



South Canterbury Aero Club

C Category Instructors Rating

Information

South Canterbury Aero Club Inc.
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Timaru

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Welcome from the club and the instructors!

Welcome to South Canterbury Aero Club and thank you for considering us for your C Category instructors rating (C-cat) 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 gaining your C Cat with SCAC.

What are the requirements to start training?

Before you start training for your C-cat you will need to attain or complete a CPL or a CPL BFR if your CPL isn't current.

What is a C Category Instructors Rating (C-cat)?

Your is a prime rating attached to your CPL, a C cat will allow you to teach both PPL and CPL student allowing you to attain work with an Aero Club or Flying School in New Zealand. This is a great way to get into a first job and get your foot on the aviation career ladder.

Are there further medical requirements?

No, as C-cat is a prime rating it is attached to your existing CPL and therefore Class One.

How long does it take to train for Commercial licence?

If your studying and training towards C-cat it is best done full time, some cram the training into 6 weeks but this in our opinion can have very mix results. Full time, SCAC expect a C-cat to flight test in about 3 to 4 months, this is very dependant on you and how much time you dedicate to flying and self-study away from dual sessions in the classroom.

What are the requirements for a C Category Instructors Rating?

At the time of flight test you will have to have logged / attained the following experience and training requirements.

Total Time	200 Hours
Pilot in Command Time	150 Hours
Cross Country Time	40 Hours
Instrument Time	15 Hours

Solo 300nm Cross Country
ITC course with last 12mths

**These hours are inclusive of hours and training attained during your PPL and CPL training.

Does my training and licence count if I go overseas?

Sure does! If you plan on heading to oz the New Zealand C-cat is convertible to their Grade 3, you will also find the training for a C-cat in NZ goes beyond the training given to most grade 3's in Australia.

What exams are there?

Unlike your PPL and CPL there are no exams other than the flight test however, a large part of C-cat training and flight test is Principles of Flight you will need to stay up to speed on your POF and on law (part 61 and 91) as the examiner will put a lot of emphasis on these during your flight test.

You will need to attend and pass the Instructional Techniques 4 day Course, I recommend the FlighttestNZ course, unfortunately you will have to travel to attend these. This is a legal requirement for the issue of any instructors rating in New Zealand.

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Is a job guaranteed?

In short no, no one is legally allowed to guarantee a job after paid training as this is deemed as enticement. However, as a club SCAC and myself will do everything in our power to look after our members, students and graduates to attain work or use their qualification attained through training and investment spent with the club. The club's requirement for staff and instructors varies with financial resources available, season, school term and work load and is continuously reassessed. We also won't let an instructor work for free it, it belittles the investment they have made in themselves and the professional qualification they hold.

Can I receive a qualification from the training?

Yes, through ServiceIQ our ITO we can have your training achievements registered with NZQA and you can achieve a Diploma in Aviation with your commercial licence and C-cat.

What study material and equipment do I need?

You will require:

- Waypoints CPL Principles of flight,
- Kermode Mechanics of flight,
- CAA Flight instructors guide (printed through club)
- Whiteboard pens (blue, black, red, green) 2 sets min
- Kneeboard
- Large clear file

What planes will I train in?

We train C-cats in the PA38's, this is cost efficient for the student and also the plane you will spend most of your time in if SCAC are able to provide you with employment after flighttest.

We carry out the majority of the C-cat spin training in the C150 Aerobat, but will also expose you the spin of a PA38.

What does a lesson cost?

Aircraft are charged out based on engine runtime, and time spent with an instructor on the ground for briefings or POF is charged at \$55 per hour or a block flat rate if the ground tuition is paid for in full in advance.

Example	Briefing time 40 minutes <i>(\$55per hour)</i>	\$38.50
	Aircraft Hire dual <i>(\$235 per hour Tomahawks and Cessna 150)</i>	\$235.00
	Timaru Landing fee <i>(council fee per lesson)</i>	\$5.00
	Total:	\$278.50

What is the total cost?

Cost will vary student to student, some struggle with certain components and need extra flying or help. Some people also embrace the club flying and get involved in competitions and fly-aways as students and this will add to the base cost but it will also add to your experience and competence come flight test.

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Estimated Cost for C Category instructors training with us:

Right Seat Dual Instructors training	25hours	\$5875.00
C150 Dual Spin training	2 Hrs	\$470.00
Ground Tuition in briefings and POF		\$5500
CAA Flight Instructors Guide (FIG)		\$35.00
Landing fees		\$150.00
Instructional Techniques Course		\$998.20
C Category Instructors Flight Test		\$1532.04
CAA License Application fee		\$230.00

Total Training only:

\$14,790.24

Hour building:

SIMIF Dual (required if only VFR CPL req are meet)	5 Hrs	\$975.00
Pilot in Command time (use these to practice C-cat)	50 Hours	\$9750.00
Landing fees for hour build (NZTU only)		\$250.00

Total with Hour building:

\$10,975

All pricing above is GST inclusive and is subject to change with all providers, Aspeq who administer the examinations review their pricing annually and adjust for inflation. The club will also move pricing as required to reflect fuel prices and current maintenance costs. Flying Rates quoted are for the PA38's or C150 and based on having minimum CPL hours at time of flight test.

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 an assessment flight and make you a personalised training plan to get you started.

Call us on: [03 688 2355](tel:036882355)

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

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(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. Go into your ITC course with a positive attitude! it does have valuable content, those that say the course is a waste of time, generally learn very little and its apparent when they start instructing.
2. Lead your own training and learning, become familiar with Advisory Circular 61-18. It is essentially the “how to” on attaining your C-cat, know what you need to achieve. Learn and identify your own weaknesses and what you want to work on.
Visit: https://www.aviation.govt.nz/assets/rules/advisory-circulars/AC061_18.pdf
3. Read the Club Flying Rules, they’re a guide on how to operate club aircraft and what is expected of us with our privileges of being SCAC pilots.
Visit: <https://www.scaeroclub.co.nz/club-flying-rules>
4. You’ll end up with a lot of paperwork and notes. Invest in a large binder and clear file with dividers and use this to keep all your briefing notes, POF notes, you’ll end up with a toolkit to equip yourself as a professional flight instructor.
5. Focus on flying efficiently, checks done promptly and smoothly. Approaches made safely on the most direct and standard route. You will also save yourself a lot of money if you can master the skill of efficient operations.
6. Patter everything, even if your flying by yourself keep practicing your patter.
7. Take a GoPro, watching yourself back and listening to yourself is a great help during instructor training, its amazing what you’ll notice yourself doing or not doing watching yourself back
8. Learn your checks – you’ll be given a checklist and mnemonics to learn for your aircraft, learn these off by heart at home. The aircraft charge whilst the engine is running, you can save yourself a lot of money by knowing your checks and fluently carrying them out.
9. Treat it as full time, even though this is club if you can be there when the staff arrive and leave when they leave. You’ll find more time you dedicate to this the faster you’ll complete the training.
10. You don’t need an instructor with you all the time in the briefing room there will be plenty for you to practice and learn even y yourself.

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11. Be prepared; come to each lesson knowing what you're going to be doing. Your instructor should tell you what lesson is coming next and provide you with briefing notes to have a read through at home before your next flight.
12. Never stop learning, learn to recognise faults in your flying and ask yourself how and why. The biggest parts of being a pilot is self-reflection and diagnosis leading to improvement.
13. Have fun with it, there's no point flying if you're not enjoying it. Don't take yourself too seriously, learn to laugh at your mistakes and frustrations. There are very few gifted pilots the rest of us work hard to achieve proficiency but do it with a smile.

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

Aaron Pearce
Chief Flying Instructor
South Canterbury Aero Club