



The Air Training Corps Association  
of New Zealand Incorporated.

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**ATC NATIONAL AVIATION COURSE 2015**  
**REPORT OF THE CHIEF FLYING INSTRUCTOR**



Distribution:

- 1 x President ATCANZ
- 1 x COMDT NZCF
- 1 x CAPT. A. Rankin RNZSig , Course Commander
- 1 x SGT S. Prosser, RNZAF, Course Manager
- 1 x SQNLDR P. McIntosh NZCF, Course Director
- 1 x SQNLDR C.Piner NZCF, Navigation Flight Commander
- 7 x Flying Instructors

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## **0. Introduction**

In accordance with NZCF Annual Training Programme 2014/15, Course No.'s 2/15 National Power Flying and 3/15 National Navigation were assembled at RNZAF Woodbourne as the National Aviation Course (NAC15) from Monday 05<sup>th</sup> January till dispersing on Friday 16<sup>th</sup> January. A total of 51 air cadets from squadrons throughout NZ, received a high standard of air experience as per the course objectives, provided by 10 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 NAC15.

## **1. Organisation**

NAC15 was again structured with the traditional method of Power Flying Flight and Navigation Flight. Training for both flights began on Tues 06<sup>th</sup> 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, 4 were returnees from previous NAC's. No syndicate changes were required during the course because of incompatible personalities or equipment.

NAC15 saw a large change in training personnel with 4 changes to the Instructor line up. Myself, Richard Button & Lachie MacIntosh were the only returning instructors. On recommendation, Mr Glen Ross, Mr Tom Hall, Mr Craig Riddell and Mr Jason Anderson all joined the team and they all did a great job fitting into the course environment and provided excellent instruction and camaraderie. I will happily invite the team to return next year.

5 NZCF ground staff were appointed to the Power Flying Flight incl. Course Director/Flight Commander, Adjutant, Assitant Adj, Timekeeper and Barrack Master. These staff members were ably 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 NAC15. Unfortunately, 2 were late withdrawals and the course proceeded with 16 students. The students were organised into 6 syndicates of 2-3 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. 2 new volunteer pilots were added to the team this year as well, bring the total to 6/10 new pilots. Again the new pilots performed very well and all training objectives were achieved.

### **Course Management**

Overall, NAC15 was commanded by CAPT. A. Rankin RNZSig, Area Co-ordinator Southern Area Cadet Forces Training and Support Unit (AC(S)CFTSU), assisted by SGT Steve Prosser, 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 til 1630hrs, except for lunch, when students were rotated to leave the flightline for the Airmans mess. Each instructor at their discretion had lunch on the flightline. Aircraft were refuelled by Air BP at two regular intervals each day.

Each syndicate was formed by a fair 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. Lessons were also held for all students with intention to sit the Flight Radio Telephone Operators (FRTO) exam, again kindly supplied by sponsorship through Aviation Services Limited.

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 good results with 14 first solo flights and 4 re-solos.

	2015	2014	2013	2012	2011	2010
Students	35	35	35	35	34	35
Class 2 Medicals held	32	35	34	35	32	35
Non-eligible Students	3	-	1	0	2	0
First Solo's	15	10	14	17	14	20
Re-solo/consolidation	2	2	4	1	3	2
Training Flights	388	320	315	385	350	396
Total Flight hours	294	218	198	236	236	252

## **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 the core staff that are well experienced with creating a positive but disciplined learning environment.

### **Accidents**

There were no reported accidents.

### **Incidents**

There were no reportable incidents .

## **6. Maintenance**

Maintenance was very good this year with only minimal training time lost due engineering requirements. 1 aircraft required a new Battery terminal connector, with only 2hrs lost. Excellent preparation by the owners saw all aircraft arrive with sufficient hours to complete the course.

## **7. Weather**

This years weather was unusually amazing. 9 clear days of light winds and hot temps saw plenty of flying. We were able to fly so much that over the last 3 days we were carefully monitoring the financial position of each students account. Several cadets arranged last minute top up of funds to achieve final flights including a couple of First Solo's. The excellent weather allowed a big increase on flights/hours flown over previous years. 388 Flights/ 294 hours in 2015 versus 320 flights / 218hrs in 2014 and similar in 2013.

## **8. Admin & 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**

7 aircraft, comprised of 5 Piper Tomahawk's and 2 Cessna 152's 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.

As per NAC14, the aircraft were hired "Wet" bar 1 aircraft each from Power Flying and Navigation. The newly procured ATCANZ BP Fuel card was used for these 2 aircraft and a lot of reconciling fuel documents were avoided. The average cost of the aircraft (\$153/hr approx.) was again cheaper than previous years method of dry hire (\$160+/hr

Instructors were well spread from Auckland, Palmerston North, Wanganui, Christchurch and Blenheim. AirNZ and Mt Cook Airlines 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 major 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**

My availability as Course CFI is in doubt for 2016. I have recently been successful in gaining a new position within AirNZ which is to begin in August 2015. There is a 3 month training period and then there is embargo of annual leave within 3mths of qualifying in a new position. This time period will take me through to mid-Feb 2016. My recommendation is for FGOFF Scott Corlett to take the reins in 2016 and beyond pending my ability to return. I would assist Scott with the transition and help with planning and pending roster availability hope to attend for a few days at the start and at the end of the course, if nothing else, in my role as Aviation Safety Specialist. I therefore recommend Scott Corlett as course CFI-designate.

## 11. Summary

The ATCANZ ATC National Aviation course was again successfully conducted to a high standard of safety and aviation instruction. 15 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 a great 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 NZer's 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 NAC15.

[ Signed]

LT Craig Walecki (NZCF)  
Chief Flying Instructor  
ATC National Aviation Course

22 MAY 2015