



# South Canterbury Aero Club Recreational Pilots Licence



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Great you've taken the first step towards learning to fly and becoming a real pilot!  
Welcome to South Canterbury Aero Club! We're owned and operated by our members and staffed by trained, experienced and qualified flight instructors to teach our students and guide our members.

South Canterbury Aero Club, with its team of highly qualified and experienced Flight Instructors, will help you to learn the skills and experience while developing the confidence to fly anywhere in New Zealand you desire.

In the following pages our Chief Flight Instructor has prepared a relatively in depth look at the what and how's about learning to fly and the common questions people like yourself usually have when thinking about or starting to learn to fly.

### **What is a Recreational Pilot's License (RPL)**

A RPL (*Private Pilot's License*) is a basic licence or document here in New Zealand, allowing you to fly in New Zealand airspace, carrying friends and family for fun or as a way of exploring or even commuting yourself around for holidays or work.

A PPL allows you to act as "Pilot in command" (the captain of your plane) whilst carrying passengers usually friends or family, With a PPL you cannot be paid or rewarded for the flight or charge your passengers for your services as the pilot, However the passengers can help contribute towards the cost of the aircraft hire or fuel with you.

### **What's the difference between an RPL and a PPL?**

Because the medical is less stringent only requiring a DL9 to operate the aircraft there are some restrictions put upon the pilot to best ensure the safety of the passengers and the public.

The holder of an RPL cannot:

- Operate the aircraft at night
- Fly aerobatics
- Carry more than one passenger at a time
- Operate an aircraft over 2500KG
- Fly over built up areas or towns unless taking off or landing.

A PPL holder CAN do the things above, the hour requirement and training for flight test are exactly the same for a PPL with the less stringent medical being the only difference.

### **What pre training requirements are there?**

NONE! You can commence pilot training at any stage, just give us a call and you could be flying your very first lesson this afternoon! However before you fly your first solo flight you must:

- Be of at least 16 years of age
- Hold a DL9 medical certificate issued by your GP
- For international students CAA require a IELTS score of 4 or above and in addition our instructors require a Pass in The Flight Radio Examination.

## What are the medical requirements?

The biggest difference and really with an RPL is the medical, the medical is a DI9 Land Transport medical this is the same medical a taxi driver requires.

This can be issued by your GP and lasts the same period as a Class 1 aviation medical. As this medical is less stringent than an aviation medical it carries the restrictions laid out above under "What's the difference between an RPL and a PPL?"

## What Training will I need to get a NZ RPL?

The following table is a guide to the average hours flown to proficiency for a RPL. It is possible to flight test for a "restricted RPL" meaning the Cross Country component is left out before your flight test to get you up and flying with friends and family, and we carry out the cross country training after Flight Test.

Training Stage	Dual Training	Solo Training
Basic Training	8	
Circuit training	3-4	
First Solo		.3
Solo Consolidation	2	4.7
Advanced training	5	5
Basic Instrument Training	5	
Low Flying	2	
Terrain and weather awareness	2	
Cross Country	5	5
Flight Test Preparation Flying	5	5
	37	20
Total flight experience at test	57 Hours total	

## How long will it take?

This is dependent really on you, how much time you have available week to week month to month, and the funds you want to put towards your flying.

Full Time it's possible to for and train and pass a NZ Recreational Licence in under 3months! The average time from start to finish for the average recreational club student flying every week or couple of weeks is around 12 to 18months.

## What are the Exams?

You will have 6 theory exams to complete before Cross Country flying or Flight Test. The exams are relatively easy and are delivered by Aspeq in a multi choice format on a computer. You need nil computer experience or ability. SCAC complete them in the following order

- Flight Radio Telephony (FRTO Rating)
- Human Factors
- Aircraft Technical Knowledge
- Law
- Meteorology
- Navigation and Flight Planning

Theory exams cost \$87 each to sit, and you should budget \$200 - \$300 for each subject for all of the study guides and reference material you will need.

## What does it Cost?

We try to keep the cost of learning to fly as low as possible because we're a club, we exist to benefit our members (Hopefully you!). Our 2 Seat Trainers are price structured as Solo and Dual for training, and Hire once your licenced, this is to cover a small part of the cost of your instructor.

Our PA38's Piper Tomahawks and our Cessna 150 Aerobat are 195 Solo and 205 Dual. They are charged from engine start to engine stop, they beauty of learning to fly in Timaru is the minimal commercial traffic resulting in less hold or delays for us when training.

Before most of your training there will be a briefing with your instructor before the flight to explain what we will be doing and how, there will also be some aerodynamic theory. Ground time with your instructor is charged at \$55 for members. These briefings are usually around 30 to 40 minutes.

There is also a landing fee of \$5.00 to the council to assist in the maintenance of the airfield and runways as users.

Your average flight lesson will be around 40 to 50 minutes so will work out as follows

Pre-flight Briefing	30minutes	\$25.00
Aircraft Hire Dual	45minutes	\$153.75
Landing Fee		\$5.00
		<b>\$183.75</b>

Other miscellaneous costs are as follows:

Pilot logbook	\$45 NZ
Club Training Manuals and checklists	\$100
English language proficiency test	\$120
PPL flight test fee	\$450
Licence issue fee	\$230

The total overall cost to get a PPL will vary depending on your progress through the exams and flight training program. From experience, we estimate the total cost for most people is about \$14000. Some will do it for slightly less than that figure, some will enjoy the scenery more along the way and do it for slightly more. If you budget \$200 - \$300 per week, then a PPL can comfortably be completed over a year.

**Advice from our Chief Instructor:**

Get onto your exams early, flying is the easy and fun part. It is all too common for people to fly fly fly and procrastinate on their exams.

You will reach a point where you have done all of your training apart from cross country flying and your flight test, but without all 6 exams done we cannot progress with either, this can be really frustrating for you and us when we know you have the piloting skill to pass the test but we're waiting on exams.

Your Instructors and I are more than happy to help you with your exams through tuition, the club also runs regular night courses to help you with your exams.

We look forward to flying with you.

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Our Chief Instructor - Aaron Pearce