

ATC NATIONAL AVIATION COURSE 2016

REPORT OF THE CHIEF FLYING INSTRUCTOR

Distribution:

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Introduction

In accordance with NZCF Annual Training Programme 2015/16, Course No.'s 2/16 National Power Flying and 3/16 National Navigation were assembled at RNZAF Woodbourne as the National Aviation Course (NAC16) from Monday 11th January till dispersing on Friday 22nd January. A total of 53 air cadets from squadrons throughout NZ, received a high standard of air experience as per the course objectives, provided by 11 volunteer pilots in 10 generously civilian supplied aircraft, assisted by 6 NZCF ground staff and 2 SACFTSU management staff. This report relates primarily to the Power Flying Flight of NAC16.

1. Organisation

NAC16 was again structured with the traditional method of Power Flying Flight and Navigation Flight. Training for both flights began on Tues 12th Jan.

Power Flying Flight

The 35 students of Power Flying Flight were organised into 7 syndicates of 5 students each. Each syndicate was assigned a dedicated flight instructor and aircraft. Of the 35 students, 5 were returnees from previous NAC's. No syndicate changes were required during the course because of incompatible personalities or equipment.

NAC16 saw some change in training personnel with the major change being a new CFI. Richard Button was of great assistance, now an NAC veteran in his return as DCFI. Craig Riddell and Tom Hall returned this year and new to the line this year were Max Hanna, and Scott Cunningham, both ex NAC students and now budding C-Cat Instructors. Also were two newly minted C Cats Tayler Kennedy and Megan Laby, who performed well in their first training assignments. They all fitted well into the team and provided the students with a great learning experience. I will happily invite all the team to return next year.

2016 was slightly different in that an additional instructor was added to the flight line. This meant that there were 7 Aircraft and 8 Instructors, the extra to manage fatigue, sickness or any afterhours flying if required. The additional instructor was allocated two students from the CFI and DCFI's aircraft, and provided both senior instructors the opportunity to conduct progress checks on the students and mentor junior instructors. The value of this extra position was highlighted towards the end of the course when the senior instructors were carrying out first solo checks and allowed continuity for the remaining students. This role was made available due to spare accommodation by the fact the ground instructor was local and no additional accommodation was required, but I highly encourage to be officially added to the schedule for future camps.

5 NZCF ground staff were appointed to the Power Flying Flight incl. Course Director/Flight Commander, Adjutant, Timekeeper and Barrack Master. These staff members were well supported by Mr Brian Roberts, ATCANZ representative to the course

Navigation Flight

18 Students were selected for navigation training as part of the Navigation Flight of NAC16.. The students were organised into 6 syndicates of 3 students each, and assigned a Navigation Instructor Pilot and aircraft.

3 Volunteer pilots assisted by the Navigation Flight Commander made up the navigation training team. 1 new volunteer pilot was added to the team this year as well, one returnee and one who has returned following a few years break due work commitments All provided the cadets with a valuable learning experience, and learnt a few lessons of their own along the way.

Course Management

Course Management Overall, NAC16 was commanded by CAPT. A. Rankin RNZSig, Area Co-ordinator Southern Area Cadet Forces Training and Support Unit (AC(S)CFTSU), assisted by SGT Mike Inns, RNZAF, as course manager and SQNLDR Peter McIntosh, NZCF, as Course Director.

Power Flying Programme

The Power Flying Flight's daily programme was run as per previous years. Initial briefings on Day 1 from Aeronautical Training Squadron (ATS) Instructors for Aircraft marshalling and from Rescue Fire Section on fire fighting & safety were soon followed by the start of flight training operations. Each day began with an instructor brief where pertinent points to safer and more efficient flight operations were discussed. Shortly after, the students would be given their daily brief discussing mainly the expected weather and any flight safety points that were required. Flight Operations began at or soon after 0815hrs each day and were continuous till 1630hrs, except for lunch, when students were rotated to leave the flight line for the Airmans mess. Each instructor at their discretion had lunch on the flight line. Aircraft were refuelled by Air BP at two regular intervals each day.

Each syndicate was formed by a distribution of gender, previous flight experience and geographical origin. Most syndicates had at least 1 student with previous formal instruction, for the most part though, most students were raw ab-initio's and each instructor assessed where the student should continue or start their training in accordance with the standard NZ CAA ab-initio flight training syllabus.

2. Ground Course Programme

The ground course was again conducted by Mr Ray Gauden-Ing. The ground school consisted of a minimum of 2 mass pre-flight briefings per day plus smaller intimate briefings for those students at more advanced and varying stages of their training. This year the FRTTO component was removed in favour of a more specific series of lessons toward the course. There were still lessons on radio use and operations, but also lessons on checks, circuit procedures and the like.

The Power Flying ground school was again accommodated in No.27 (Blenheim) Sqn's HQ, and the Navigation Flight was accommodated in the excellent Ground Training Wing facility.

3. RNZAF Support

The RNZAF again demonstrated excellence in their desire to support and encourage the ATC cadets, who are potential employees. All requests for services, assistance & logistics were readily made available and much appreciated to allow a seamless course operation.

4. Statistics

NAC15 Power Flight achieved reasonable results with 11 first solo flights and 4 re-solos.

	2016	2015	2014	2013	2012
No. Of Students	35	35	35	35	35
Class 2 Medical Held	31	35	34	35	32
Non-eligible Students	4	0	1	0	2
First Solo's	11	10	14	17	14
Re-solo/consolidation	2	2	4	1	3
Training Flights	385	320	315	385	350
Total Flight hours	223	218	198	236	236

5. Discipline, Accidents & Incidents

Course Discipline Again the student body were well behaved this year with no reported disciplinary action required to either the group as a whole, or any individual. This was largely attributable to the high discipline & standards expectations, maintained by core staff that are well experienced with creating a positive but disciplined learning environment.

Accidents

There were no reportable accidents.

Incidents

There were no reportable incidents.

6. Maintenance

Maintenance was very good this year with no training time lost due engineering requirements. 1 aircraft required a nose oleo inflation, with no training time lost. Excellent preparation by the owners saw all aircraft arrive with sufficient hours to complete the course.

7. Weather

This year's weather was very good. Most days were favourable winds and hot temps saw plenty of flying. We lost one morning of flying due to low cloud and reducing visibility, but some flying was still able to be conducted. We were able carry out so much flying some students were closely monitoring their remaining hours in the latter stages of the course.

8.Admin and Logistics

Admin

Pre-course admin was managed by myself mainly via email and telephone to course instructors and aircraft owners/operators. All owner/operators were prompt with our requests for paperwork and all were again generous with the rates they leased the aircraft to us at.

Most course admin was completed on Day 1. When all instructors and aircraft had arrived, a staff briefing was conducted to cover the course commanders briefing to staff, Standard Operating Procedures (SOP), Syndicate & Aircraft Allocations, Instructor directives and Air Traffic Control procedures.

The NAC SOP document largely remained the same but for a few minor amendments.

As in the past, all instructors were issued with Directives, outlining their responsibilities to myself and their students, including the NZCF Duty of Care.

Day to day administration was promptly and efficiently handled by the ground team comprising the Adjutant and Time Keeper assisted by Mr Brian Roberts. They monitored all departing and arriving aircraft and processed the daily flight times recorded by each instructor to which they furnished progressive summaries of each students flying account on a regular basis.

Logistics

10 aircraft, comprised of 5 Piper Tomahawk's, 2 Cessna 152', 2 Piper Cherokees, and 1 172 were sourced from various owners/operators throughout the country. Best efforts were done to try and get aircraft that were geographically close to RNZAF Woodbourne to reduce ferry costs. This year the majority of the fleet was sourced from Christchurch, which Canterbury Aero Club made up a large proportion of the fleet. Although the ferry costs were increased due to the geographic location these aircraft, the maintenance and reliability statistics speak for themselves as to the quality of the product supplied from these organisations. Also there were 2 late minute changes to the fleet which CAC were promptly able to provide additional aircraft on request.

As per NAC15, the aircraft were hired "Wet" bar 1 for the Power Flying Flight. The newly procured ATCANZ BP Fuel card was used for 1 aircraft and a lot of reconciling fuel documents was avoided. The average cost of the aircraft to ATCANZ was \$150/hr and the cost to cadets was \$163.04 with the difference reflecting the cost of ferry flying and post course landing charges.

Instructors were well spread from Auckland, Hamilton, Christchurch, New Plymouth and Nelson. Air New Zealand were very generous in positioning instructors to aircraft locations and back again at no cost to the NAC/ATCANZ.

9. Air Traffic Control

Mr Brett Cunningham, Senior Air Traffic Controller, Woodbourne Tower, gave the usual instructors briefing on the Monday of arrival, revising procedures as outlined in the SOP document. As has been

the case for many years, the NAC and Woodbourne Tower worked well together with no issues or conflicts apparent. The Airways team provided yet another professional & high level of service, during what they consider to be a mutual & valuable training exercise for Tower staff.

10. Course Chief Flying Instructor Role

2016 was my first time as CFI of the National Aviation Course. Having attended the course in 2002 as a Nav student, and attended every course until 2013 it was strange to have seen things go full circle, and end up as CFI. The role was not without its challenges, but would have been infinitely harder without the systems, procedures and traditions developed by my predecessors John Neal and Craig Walecki. Having a highly skilled and professional team behind me was of great benefit, and if the students have learnt as much as I have from the NAC16 course, it was a valuable experience for all involved.

11. Summary

The ATCANZ ATC National Aviation course was again successfully conducted to a high standard of safety and aviation instruction. 11 students achieved a life changing first solo flight and I'm confident all NAC students have benefitted hugely, not only on an aviation basis, but also on a personal level, from their attendance and involvement with ATC and the NAC.

My personal thanks go to my instructor team, who did an outstanding job in trying circumstances, Aircraft owners/operators for their generous rates and well maintained training aircraft, Course sponsors for their generous and absolutely required sponsorship funds and/or facilities and finally to ATCANZ, for conducting the course in the first instance, a course that allows young New Zealanders the opportunity to do and achieve something that they will remember for years to come, if not their lifetime.

Again, I am proud to be involved with the NAC and the people who make it possible, and I look forward, given the opportunity, to being involved with NAC17.

FGOFF Scott Corlett (NZCF)
Chief Flying Instructor ATC National Aviation Course

04 April 2016