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| --- | --- | --- | --- | --- | --- |
| Flight no: | CPL(H)7.\_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

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| --- |
| Lesson Overview  * Transition from a stationary hover to a standard climb configuration * Transition from forward flight to a stationary hover |

| PRE-FLIGHT KNOWLEDGE  Long Briefing: 1.0 hour Pre-flight Briefing: 0.3 hour  Underpinning knowledge: as required | |
| --- | --- |
| Content | |
| **Long briefing** – Transitions   * Aerodynamics of transitions (translational lift, flapback, inflow roll, etc) * Height-velocity curve * AFM directions for transitions * Walking pace and sight picture concepts for approach | |
| **Underpinning knowledge**   * Review/expand previously introduced knowledge as required * Vortex ring state [H4(a)] * Low ‘g’ and mast bumping [H4(b)] * Overpitching or low RRPM [H4(c)] * Contributing operational situations and environmental conditions [H4(d)] * Avoidance and recognition of and recovery techniques appropriate to helicopter type [H4(e)] * Aircraft systems [H4(f)] * Aircraft performance [H4(g)] * Aircraft weight and balance [H4(h)] | |
| **HF & NTS**   * Look out and listen out for traffic * Visual Scanning technique * Hand over/take over technique | |
| **Pre-flight briefing**   * Review flight sequences, what to expect, see & do * Check essential knowledge * Reinforce threat & error management * Reinforce significant airmanship points | |
| **Pre-flight knowledge components complete:** | **Instructor’s signature & date** |

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| Performance Standard | | |
| **3** | **2** | **1** |
| Has received training in the element, however is not able to consistently demonstrate competency to the standard required for qualification issue | Demonstrates a developing level of proficiency, and is deemed safe to conduct solo practice under direct supervision | Achieves competency to the standard required for qualification issue |

| FLIGHT TRAINING  Suggested flight time [1.0 hour dual] | | | |
| --- | --- | --- | --- |
| MOS Reference | Lesson Content (Elements & Performance Criteria) | Performance  Standard | |
| Required | Achieved\* |
| C2.3 | Post-flight actions and procedures |  |  |
|  | shut down aircraft | 2 |  |
|  | conduct post-flight inspection and secure the aircraft (if applicable) | 2 |  |
|  | complete all required post-flight administration documentation | 2 |  |
| 1. C4.3 | Refuel aircraft |  |  |
|  | identify the correct type of fuel to be used | 3 |  |
|  | ensure aircraft is earthed prior to refuelling and defueling operations | 3 |  |
|  | correctly load and unload fuel | 3 |  |
|  | ensure required fuel quantity is loaded | 3 |  |
|  | ensure fuel caps are closed and secured after fuelling operations | 3 |  |
|  | perform fuel quality checks | 3 |  |
| 1. H4.1 | Carryout pre-take-off checks |  |  |
|  | pre-take-off checks and safety briefings are completed | 3 |  |
|  | select a safe take-off path | 3 |  |
|  | helicopter is lined up in the take-off direction and positioned at the optimum position within the helicopter landing site (HLS) | 3 |  |
|  | line-up checks are performed in accordance with approved checklist, when appropriate | 3 |  |
| 1. H4.2 | Take-off helicopter |  |  |
|  | air traffic control clearances are obtained and compliance is maintained with clearance conditions and requirements (within controlled airspace) | 3 |  |
|  | helicopter is transitioned from a stationary position in a specified direction passing through translational lift, remaining clear of obstructions and establishing and maintaining a recommended or nominated climb speed | 3 |  |
|  | helicopter flight path is controlled using appropriate control techniques including awareness of helicopter performance considerations, aircraft balance and flight control trim (if applicable) | 3 |  |
|  | power and attitude are managed for the flight path, departure profile and Indicated Airspeed (IAS) being flown | 3 |  |
|  | local and published noise abatement requirements and curfews are observed | 3 |  |
|  | situational awareness of circuit traffic is maintained and conflict is avoided | 3 |  |
| 1. H4.3 | Approach to hover |  |  |
|  | a suitable termination point is selected | 3 |  |
|  | pre-landing checks are completed in accordance with approved checklist | 3 |  |
|  | appropriate approach angle and track is intercepted and approach manoeuvres are conducted in accordance with air traffic control instructions (when in controlled airspace) | 3 |  |
|  | helicopter is descended to the hover at the selected termination point at a reducing rate of closure and along a specified track on an approach angle appropriate to the helicopter type and conditions | 3 |  |
|  | align the landing gear to the planned approach direction | 3 |  |
|  | recognise and control loss of translational lift | 3 |  |
|  | RPM is managed within normal operational limits | 3 |  |
|  | approach is terminated at the hover over the termination point | 3 |  |

\*Enter the performance standard achieved if it is different to that required

Where it has not been possible to introduce performance criteria or the trainee has not achieved the required standard, the performance criteria must be covered during the next lesson. Enter these performance criteria in the lesson record for the subsequent lesson.

| CONSOLIDATION AND/OR REMEDIAL TRAINING | | | |
| --- | --- | --- | --- |
| MOS Reference | Lesson Content (Elements & Performance Criteria) | Performance  Standard | |
| Required | Achieved |
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| DEBRIEFING |
| --- |
| Content |
| * Training review and outcomes achieved against lesson objectives and the Part 61 MOS competency standards * Recommendations for next lesson (including any carryover/remedial training) * Trainee preparation for next lesson * Training record completion and sign off |

| COMMENTS AND OUTCOME | | |
| --- | --- | --- |
|  | | |
| **Proceed to next training session?** | **Yes** | **No** |

| Instructor’s signature & date | Trainee’s signature & date |
| --- | --- |
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