|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Flight no: | PPL(H)1.\_\_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

|  |
| --- |
| Lesson Overview  * Primary & secondary effect of controls * Operation of ancillary controls * Attitude flying * Introduction to manoeuvring the helicopter in forward flight |

| PRE-FLIGHT KNOWLEDGE  Long Briefing: 1.0 hour Pre-flight Briefing: 0.3 hour  Underpinning knowledge: as required | |
| --- | --- |
| Content | |
| **Long briefing** – Effects of Controls   * Planes of movement: pitch, roll & yaw * Primary effect of controls * Secondary effect of controls * Operation of ancillary controls * Application in flight | |
| **Underpinning knowledge** (relevant to the stage of training):   * Identify grade of fuel, verify fuel quantity (pre-flight inspection) [C4(b)&(c)] * Primary and secondary effects of helicopter controls [H5(a)] * Regulations and procedures relating to the ground operation of rotorcraft [H1(a)] * Operational and start limitations of typical helicopters [H1(b)] * Pre and post flight administration | |
| **HF & NTS**   * Principles of ‘see and avoid’ * Visual scan technique - use of clock code * Hand over/take over technique (e.g. ‘I have control – you have control’) * Control 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** |

|  |  |  |
| --- | --- | --- |
| 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\* |
| 1. C2.1 | Pre-flight actions and procedures |  |  |
|  | complete all required pre-flight administration documentation | 3 |  |
| 1. C2.2 | Perform pre-flight inspection |  |  |
| (b) | complete an internal and external check of the aircraft | 3 |  |
|  | ensure all aircraft locking and securing devices, covers and bungs are removed and stowed securely | 3 |  |
| 1. NTS1.1 | Maintain effective lookout |  |  |
|  | maintain traffic separation using a systematic visual scan technique at a rate determined by traffic density, visibility and terrain | 3 |  |
| 1. C2.3 | Post-flight actions and procedures |  |  |
|  | shut down aircraft | 3 |  |
|  | conduct post-flight inspection and secure the aircraft (if applicable) | 3 |  |
|  | complete all required post-flight administration documentation | 3 |  |
| 1. H1.1 | Start engine and rotor |  |  |
|  | helicopter is positioned with a view to safety and rotor clearance when starting engine and rotors | 3 |  |
|  | wind conditions are assessed for start | 3 |  |
|  | perform pre-start checklists actions | 3 |  |
|  | perform engine start and rotor engagement | 3 |  |
|  | rotor disc position is controlled during start | 3 |  |
|  | engine is operated within limits | 3 |  |
|  | emergencies are managed. | 3 |  |
| 1. H1.2 | Stop engine and rotor |  |  |
|  | wind conditions are assessed and appropriate allowances made | 3 |  |
|  | helicopter is positioned with a view to safety and rotor clearance when stopping engine and rotors | 3 |  |
|  | perform engine shutdown and rotor stop | 3 |  |
|  | rotor disc position is controlled during shutdown | 3 |  |
|  | engine and transmission system indications are monitored and managed | 3 |  |
| 1. H1.3 | Control main rotor disc and anti-torque system |  |  |
|  | maintain the main rotor disc attitude during all RRPM operations | 3 |  |
|  | set anti-torque pedal position to compensate for main rotor torque | 3 |  |
|  | rotor disc attitude and RRPM are managed while performing other tasks or actions | 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.

| 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 |
| --- | --- |
|  |  |