



# **South Canterbury Aero Club**

## **Tailwheel Training**

## **Information**

**South Canterbury Aero Club Inc.  
Richard Pearse Airport  
Timaru**

**Phone: 03 688 2355  
[www.scaeroclub.co.nz](http://www.scaeroclub.co.nz)**

### Welcome from the club and the instructors!

Welcome to South Canterbury Aero Club and thank you for considering us for your first of type and tailwheel training. We look forward to flying with you and helping you achieve your professional aviation goals. Our Chief Flying Instructor (CFI) has prepared this guide to answer many of the questions you may have around learning to fly tailwheel with SCAC.

### What tailwheel do you use?

We're lucky enough to have a PA18-150 Piper Super Cub in our fleet, ZK BNM.

BNM is a legendary aircraft and her sister BNL is even more well known. BNM has had her engine upgraded with high compression pistons and now produces 160 HP, and also has upgraded brakes.

A Piper cub is the perfect machine to get a grip with tailwheel flying, it behaves like a tailwheel should but yet is forgiving enough to learn on.

### What are the requirements to fly the cub?

Anyone can fly our Cub dual, but there is an insurance requirement that the Pilot in Command must hold a valid PPL, with this in mind as a student pilot you can fly the cub and undertake the tailwheel training however we just won't be able to send you solo in her.

### How long does it take to attain a cub rating?

A current pilot will achieve a cub rating in around 5 – 10 hours on their first of type.

The 5 – 10 Hours comprises of dual and solo flying, and primarily a lot of the training is in the circuit. It can be achieved by a lot of people in a full weekend but I would recommend it spread across a couple of weekends of a week this will give you time to absorb each lesson and experience different weather conditions with the machine.

### What are is the course structure like?

Lesson	Ground Time	Flight Time Dual	Flight Time Solo
Preflight and Intro to Type	1	1.2	
Circuits 3 point take offs and landings	.5	1	
Circuits tail up take offs and 3-point landings	.5	1	
First Tailwheel Solo		.5	.5
Circuits – Wheeler landings		1	1
Circuits – Crosswinds		1	.5
Final check out and sign off Similar to a BFR to assess competency in all normal and emergency manoeuvres has been achieved.	.5	1.2	
Totals:	2.5	5.7	2.0

*\* it should be noted on an initial rating we do not teach short field landings, once a pilot is rated we expect them to build experience and feel for the aircraft and then take a further lesson or two for the precision approach and short field landing technique.*

### What Paperwork is there?

Like all type ratings you will be required to complete a type rating questionnaire, we will also provide you with a PDF of the Piper Super cub manual for you to read and study.  
You will also have to complete a club membership form.

### Can I hire the Cub for private use once I'm rated?

Sure can, you'll be a member of the club and the cub is a fleet machine there for members use, but The South Canterbury Gliding Club do have first dibs on the Cub on Sundays for glider towing operations. If you were wanting the cub on Sundays we would have to prearrange this with the gliding club.

There are some limitations on where the cub can be taken, generally this is on a case by case basis based on the strip and pilot including their currency and total time on type. This can be discussed with the CFI.

### Can I use the Cub for CPL training?

Yes you can, your welcome to use it for hour building, basic mountain flying and cross country's but you wont be able to flight test in the machine as the CPL test requires more instrumentation than BNM is fitted with and it must visible to the Pilot and examiner.

### What study material and equipment do I need?

We will supply you with a PDF of a PA18 flight manual and the type rating questionnaire.

### What does a lesson cost?

Aircraft are charged out based on engine runtime, and time spent with an instructor on the ground for briefings is charged at \$55 per hour.

<b>Example</b>	<b>Briefing time 30 minutes</b> <i>(\$55per hour)</i>	\$27.50
	<b>Aircraft Hire dual</b> <i>(\$260 per hour dual)</i>	\$260.00
	<b>Timaru Landing fee</b> <i>(council fee per lesson)</i>	\$5.00
	<b>Total:</b>	<b>\$292.50</b>

### What is the total cost?

#### Estimated Cost for Cub Rating and tailwheel training with us:

Instructor ground time:	2.5 Hrs	\$137.50
Piper Cub Hire Dual	7 Hrs	\$1794.00
Piper Cub Hire Solo	2.5	\$550
Landing fees		\$50.00
	<b>Total:</b>	<b>\$2,531.50</b>

*All pricing above is GST inclusive and is subject to change, with all providers, The club will also move pricing as required to reflect fuel prices and current maintenance costs.*

### **How do I start?**

Easy! Call us or pop into the club and ask for the CFI, we'll get you to fill in a membership form and grab some details to create you a log in for the booking system. We'll also book you in for your first tailwheel lesson!

Call us on:     03 688 2355

### **What is South Canterbury Aero Club?**

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

We own 4 aircraft, our clubrooms, bar, and hangar. We employ between 2 and 4 instructors at any one time for our students and members. Our members pay an annual membership of \$180.00 and in return receive a discount on aircraft hire of \$30 per hour. We also have access to another 3 special and interesting aircraft for additional training and fun through our generous members.

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

**Important tips:**

1. Don't hype tailwheel flying up in your head, too many pilots (primarily tailwheel pilots) put it on a pedestal, tailwheel flying isn't hard its just different.
2. Wear thin soled shoes this will allow more dexterity and movement in your feet. Don't come cub flying wearing boots while you're learning.
3. Tailwheel flying is as much about throttle control as it is rudder be smooth and gentle on the machine and the engine, this will minimise some factors effecting swing on take-off.
4. You will get frustrated tailwheel flying will expose a lot of faults you've been getting away with in a tricycle undercharge, keep going!
5. Book your lessons in advance there is only a couple of cub rated instructors around and to ensure you're able to do your lessons when you want to be sure to book in advance.
6. When flying a tailwheel, you need to have the mindset your flying the machine from the time you pull it out of the hangar to the time you put it back, aviation is unforgiving of complacency and tailwheel even more so.
7. You're not a bush pilot just because you have a cub rating. It will not turn you into a bush pilot either, it takes years of practice and understanding of their machines to be able to do what those guys and gals do. Respect your experience limits and the limitations of the machine.
8. You will need to learn to listen and feel the machine, the cub will talk to you. You can feel how its flying through the stick and pedals. Flying a cub truly requires all your senses and situational awareness.

I look forward to flying with you and helping you achieve your goals

Aaron Pearce  
Chief Flying Instructor  
South Canterbury Aero Club