

TIMARU BOYS' & GIRLS' HIGH SCHOOL Aviation Course





INTRODUCTION....

AN AVIATION FLYING OPPORTUNITY

Timaru Boys' and Timaru Girls', in conjunction with South Canterbury Aero Club are very pleased to offer an aviation course to senior students. Students have the opportunity to attain a Private Pilot Licence (PPL) in fixed wing (aeroplane) while studying for their national academic qualifications.

The timetable structure at Timaru Boys' and Girls' will allow students to have normal classes and aviation theory during the course of the school day and after school or weekends the students will gain practical flying experience under the care of the South Canterbury Aero Club.





COURSE APPLICATIONS

- ♦ The course will be limited to students in Year 11, 12 and 13, however you cannot fly solo until age 16 and cannot gain the Private Pilot's Licence (PPL) until age 17.
- ♦ Students must pass a Class 2 medical examination before being accepted on the course.
- ♦ There are a limited number of places available in the course each year. Students must complete the enclosed application form and submit it to Timaru Boys' or Timaru Girls' as soon as possible as spaces are limited. Please ensure that you send all the required documentation as outlined on the application form.
- ♦ You must be enrolled at Timaru Boys' High School or Timaru Girls' High School by the start of the school academic year before being accepted on the course.



SOUTH CANTERBURY AERO CLUB

- ♦ Students will be trained by highly qualified members of our local Aero Club
- ♦ The club employs one full time Category "B" instructor who usually has the services of two or three honorary Category "C" instructors as required. All instructing staff hold Commercial Pilot Licences plus Instructor Ratings issued by the NZ Civil Aviation Authority. All instructors receive an annual "competency" check carried out by their Check and Training Organisation.
- ♦ A fleet of two Piper Tomahawk trainers and one Piper Archer are operated by the club. They have a collective value of around \$200,000. The aircraft undergo rigorous maintenance every 50 hours to ensure the highest possible standard of safety.





PROGRESSION CHART

- **Trial Flight** For those who have not flown before to see how they like it.
- **Effects of Controls** - How the aircraft is controlled in flight and on the ground.
- **Straight and Level** - How to attain, recognise and maintain straight and level flight. Simple, but very important for accurate flight.
- **Climbing and Descending** - How do we take the aircraft from straight and level and put it into a climb, or a descent.
- **Turning** - How to turn the aircraft.
- **Stalling** - What happens when we fly too slowly, we stall. A very straight forward exercise and easier to do than most people think.
With the "Basic" part of the training covered we now move on to combining everything we have learnt.
- **Circuits** - How do we take-off, fly around the aerodrome, and land.
Circuit lessons continue until the student is proficient. We look at what we do if we decide for any reason not to land (over-shoot), and how to cope in the very unlikely event of an engine failure during/after take-off.
- **First Solo** - You are now capable of flying yourself so off you go. Your first solo usually consists of one circuit. The biggest thrill of your life.
- **Solo Consolidation** - A few hours spent in the circuit on your own with the occasional dual check with an instructor.

Now the Advanced Dual/Solo training starts. It is recommended that students start thinking about ground studies by now.





PROGRESSION CHART

- **Circuit Re-joining** – How to re-join the circuit in an approved manner, at an un-controlled aerodrome.
- **Forced Landings Without Power** - If ever something goes wrong you will need to know how to get yourself down safely. With set procedures followed it soon becomes second nature.
- **Steep Turns** - If we need to turn in a hurry, a steeper bank angle is required - we will show you how this is done.
- **Advanced Stalling** - The aircraft can be stalled in more than one way, the student needs to know how to recognise and recover from any stall.
- **Slow Flight** - Learning the low speed handling of the aircraft
- **Compass Turns** – To turn on to selected headings using a magnetic compass.
- **Short Take-off and Landing** - Make the aircraft perform to its limit in both take-off and landing. A must for those shorter strips.
- **Cross Wind Circuits** - If you arrive back at the aerodrome and a cross wind has sprung up it is nice to know you can cope, we show you how.
- **Low Flying** - In bad weather we must be able to (if we have no other choice) navigate at low level in bad visibility.
- **Instrument Flying** - A few years ago Civil Aviation included five hours of instrument training in the syllabus to combat a high number of bad weather accidents. While avoiding bad weather is the best solution, a basic knowledge of instrument flying may one day prove helpful.
- **Mountain Flying** – Low level flying in valleys. Learning how to make valley turns, cross ridges and read the weather in the mountains.
- **Cross Country Flying** - How to plan and carry out a cross country is essential for any pilot wishing to go places. A minimum of 5 hours dual and five hours solo is required. Most exams are required prior to cross country flying.
- **Revision for flight test.**



SCENIC ROUTES

From the peak of Aoraki Mount Cook to the sandy beaches of Caroline Bay, in rolling hill country, sweeping plains and braided rivers, South Canterbury in the Central South Island of NZ is fresh, vibrant, forward-looking and full of surprises.

Flying in this region provides opportunities of unequalled scenery and beauty that include:

- **Aoraki Mount Cook:** This 3755m peak is the highest mountain in New Zealand and centred in the Mt Cook National Park- surrounded by the panoramic Mackenzie Country, Tasman Glacier and Lakes Pukaki, Tekapo and Ohau
- **Lake Tekapo:** This highland lake and settlement at 710 metres (2,300 feet) is in the heart of the Mackenzie District and surrounded by a vast basin of golden tussock grass. The name Tekapo derives from Maori words Taka (sleeping mat) and Po (night). Finely ground rock in the glacial melted waters give Lake Tekapo a beautifully unique turquoise colour.
- **Timaru by air:** Within the gentle curve of the South Canterbury coastline the Timaru District covers 2,602 square kilometres of diverse landscape. Attractive towns, lush pasture, rolling downlands, green hills and clean rivers lie in the lee of New Zealand's magnificent Southern Alps in the west.

The District's north and south boundaries are naturally defined by two rivers, the Rangitata and the Pareora, both known for good fishing and swimming. A stretch of land in the northwest sweeps through 64 km of dramatic scenery beyond the Rangitata Gorge to Mesopotamia Station in the high country.





Private Pilot License PPL Approximate Cost

FEE	AMOUNT
PPL Exams: 6 @ \$87.00	\$522.00
English Language Test \$128-\$323 (dependent upon English ability)	\$323.00
PPL Text Books	\$345.00
Log Book	\$45.00
Mountain Briefing:	\$75.00
Initial Medical Cost/CAA Fee	\$713.00
PPL FT Fee	\$395.00
License Issue Fee	\$230.00
Nav Computer	\$110.00
Protractor	\$7.90
Ruler	\$6.00
Airplane 50 hours Dual Training @ \$205	\$10,250.00
Airplane 5 hours Solo Training @ \$195	\$2,925.00
Ground Briefings: Approx 22 @ \$25.00	\$550.00
Landing Fees TU	\$250.00
Airways Fees	\$100.00
<i>Books, CAA, Medical & Fees</i>	<i>\$2,771.90</i>
<i>Aero Club Costs</i>	<i>\$14,075.00</i>
Total Approximate Cost:	\$16,846.90

- Total Prices are based on a 65 hr PPL . If the individual takes more time than this, it will be an extra expense. Prices may be subject to change at any time.
- Quoted in New Zealand dollars