

Air Venture Flying Camps 2019

Information Pack

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C.J.S

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Introduction

Purpose of Scouting and Air Venture Flying Camps

Scouting is a worldwide movement that has encouraged the physical, intellectual, emotional, social and spiritual development of young people for more than 100 years. Development of life skills such as responsibility, leadership and team work form part of the core aims of Scouting. There is no better way of building these skills than by learning to fly.

Should you wish to launch your aviation career or would like to learn to fly just for fun the Air Venture Flying Camp provides the perfect environment. You will receive all ground school theory plus your first eight hours of practical flight training, in which YOU will fly the aircraft.

Who we are

The Air Activity Centre (AAC) was established in 1972 at Camden Airport to provide Scouts the opportunity to experience aviation. The AAC is an activity centre of Scouts Australia NSW and is run by volunteers.

From a humble beginning commencing operations out of a tent with a Cessna 150 (2 seater), today the Centre operates four modern Cessna 172 (4 seater) aircraft. All our aircraft have Lycoming fuel injected engines & GPS navigation systems coupled to an autopilot.

The Federation Aeronautique International (Paris) awarded the Scout Air Activity Centre a certificate of recognition for service to youth in 1980. Only three of these certificates have been awarded in Australian aviation history. The other two awards were presented to The Royal Flying Doctor Service and to Mr. Arthur Butler.

Flying Training & Staffing Qualifications

In over 45 years of operations the AAC has trained in excess of 500 pilots to various levels. Many have used their licence for private flying but a large number have trained for a career in Aviation. Our pilots now fly with Qantas, Jetstar, Virgin, Rex, Cathay, RFDS, RAAF, RAN, MAF and many other charter and training organisations throughout Australia.

The AAC previously provided its own flying training as a Civil Aviation Safety Authority (CASA) accredited flying training organisation. It now operates in partnership with Altocap Flight School whose instructors volunteer to provide



flying training to Scout members. Each flying camp participant will be a student of Altocap Flight School with training conducted in Scout aircraft from Scout premises by instructors who are members of the AAC.

All flying instructors have the appropriate licences and ratings issued by CASA for the purpose of conducting flying training. Ground instruction during the camp will be provided by professional flying instructors with the assistance of experienced licensed pilots.

All adult members of the AAC (including instructors) hold current Working With Children Checks (WWCC). There will be at least two adults in attendance at all times throughout the camp. The only exception to this will be during flying lessons when only the instructor will be present with the student.

The Camp

Structure of the Air Venture Flying Camp

The camps are structured to provide everything you will need to achieve the first milestone in gaining your pilot licence...your first solo! That's SOLO meaning you fly the aeroplane by yourself, no instructor!

Whilst the camps are structured to provide all the theory and flying training to achieve your first solo, on average, it takes between 10 and 15 flying training hours to achieve. Some will take longer, it just depends on the individual since flying training is competency based. As such, it is most likely you will not achieve your first solo until after the camp.

However, the Air Venture Flying Camp is the perfect training environment with an intensive seven day program to have you rapidly progress towards that first solo flight and your RPL (Recreational Pilot's Licence). That's right! Upon successful completion of the camp your pilot's licence will be within your grasp (explained further below under, "*Path to Becoming a Pilot*").



What's Included?

Flying Training

Eight hours of hands on flying training is provided in Scout owned Cessna 172 aircraft. In addition to the eight hours air time, the flying component also includes all the necessary pre-flight briefings from Effects of Controls right through to Circuits (taking off and landing).

The flying training component of the camp is focused on getting you to solo standard. You will do a pre-solo theory exam before your first solo. Don't be concerned if this doesn't happen since, as already mentioned, flying training is competency based. If your first solo doesn't happen during the camp then, with some further training after the camp, it will happen soon enough.

If for any reason you do not fly the full eight hours on the camp (e.g. due to weather delays), the remaining hours will be held as a credit for you to use at the AAC within the twelve months following the camp.

Flights and briefings will be scheduled in the mornings with the afternoons set aside for the RPL Theory component. This will require some self study between flying lessons and a small amount of preparation can be done prior to the camp (explained further below under, "*What do I need to do before the camp*").

RPL Theory Training

One hurdle in achieving a Recreational Pilot's Licence is the sometimes daunting task of self study required to pass the CASA RPL theory examination. This is a two hour computer generated examination, set and marked on line by CASA, but which can be sat under strict examination conditions at Altocap Flight School's facilities.

A pass in this examination removes a significant barrier to gaining your RPL. The knowledge gained by completing this theory component considerably helps you understand what's happening in the air when you fly and leaves you free to focus your efforts on the practical aspects of actually flying the aeroplane. It's also a pre-requisite for the RPL flight test. All good reasons for completing this component of your training as soon as possible.

Altocap Flight School have found that the home study and then passing the RPL theory examination can be a significant stumbling block for many



students. In response, Altocap have produced a program of theory lessons, approved by CASA, that fast track students through the syllabus.

The RPL Theory program will be run by Altocap flying instructors in an informal classroom environment over three hours each afternoon. Students ready to sit the CASA on line examination can do so at the completion of the week's lessons.

Course Outline

- 01 - Air Law and Flight Rules
- 02 - Aeronautical Knowledge
- 03 - Aerodynamics
- 04 - Performance and Planning
- 05 - Meteorology and Navigation
- 06 - Human Factors

Student Pilot Kit

The kit is produced by The Aviation Theory Centre and contains a logbook and three text books to take you all the way through to your Recreational Pilot Licence. It will be mailed to you once you have been accepted onto the camp.

Meals and Accommodation

All meals, snacks and accommodation are included in the cost of the camp. Accommodation is provided on site in dormitory style air-conditioned buildings, with segregation for males, females and leaders.

In addition, an Air Activity Centre peak cap and polo shirt will be provided as a welcome to all participants and sun screen will be available as required.

Participants will be required to bring a torch, their own toiletries including a towel, pillow and either a sleeping bag or sheets and blanket.

What's not included?

Transport to and from the camp and any applicable CASA licence, medical and examination fees are not included (explained further below under, "*What do I need to do before the camp*").



Camp Program

Start and Finish Times

The camp will start at 1400 (2pm) on the Sunday and will finish at 1400 (2pm) the following Saturday.

Afternoon tea will be provided for all participants and their parents/carers upon arrival. This is a great time to settle in, meet the AAC team and most importantly, get to know your fellow camp participants.

The first two flight briefings will be conducted on the first afternoon/evening in preparation for the next day's flying training.

Daily Program

Each day will consist of one or two 1hr flying lessons, three hours in the classroom for the RPL theory and a ½hr pre-flight briefing in the evening. Whilst the flying program will vary day to day and is subject to change, a typical daily routine is as follows:

- 0700 Breakfast
- 0800 Flying Activity 1
- 1000 Morning Tea
- 1015 Flying Activity 2
- 1200 Lunch
- 1230 Flying Activity 3
- 1400 Break
- 1430 RPL Ground School
- 1830 Dinner
- 1930 Theory Briefing for next day Flying Activity
- 2000 Relax/Socialise
- 2130 Lights Out



Expectations

Maturity

Flying is great fun and a very rewarding activity or career. However, all flying is built around a culture of safety. Camp participants need to show a high level of maturity in order to:

- Listen, study and learn throughout the camp
- Take responsibility for a \$200,000+ aircraft
- Make sound decisions to ensure the safety of both themselves and others

It is expected that all participants will show a high level of respect to all the AAC team, instructors and fellow participants at all times.

Learning

Whilst you will be provided with every opportunity to learn and prepare for your first solo theory exam and/or the CASA RPL exam, it is understood that not all participants will have the same degree of motivation or rate of learning. Examinations are therefore taken only when both the student and instructor feel they are ready, which may not necessarily be during the camp.

The camp is about having fun, discovering the joy of flying, learning a new skill, developing decision making and leadership skills and maybe even launching a career. All we ask is that you have a go and give it your best.

Eligibility, Cost & Application

Who can apply?

Any person between the age of 15 and 18 at the time of the camp.

How much does it cost?

The price of the Air Venture Flying Camp **for members of Scouts and Girl Guides** is \$2,795. As a member of Scouts/Guides, the cost of flying instruction and briefings by Scout member Altocap instructors is free of charge and flying camp fees are GST exempt.

The price of the Air Venture Flying Camp **for non-members of Scouts/Guides** is \$3,995. This includes a discounted fee for flying instruction, briefings and the RPL course plus GST.



Can I join Scouts to receive the discounted pricing?

Should you wish to join Scouts Australia NSW as a youth member and be eligible for the discounted pricing please contact the camp coordinator (e-mail address below under, "*Further Information*"). We will then provide you with contact information for your local Venturer unit (ages 15-18).

To be eligible for the discounted pricing, you must be a registered member of Scouts no later than 30 days before the start of the camp. Please bear in mind that scout membership is not guaranteed. You must genuinely want to trial Scouting, discover what being a Venturer scout means and demonstrate a commitment to continue active involvement with your Venturer unit after completing the flying camp.

This process can take some time and should therefore be started well before the 30 day cut off before the camp.

Deposit and Payment

A 15% deposit is payable at the time of application and is fully refundable up until 30 days prior to the start of the camp. Within 30 days of the camp the deposit is non-refundable.

The remainder of the fees are payable upon your arrival at the start of the camp.

Payment methods

Payments may be made by any of the following methods:

- Cash/EFTPOS, in person at the AAC.
- Cheque, in person or by post.
- Credit Card (Visa/Mastercard), in person or by e-mail.

Cheques should be made out to "Scout Association of Australia, NSW Branch" and if posted, addressed to: Air Venture Flying Camp, PO Box 922, Narellan NSW 2567.

Confirmation of attendance

A minimum of five participants are required to run the camp and the maximum is eight. Preference will be given to members of Scouts/Guides. A confirmation of attendance will be sent to you via email once applications close and your application has been accepted.



Unsuccessful applicants will be notified and either offered a place on the next camp or have their deposit fully refunded. Flying training is still available at any time subject to the conditions outlined in section, “*Can I continue flying training after the Air Venture Flying Camp?*”.

Please note that due to the regulatory nature of aviation and circumstances beyond our control, camps are subject to cancellation at any time. Any unused funds due to cancellation will be fully refunded or available as a credit towards future camps/flying training (subject to the conditions referred to above).

What do I need to do before the camp?

Visit the Air Activity Centre

Whilst it’s not mandatory, we encourage each participant to visit the Air Activity Centre before the camp. Come and meet some of the AAC team and view the aircraft and facilities. The AAC is open most Saturdays and Sundays, but please let us know in advance to ensure we have someone there to meet you.

Personal Preparation

Once accepted onto the camp you will be sent a Student Pilot Kit containing a logbook and the text books to take you all the way through to your RPL. The preparation material is not overly onerous nor mandatory, however it will assist your learning throughout the camp and give you the best chance to successfully complete your pre-solo theory assessment.

Licence and Medical Requirements (IMPORTANT)

Camp attendees need to have an Aviation Reference Number (ARN) and a current CASA Medical Certificate. In addition, camp participants over the age of 18 will require an Aviation Security clearance (AVID or ASIC) before flying solo. These are all explained in the following sections.

It is advisable to obtain your ARN and complete the medical as soon as possible after being accepted onto the camp since the medical can take a month or more to be issued. Initial issue of AVID/ASIC security clearances can take even longer.

Aviation Reference Number (ARN)

An ARN is similar to a customer number and must be obtained before you can apply for a medical certificate or an AVID or ASIC. It is unique to you and will identify you for every aviation related activity you are involved with under the Civil Aviation Safety Authority (CASA). More information and an application form (form 1162) can be found [here](#). It is free to obtain an ARN and should take less than a week to receive via e-mail.

Medical Certificate

All licensed pilots require a medical certificate. Information on first time medical certificate applications can be found [here](#). There are three different classes of medical certificate issued by CASA; Class 1, Class 2 and Basic Class 2. Further information on each of these can be obtained [here](#).

The minimum medical standard required for first solo through to the Recreational Pilot Licence (RPL) is the Basic Class 2. Unlike the higher level medical certificates, the Basic Class 2 can be conducted by your local GP according to the Austroads commercial driving standard. The Basic Class 2 medical certificate is valid for five years, download the fact sheet [here](#).

If you intend to fly as a commercial pilot in the future (ie as a career), you may wish to apply for a Class 1 Medical Certificate (approximate cost for an initial issue \$470). An initial issue of a Class 1 medical will require blood tests, audio & eye tests as well as an ECG. A Class 1 is valid for one year and will also include a Class 2, valid for four years.

Whilst you will not be required to hold a Class 1 medical until such time as you hold a Commercial Pilot Licence, prior to investing in that level of training, it is a good idea to ensure there are no underlying medical conditions that would prevent you from holding that class of medical certificate in the future.

To apply for a Class 1 or 2 medical certificate you must make a booking with a Designated Aviation Medical Examiner (DAME). These are doctors specifically approved by CASA. Your local GP is most likely not approved to conduct these medicals. Your closest DAME can be found [here](#). When booking a medical, please ensure you indicate to the receptionist that it is for an initial issue of a Class 1 or 2 (as applicable) Aviation Medical Certificate and enquire as to what tests (if any) need to be undertaken prior to your appointment.

Most DAME's can undertake the additional Class 1 tests with the exception of an eye test which will require a separate visit to an approved Ophthalmologist. This will need to be completed prior to your appointment with the DAME



(Class 1 only). A list of approved Ophthalmologists can be found under the above DAME link.

Prior to attending your appointment with a DAME (Class 1 & 2) or your GP (Basic Class 2), you must complete an application through CASA's online medical records system – [MRS](#) which will gather your medical history and personal information prior to your medical appointment. You will need an ARN to complete this process. A user guide can be found [here](#), which also includes a step-by-step guide (workflow) to obtaining a medical certificate.

NOTE: Flying occurs in a unique operating environment where certain medical conditions may compromise your functionality as a pilot. It is therefore essential that all past and present medical issues are fully disclosed when applying for any kind of aviation medical certificate. Further, any medical issue arising subsequent to an application for any kind of aviation medical certificate must also be disclosed. This is a legal requirement with non-compliance attracting significant penalties and perhaps a future denial of any kind of certificate or licence.

Aviation Identification (AVID/ASIC) (Prior to 1st solo, 18+)

Prior to you undertaking your first solo, you will be required to have obtained an AVID (security check) as a minimum if you are aged 18 years or older. This must be applied for after your medical certificate application has been submitted. AVIDs are valid for five years and cost approximately \$180. Further information and an application form can be found [here](#).

If you will be 18 years of age at the time of the camp it is recommended that you apply for your AVID.

If you continue your training and require frequent access to security controlled airports, the higher level ASIC security identification will be required. Camden Airport is not a security controlled airport and does not require pilots to hold an ASIC.

Help?

Whilst we understand all this may all seem a little daunting, and be full of acronyms you don't understand, please rest assured that we are here to help you every step of the way. Please don't hesitate to contact us on the details below should you require any assistance.

If any of the above links do not work or you would like a list of the full web addresses, please let us know.



Can I continue flying training after the Air Venture Flying Camp?

The simple answer is YES, however there are different pathways for members and non-members of Scouts/Guides Australia. Flying training is conducted by our partners, Altocap Flight School, on most weekends and during week days by arrangement.

Members of Scouts/Guides Australia

Under 18 years of age

You must be a youth member of Scouts Australia NSW through your local Venturer unit or a youth member of Girl Guides and commit to assisting at least once a month at Camden AAC Scout activity flying days.

In order to continue flying training at Scout rates after the camp you must continue as a youth member of Scouts/Guides and be an active participant in your unit. Be assured, the AAC regularly checks for compliance.

18 years of age and over

You must be a member of Scouts Australia NSW as a Rover or Adult Helper/Leader and be appointed to the Air Activity Centre. Members of Girl Guides over 18 years of age also need to join Scouts as an Adult Helper/Leader. AAC appointment requires a commitment to assisting at least once a month at Camden AAC Scout activity flying days.

Non-Members of Scouts/Guides Australia

You are more than welcome to continue your flying training at commercial rates as a student of Altocap Flight School with the same instructors and the same aircraft you flew in during the flying camp.

Path to becoming a pilot

1st Solo *Something that every pilot will always remember !!!*

This is done when your instructor decides you can take-off, fly a circuit and land to an acceptable standard. You must have learnt the necessary ground knowledge and have your aviation medical. Typically achieved in 10-15 total flying hours.



Recreational Pilot Licence (RPL)

A Recreational Licence allows you to carry passengers in the local area. You must have a minimum of 25 hours flying experience and pass a CASA written examination and flight test. Typically achieved in 30-40 total flying hours. Further information can be found [here](#).

Private Pilot Licence (PPL)

A Private Licence allows you to carry passengers and fly anywhere in Australia. You must have a minimum of 40 hours including cross-country navigation training and pass another CASA written examination and flight test. Typically achieved in 50-70 total flying hours. Further information can be found [here](#).

Commercial Pilot Licence (CPL)

A Commercial Licence allows you to be employed as a pilot. You must pass a further seven theory exams and a flight test. Typically achieved in 150 – 200+ total flying hours. Further information can be found [here](#).

Why the large variance in flying hours for each stage?

Flying training is competency based and each pilot will learn at a different rate. There are a minimum number of hours for each phase of training, but most students will take more than the minimum. There are many variables that can affect the rate at which you progress.

The time between lessons has a significant effect on rate of progression. Generally, the higher the frequency of lessons, the less flying training hours required. A minimum of once a fortnight for flying lessons is recommended.

Study is also a contributing factor. The more preparation and theory study that is undertaken, the more effective each lesson in the aeroplane becomes.

At the end of the day, the hours it takes are not important. The fact that you have reached a milestone and achieved your pilot licence is what counts! Whilst there are recency requirements in order to retain the privileges of your licence, your licence itself is perpetual – once you have it, it never expires!

Sign me up

To apply please complete page 1 of the attached Activity Notification form (E1) together with both pages of the Application & Deposit Payment form and return via one of the following methods:

Email: flyingcamps@flyscouts.com.au

Post: Air Venture Flying Camp, PO Box 922, Narellan NSW 2567

In Person: Aerodrome Road, Camden Airport NSW 2570 (adjacent to Control Tower). Please contact us prior to arrange a suitable time.

Please note, there are two Activity Notification forms (E1) – one for each camp (Jan/Jul) plus an Application & Deposit Payment form.

Please ensure you complete and return the Activity Notification form (E1) applicable to the camp you are applying for together with the Application & Deposit Payment form.

Further Information

Should you require any further information, please do not hesitate to contact our Flying Camp Coordinator: flyingcamps@flyscouts.com.au

We look forward to welcoming you to the next Air Venture Flying Camp!

