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| --- | --- | --- | --- | --- | --- |
| Flight no: | PPL(H) 27.\_\_\_ | Trainee name & ARN: |  | | |
| Date: |  | Instructor: |  | | |
| Aircraft registration: |  | Aircraft type: |  | Flight time: |  |

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| --- |
| Lesson Overview  * Steep Turns (45 degrees of bank angle) |

| PRE-FLIGHT KNOWLEDGE  Long Briefing: 0.5 hour Pre-flight Briefing: 0.3 hour  Underpinning knowledge: as required | |
| --- | --- |
| Content | |
| **Long briefing** – Steep Turns   * G-loading and passenger considerations during turns. * Safety justification for training steep turns (eg collision avoidance) * Scanning technique to be applied * Flight manual limitations on bank angle | |
| **Underpinning knowledge** (relevant to the stage of training):   * Review/expand previously introduced knowledge as required | |
| **HF & NTS**   * Carefully assess traffic in the vicinity before conducting steep turns * Maintain traffic awareness throughout the manoeuver * Avoid sudden corrective control movements * Use correct hand over/take over technique (Emphasis on student remaining highly receptive to instructor’s corrective inputs) | |
| **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\* |
| 1. C4.2 | Manage fuel system |  |  |
| (f) | accurately maintain fuel log | 2 |  |
| (g) | calculate and state endurance at any point during flight | 2 |  |
| (h) | perform fuel tank changes correctly | 2 |  |
| (i) | maintain fuel load within aircraft limits | 2 |  |
| (j) | operate the fuel cross-feed system correctly (if fitted) | 2 |  |
|  | configure the aircraft correctly to achieve best endurance performance and correctly calculate the revised operational endurance | 2 |  |
| 1. H5.5 | Control helicopter at any speed |  |  |
|  | adjust attitude and power to accelerate or decelerate the helicopter from any specified airspeed within the flight envelope to any other specified airspeed within the flight envelope while maintaining balanced flight and subsequently maintaining the new specified airspeed. | 2 |  |
|  | height awareness is maintained at all times and appropriate adjustments are made as required | 2 |  |
|  | wind conditions are monitored and appropriate allowance is made | 2 |  |
|  | helicopter is suitably controlled to ensure that it is operated within aircraft flight manual limits | 2 |  |
| 1. H6.1 | Turn helicopter steeply |  |  |
|  | lookout is maintained using a systematic scan technique at a rate determined by traffic density, visibility or terrain | 3 |  |
|  | level turns of 45° bank angle is achieved without altitude change to nominated heading | 3 |  |
|  | descending turns of 45° bank angle is achieved to a nominated heading and minimum height loss of 500ft | 3 |  |
|  | maintain balance in turns | 3 |  |
|  | helicopter operating limits are not exceeded | 3 |  |
| 1. H6.5 | Execute limited power take-off, approach and landing |  |  |
|  | need for limited power manoeuvres is identified | 2 |  |
|  | helicopter performance is calculated and power requirements confirmed prior to the commencement of limited power operations | 2 |  |
|  | a decision to conduct limited power manoeuvres is implemented and an appropriate action plan is formulated to conduct limited power operations, pilot ability and limitations are considered | 2 |  |
|  | an appropriate area for a safe take-off and landing suitable for the limited power available is selected | 2 |  |
|  | limited power take-off is performed, applying maximum or nominated power while maintaining optimum RRPM | 2 |  |
|  | limited power approach and landing is performed, whilst controlling airspeed and optimum RRPM appropriate to power available and landing environment | 2 |  |
|  | situational awareness is maintained at all times during limited power manoeuvres | 2 |  |
|  | appropriate allowance is made for the effects of wind during limited power manoeuvres | 2 |  |

\*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 |
| --- | --- |
|  |  |