

Common Weak Areas Observed On Initial CFI Practical Tests – Helicopters

KNOWLEDGE:

- Special Emphasis Items - Runway Incursions, etc.
- Private vs. Commercial PTS differences
- Fundamentals of Instruction
- Lesson Plans are incomplete (refer to AIH)
- Weather Information
- Navigation and Flight Planning
- Airport/Heliport Marking and Lighting
- Helicopter Aerodynamics - FAA Rotorcraft Handbook
- Flight Maneuvers per FAA Rotorcraft Handbook
- Maintenance & AD's - see, comprehensive checklist on this website
- Certification Endorsements - Student, Private, Commercial, Instrument, etc.
- Errors in the FAA Form 8710.1 - Airman Application or Rating

Note: Too much emphasis is placed on performing a full touchdown autorotation and not enough emphasis on teaching the maneuver.

FLIGHT:

- Navigation & Flight Planning: Fundamentals of radio navigation, and how to determine a LAT/LONG location.
- CRM - charts, airport diagram, frequency set up, takeoff brief, use of carburetor heat, etc.
- Crosswind Takeoffs
- Compass Turns
- Approaches - to slow prior to intercept
- Using proper terminology during instruction
- Confined area procedures - improper approach angle - airspeed/altitude
- Hovering autorotation - teaching "detent"
- Rapid deceleration - nose high/tail low
- Straight-in autorotation – not being done to Commercial PTS Standards
- Touchdown autorotation - late flare, too close to the ground
- Preflight - inadequate aircraft system knowledge - antennas - drains, etc.

Note: Instruction must follow the FAA Rotorcraft Handbook, manufacturer recommendations, and/or established safety guidelines.