks are under development, with priority going on the IR, CPL(H) and ATPL Meteorology subjects.

Each mock exam you sit is unique, made up of a set number of multi-choice questions generated randomly from a large master question bank, covering the full syllabus of each subject. All content is modelled on the type of questions you may get in the real ASPEQ examinations.

These mock exams are designed to fine tune and focus your knowledge in preparation for the real examination. Each multi-choice item comes with a syllabus reference and a study reference.

Free Stuff

Waypoints believe passionately in quality training. Consequently, we have developed and offer pilot study support material which will help you develop appropriate knowledge, skills and attitudes to achieve your flying dreams - safely. Material on our Free Stuff page is offered to you as a free download, in pdf and MS Word formats, as it becomes available. Its



A screenshot of the Waypoints iBooks page

content has been produced and collated from a wide range of sources and where possible we have given full credit to the original author(s).

Ground Courses

Waypoints provide ground courses for the higher level professional licences and ratings. ATPL theory, and BTK ground courses are run in conjunction with and based at the Nelson Aviation College in Motueka. Waypoints works very closely with the College.

For more information visit:

www.waypoints.co.nz or

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Study Aviation Engineering with NMIT

If you have an interest in aircraft and enjoy repairing and maintaining engines, have an eye for detail and love a technical challenge, then a career in aviation engineering is a great option to consider. As New Zealand's first approved NZCAA Part 147 Certificated Maintenance Training Organisation, NMIT has the experience and resources to offer training that provides you with a gateway into an

exciting career in aircraft maintenance.

The NMIT Aviation Engineering School is located at RNZAF Base Woodbourne. Although COVID-19 has added disruptions to 2020, the NMIT Aviation Engineering team say they have seen an increased intake and opportunities for students during this last year.

Qualifications offered include a NZ Certificate in Aeronautical Engineering

(Level 4) and a Diploma in Aeronautical Maintenance Certification (Level 6).

NZ Certificate in Aeronautical Engineering Level 4

This two year programme is NMIT's main 'Into-Employment' aeronautical engineering programme and provides all the skills and knowledge needed to kick start a successful career in the commercial Aeronautical Engineering world.

The programme has an excellent reputation in the NZ aviation industry and abroad. As a graduate you will be work ready with the proficiency and reliability to be a motivated and trustworthy employee.

A healthy number of graduates have progressed through the Certificate during 2020 and gone on with confidence to gain apprenticeships in a buoyant industry. Interviews are underway for the 2021 intakes in February and July, both of which are certain to achieve a full cohort. Students are encouraged to apply early as only limited spaces are available.

Diploma in Aeronautical Maintenance Certification Level 6

This flexible learning New Zealand Diploma in Aeronautical Maintenance Certification programme allows students to work towards gaining their NZ CAA Aircraft Maintenance Engineering Licence and the Diploma while continuing full-time employment. The online programme integrates theory with practical illustrations so that course information is easily correlated with daily work experience.

2020 has also been NMIT's first year delivering the Level 6 training scheme options for non-licenced engineers employed in the aviation industry. While these training schemes don't lead to the Diploma qualifications, they do allow engineers to work towards gaining their NZ CAA licence.

Aircraft Engineering Knowledge

From February 2021 a newly developed subject, Aircraft Engineering Knowledge will be available on the Diploma as well a training scheme. These options are perfect for people in the aviation industry wanting to further secure employment options.

nmit.ac.nz/aviation-engineering



Aviation Engineering

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Professional Training to get your Career off the ground with Ardmore Helicopters

Choosing the right helicopter training organisation is the most important decision you will ever make in your flying career. Getting a Commercial Pilot's Licence (CPL) is the 'easy' part. Finding a company that will employ you as a low hour pilot is where the difficulty begins and this is where Ardmore Helicopters Limited can help.

Why train with us

At Ardmore Helicopters you will find a relaxed and friendly atmosphere, and tailored training programmes to suit individual needs. Our highly experienced team of professional career instructors, which includes two A-Category Instructors/Flight Examiners and B-Category Instructors, takes a personal approach to student training offering one-on-one tuition. Frank Parker, who owns and manages the company, has been involved in the industry for over 35 years and has an extensive background in the military and civil sectors. Frank holds an A-Category Instructor Rating and a range of Civil Aviation Authority (CAA) flight testing privileges.

Courses offered

Ardmore Helicopters has been training top quality pilots for over 25 years. We offer a comprehensive range of training options from Private Pilot through to Commercial Pilot, Basic Gas Turbine Ratings, Instructor Ratings and numerous Type Ratings.

Our students train in the Cabri G2 and S300CBi helicopters, which are unsurpassed for their excellent safety record.

Why train at Ardmore Airfield

Ardmore Helicopters is based at Ardmore Airfield, South Auckland, which is New Zealand's busiest general aviation aerodrome. This gives our students the best situational awareness training possible.

Additionally we are just five minutes flying time from Auckland

International Airport so our students experience regular exposure to controlled airspace.

The Hunua Ranges are five minutes away so Mountain and "bush" training is also on our doorstep.

Ardmore Helicopters has built a reputation for training pilots to the highest standards to maximise their employment prospects. This is particularly important in an industry where employment is very competitive and jobs are often obtained solely through reputation and word of mouth. Pilots trained by Ardmore Helicopters can be found in all parts of the industry in New Zealand and around the world including Rescue, Police, Tourism, Agriculture, Commercial, Corporate and Utility work. If you would like to talk to graduates of Ardmore Helicopters who are now flying professionally, we are very happy to put you in touch with them.

If you have ever wondered about becoming a helicopter pilot then try an Introductory Flight Lesson. This is where you will spend time on the ground learning about the aircraft, then take to the sky with an Instructor for a local flight. Once airborne, the controls will be yours for some basic manoeuvres and on returning to the airfield your instructor will demonstrate an autorotation (landing without engine power). We conclude with you trying your hand at hovering. You will still be smiling from this experience a week later.

For more information

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Flight Training - Theory Courses - Type Ratings

On an Instructional Techniques Course

The Civil Aviation Authority requires new C, D and E category Instructors to have completed an Instructional Techniques Course prior to their Instructor rating issue flight test. This course runs over four days and has a credit that is valid for just 12 months, so candidates do need to ensure they sit their Instructor rating before the credit expires.

Flight Test New Zealand run regular IT courses throughout NZ, taught by Ross Crawford (who was interviewed earlier in this issue of KiwiFlyer). The course covers the academic requirements and theory of instruction, but thanks to Ross' background, is loaded with the sharing of wisdom from Ross' practical experience of more than 50 years of flight instruction. Ross says he deliberately orientates his training towards the practical as he believes the training experience should be enjoyable and memorable rather than one of immersion in theory books.

Ross relates all aspects of the course to aviation with examples and anecdotes and ensures there are practical illustrations of every part of learning theory and the principles required to be covered. The four day course is structured around Principles of Learning, Training Aids, Human Factors, Air Exercise Training, and actual presentation experience and observation.

During the course, every participant undertakes three presentations to the group. A warm-up presentation on the first day is about themselves, plus the best Instructor or Teacher they have had and why. On the second day, each must give a five minute presentation on how an aircraft flies, aimed at someone with no knowledge of aircraft, hence a requirement to teach within a time frame and without using any technical jargon. The last day of the course is devoted to twenty minute presentations from each participant on a subject of their choice related to aviation.

These presentations offer some a first experience of talking in front of a group and interacting with their audience, maintaining interest, recovering from a hole, etc. They provide an opportunity for all those involved to pick up on issues such as good use of diagrams, presentation material, humour, style, etc., as well as less desirable traits such as talking to the board, nervous tics, being an unintended source of distraction from the lesson, and more.

Constructive criticism and debriefing skills are also developed, as the prior presenter must give a debrief to the current presenter's presentation which is then followed up with a group discussion and wrap up from Ross. There are always noticeable improvements to the presentations given on the first three days. Also noticeable on the last day is how each presenter picks up on the strengths of previous presentations and builds them into their own. (Hint to future attendees – go last!)

The format Ross follows provides plenty of take-away learnings, as all involved experience what works and what doesn't. The approach taken also helps to overcome presentation nerves and teach participants how to deal with these.

Ross' presentation style is to raise issues with bullet points which are then discussed interactively with the class who can take notes in their workbooks. As an example, a bullet point of 'Instruction in the cockpit' will involve a discussion covering; When and when not to speak; Coordinating pattern with the brief; Relating instruction to ground and previous lessons; Knowing when to be reassuring; Knowing when to stop a lesson early; Determining the correct pace for the exercise; and Keeping calm, structured, and focused. The discussion, note taking, and anecdotes involved make for



Ross Crawford (L) with participants on an IT course at Southern Wings.

memorable (and often entertaining) teaching.

Ross offers good advice for when the time comes to sit the C-Cat issue test. He says one of the most important issues is that candidates are confidently prepared to simply explain the considerations involved in any exercise. They need to be able to demonstrate Principles of Flight concepts based on notes they have prepared themselves, rather than from another Instructor's notes or PowerPoint presentation. This is a common reason for C-Cat exam failure, with those who have learned Principles of Flight purely from a text without practicing explanations and diagrams themselves, often exposing deficiencies in their knowledge and teaching techniques.

Ross also reminds potential Instructors of the responsibility of the task; "You are not teaching someone to fly – you are training a pilot." Young students will often put their Instructor on something of a pedestal (deserved or undeserved) and learn and later mimic the behaviours they have observed. Instructors owe it to their students, and our aviation industry, to do the best job they can and ensure that all the habits they pass on are good ones.

Your KiwiFlyer Editor completed an IT course with Ross a few years back. From an initial outlook of 'I don't really want to go on a four day course', I have to say it soon became suitably interesting and informative and worthwhile. Ross does bias the course toward aviation and associated anecdotes, rather than textbook theory, and this makes the time on course go faster as well as being more memorable and at times entertaining. The structure is good too, with students clearly gaining instructional skills and confidence throughout the course. I'm more of a textbook learner than a course attendee, hence enrolled somewhat begrudgingly, and was a little dismayed to find that the entire fourth day would be dedicated to presentations from all attendees. That didn't seem like learning anything. In fact that's where the most valuable learning was. Watching others present/instruct using different styles is a great way to develop your own style in terms of what you think works well and what could be improved. And all of these things are discussed in the group following each presentation. In hindsight it's hard to criticise the CAA requirement for the course at all, though I do concur with one of Ross' comments in his interview in this issue of KiwiFlyer – It might be better to require budding C-Cat Instructors to first complete a shorter two day course, then require a further two or three day advanced course upon graduation to B-Cat status. One might also ponder the potential benefit of encouraging ongoing recurrent training workshops thereafter.

Michael Norton



Challenges of Documentation & Regulatory Compliance

In this issue we start an occasional series on regulatory compliance contributed by Jaivir Singh who will be known to many certificated organisations throughout the country from his work within the CAA Airworthiness team. Now Jaivir continues in the field as a Freelance Airworthiness Consultant. He writes:

Regulatory compliance and the need for audit trails have put a lot of emphasis on management of documentation. Practices followed at a work place must be reflected in documentation which when scrutinised during audits and suchlike, may indicate any differences an organisation has from the procedures, processes and standards laid out in their manuals.

Documentation is a record of work done and standards followed and the details of personnel who carried out the work. This includes not only planned work but also work arising during maintenance, operations, design, manufacturing, supply and to meet regulatory requirements such as duplicate inspection, release to test flights and release to service.

The quality of an MRO business's product is demonstrated through production of documentation which provides accurate and complete records of maintenance work carried out following standards and compliance with regulatory requirements.

In challenging times, operators and customers especially look for cost effectiveness. How much is enough in documentation and where should you put the limit so it meets customer needs and regulatory compliance?

It is really critical to manage documentation so as to ensure that work done is correctly recorded. In this time of change, there are plenty of challenges to manage paperwork to meet the various demands of those who require it. An MRO business which deals with a number of customers and regulatory authorities has to understand different requirements and train their staff to meet these requirements. There are some big challenges involved. These include; Adaptability to changes required to meet customer needs; Cost Effectiveness; Globalisation and the competitive environment; User Friendliness of documents; High quality work descriptions; Human Factors management, and more. I will address some of these issues and more in future comments.

Jaivir Singh 027 445 4220 

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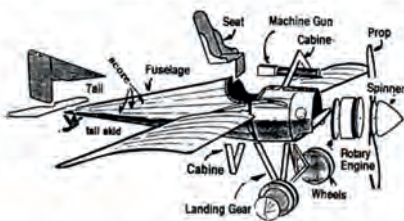
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