

# Flight Test Report

## Private Pilot Issue Flight Test – Helicopter

### 1. Personal Details

CAA Client Number						Last Name	
Given Name(s)							
Medical Certificate Expires	/	/		Class One/Two		Proof of Identity	<input type="checkbox"/> Age (17)
Helicopter type			Registration ZK-		Location		Fit time

### 2. Experience/Knowledge Assessment

Total Time ( 40) (50 with XC)		Dual Instruction (20)		Advanced Dual (5)	
Total Pilot in Command (15)		Terrain Awareness (Mountain) (5)		Dual (3)	Solo (1)
Pilot Navigation (10)		Dual (5)		Solo (5)	
Certification	Certifying Instructor	Category	Date	Client Number	
Terrain Awareness Training certified					
Navigation competency Certified					
Robinson Safety Awareness Training (R22)					
Night flight (optional) (5)		Dual (2)		Solo (2)	Instrument (2)
Sling Load (optional) (5)		Dual (3)		Solo (1)	

Knowledge Deficiency Reports certified with evidence of knowledge improvement sighted	Certified <input type="checkbox"/>	Evidence <input type="checkbox"/>
Dates examinations passed (if all exams completed within 3 years, written examination credit valid for 3 years)		
PPL Helicopter Technical Knowledge	/ /	PPL Human Factors / /
PPL Meteorology	/ /	Flight Radiotelephony / /
PPL Air Navigation	/ /	PPL Air Law / /
Examination 'credit' valid to:	/ /	

### 3. Result

Examiner Comments	<b>Competent / Not Yet Competent</b>
141 Organisation	CAA Client Number
Flight Examiner	CAA Client Number
Signature	Date of Test / /
Candidate Acknowledgement Signature	

PPL Logbook sticker shall meet rule Part 61.29(a)(3) and state the limitations of privileges in accordance with Part 61.155(b)(3) Unless an appropriately qualified flight instructor has certified the holder's logbook:

- PPL privileges may not be exercised at night
- PPL privileges may not be exercised in the carriage of sling loads
- PPL restricted to within 25NM of departure

4. Flight Test Report	<i>Items in bold are critical elements</i>	NT	NYC	70+	85+
Personal preparation	IM SAFE, documents, privileges, currency, limitations				
Legislation	Privileges, currency, medical, AIP				
Aircraft documents	C of A, Tech log, Flight Manual, 2173, 2129 and AD's				
Weather, AIP NZ and supplements	Area forecasts, TAF, METAR, NOTAMS, AIP, Go/No go				
Helicopter performance	Power Limit, Height/Velocity, seasonal effects				
Fuel management	Fuel required, quantity, consumption				
Loading	MAUW, C of G position, load distribution, external load				
Pre-flight inspection	Interior, exterior, load security, emergency equipment				
Passenger briefing	Passenger supervision, briefing				
Engine start, and rotor engagement	Checks, fire drills				
Engine checks, run and operation	Clutch overrun				
Pre lift-off procedures	Checks, QNH, time, lookout				
ATS and RTF procedures	ATIS, clearance, phraseology, listen out				
Lift -off to hover	HIGE, C of G, control and power checks				
Hover Manoeuvring	Speed, height, track, pivot turns				
Takeoff	Normal				
	Crosswind				
	Limited power (cushion creep)				
	Limited power (running)				
	Towering				
Climbing	± 10 knots, ± 10 degrees trim, Ts & Ps, lookout				
Straight and level	± 100 feet, ±10 degrees, trim				
Medium turns	± 100 feet, coordinated, reference point				
Steep turns	±100 feet, Power, lookout				
Magnetic compass headings	Maintains ± 10 degrees, turning ± 20 degrees reducing				
Straight -in autorotation	± 10 knots, <b>RPM</b> , recovery				
180 degree autorotation	Flight path, <b>RPM</b> , recovery				
Quick Stop	RPM, height, heading ± 10 degrees				
180 degree Quick Stop	RPM, height, heading ± 10 degrees, correct wind direction assessment				
Low flying	<b>Lookout</b> , height ± 25 feet ± 10 knots				
Mountainous terrain awareness	<b>Wind direction</b>				
Slope operation	Area, control, ± 10 degrees, hazards				
Confined area operations	Recon, decision & aim point, <b>tail/main rotor clearances</b>				
Descent	± 10 knots ±10 degrees, trim				
Joining the circuit	Checks, procedure, situational awareness				
Approach and landing	Normal				
	Limited power (running)				
	Zero speed				
Go-round	Decision, sequence, track, transition				
Steep approach	<b>Aim &amp; decision point</b> , conditions, angle<15°				
Engine failure in hover	Heading ± 30 degrees, touchdown				
Shut down	Checks, passenger supervision, documentation				
Emergencies, hazards and pilot judgement	<b>Control</b> , performance				
Threat and Error Management (TEM)	Situational awareness				
Lookout	<b>Lookout, situational awareness, VMC</b>				
Flight orientation	Airspace boundaries, reporting points				
Carriage of sling loads (optional)	<b>W &amp; B limitation</b> , secure, third party, sling load release				