



Nelson Aero Club

August Newsletter

NEWS

July was a steady month with quite a few private hires. However, we have seen students slow down in their training over Winter. This is due to a lot of our younger students preparing for school mock exams. We have had some bad weather days recently but we've also had some really nice and smooth conditions for flying. August is set up to be a month of change around the aero club.

Milestones

Gen Mogami and Grant Bell have both completed their first solo flights recently. Congratulations to the both of you and well deserved!

Gemma Leaving

As most of you will now know, Gemma has accepted a job in Queenstown. Shem will pick up the full-time role through the week and Georgia will work weekends as well as cover double ups. If you have any questions, reach out to the club phone. It would be great to have consistency with each student having a main instructor.

Night Flying

If anyone wants to get a night rating, contact the club phone and we will get it booked in. The best time to do it is now while the nights are longer.

Takaka Dawn Fly In and Landing Competitions

Unfortunately, with the flyaway being postponed, a lot of our members weren't able to attend in the end. Sean Riley was able to take DJA over so we did get a couple of members over. But definitely a bit smaller than the original 14 people who signed up!

UPDATES

Theory Classes:

PPL Human Factors has recently been completed with a good turnout. Georgia has just started running PPL Navigation which is popular as it is one of the more difficult syllabuses to self study. After Navigation, we will have taught all 6 courses in a class room! We plan to keep them going on repeat in the current order. Radio - Tech - Met - Law - Human Factors - Nav. These sessions are open to all members and you are welcome to join at any point.

From the Comittee

The Nelson Aero Club is looking to improve our club facilities - including making use of our flight simulator, and we're wondering if any of our members have technology hardware sitting unused at home that they'd be willing to donate to the club. We're interested in just about anything that could help—from flight simulator controls such as yokes, joysticks, throttles, rudder pedals and switch panels, through to monitors, PCs, decent graphics cards and other accessories. We'd especially love a gaming-spec PC capable of running Microsoft Flight Simulator 2024, but anything considered that could support our simulator build or instructor training. If you have something that could be put to good use rather than gathering dust, please get in touch with our Club Captain, Caleb Velluppillai (clubcaptain@nelsonaeroclub.co.nz). Your donation could help us provide better training opportunities for current and future pilots. Thank you for your support!





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ARTICLE

Similar numbers...opposite runways

Aviation is full of examples where small human factors can have unexpectedly large consequences. I experienced one of those moments on my way back from Mt Arthur last month when I was instructed by Nelson Tower to join on right base for seal 20. Instead, I tracked to join left base for seal 02. Fortunately ATC noticed my mistake and intervened as I reached left base, and asked me to perform a right turn to join downwind for 20.

On reflection, there were a couple of factors that likely contributed. The main one is the similarity between the runway numbers themselves. While Runway 20 and Runway 02 represent opposite directions, hearing "20" and "02" in a busy cockpit (or even a calm one!) can create an opportunity for error. It's a trap that can catch even experienced pilots I've spoken to about it since. I have had 100+ hours flying in and out of 02 and 20 at Nelson and Motueka - you'd think I'd have it sorted by now! I was carrying a passenger, so this may also have been a factor. We know that even well-behaved passengers can reduce the attention available to properly process and mentally confirm the clearance.

Perhaps one further, important factor is that I am flying less frequently as a PPL than I was three years ago as a student. An older pilot encouraged me to try to fly at least once a month, but sometimes it's more like once every two or three. Habits and checks that used to be quite fluid now require a bit more concentration from me. This is probably true of many PPLs in our club. Getting in the cockpit once a month as a PPL can be tricky with other time and money commitments, but I have found real benefit to it in terms of safety and my ability to enjoy (rather than feel too close to my limit) when I'm back behind the yoke.

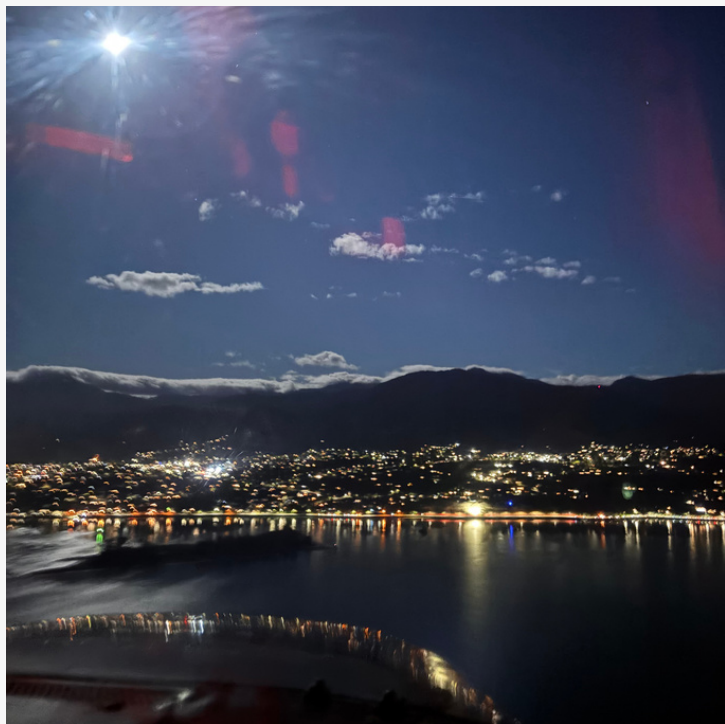
The occurrence reinforced an important lesson for me: hearing a clearance is not the same as understanding it. After discussing the occurrence with Penny and Ed, I intend to become more deliberate about creating a mental picture of every circuit joining instruction, and taking an extra moment to verify that what I'm flying matches what I was cleared to do. I think the best way to make sure I do this, is to write the clearance down on my kneeboard/clipboard as I also draw my mental picture. Having the plates on hand would also be helpful here.

If you have occurrences or learnings that might be useful for club members to hear, I encourage you to consider sharing your experiences through our newsletter. If you've made a mistake, chances are good that someone else might too.

Happy (and safe!) flying.
Damian Velluppillai

Photos

SOME RECENT FLIGHTS...



GEN FIRST SOLO



GRANT FIRST SOLO

