



Recreation Aviation Administration South Africa

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DETAILS OF BANK ACCOUNT FOR PAYMENT OF PRESCRIBED FEE

Bank: Standard Bank	Branch: Alberton	Branch Code: 012342	Account Number: 020615264
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PRACTICAL SKILLS TEST REPORT FOR RECREATIONAL PILOT INSTRUCTORS

Initial	
Renewal	
Upgrading	

Applicants Name

Licence held Licence No

Rating being applied for

Testing ATO name..... ATO no.

Type of aircraft Registration marks

Weather conditions Duration of test

Name of Testing Instructor

Licence and rating held

Licence number

Pass	Fail
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Remarks

Date

.....
Signature of Testing Instructor

NOTE! This form is to be accompanied by the relevant application forms.

BRIEFING FOR TESTING OFFICERS

1. Format of assessment report

<u>Mark obtained</u>	<u>Assessment</u>
1	Failed, unacceptable, requires considerably more training in the particular aspect. Complete retest required.
2	Failed, requires further training in the particular aspect. Complete retest required.
3	Average, retest required in these aspects
4	High average, good standard with no ingrained faults.
5	Above average.

If more than one assessment in the Assessment Category 1 was obtained the complete test has to be repeated after more training in all aspects that was assessed as below Assessment Category 4.

If more than two assessments in the Assessment Category 2 were obtained the complete test has to be repeated after more training in all aspects that was assessed as below Assessment Category 4.

If more than four assessments in the Assessment Category 3 were obtained, the test has to be repeated regarding only these aspects, and after more training has been done in these aspects.

Testing instructors are encouraged not to fall into the well-known easy habit of simply awarding "average" assessments. Be not afraid to award either the highest or the lowest mark, and be certain to discuss these with the candidate, his tutor as well as the flight school management.

2. Tolerances

2.1 General flying $\pm 5^\circ$, ± 5 knots/mph, ± 50 ft.

2.2 Turns $\pm 10^\circ$ after initial correction on roll out, ± 10 knots/mph, ± 100 ft,

3. Testing officers must make appropriate allowance for turbulence.

4. Testing officers are encouraged to write comments on any of the exercises.

5. Emergencies (Simulated):

Under no circumstances must the aircraft or its occupants be placed in jeopardy. Applicants should give complete actions to the logical conclusion of the simulated emergency.

1. PRE-FLIGHT BRIEFING:

- Knowledge of sequence
- Method of conveying knowledge
- Aim of briefing
- Aeronautical principles
- Air exercise
- Pupil activity
- Use of aids
- Safety and airmanship aspects
- Lecturing ability

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

2. PRE-FLIGHT ACTION AND GROUND HANDLING:

- Pre-flight inspection
- Procedure before/after start
- Ground handling (speed, power, use of brakes)
- Airmanship and safety

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

2. TAKE-OFFS:

NORMAL

- Safety and airmanship
- Checks before, during and after take off
- Crew briefing
- Engine failure after take off
- Control of direction, speed and attitude

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

SHORT TAKE-OFF

- Safety and airmanship
- Checks before, during and after take off
- Technique used (short field/obstruction)
- Control of direction, and speed latitude

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

4. DEMONSTRATION OF THE FOLLOWING:

- (a) Primary effect of controls (if applicable).....
- (b) Secondary effect of controls (if applicable).....
- (c) Straight and level flight
- (d) Medium turns
- (e) Climb (various configurations)
- (f) Descend (various configurations)
- (g) Side slip (if applicable).....
- (h) Steep turns

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

5. STALLING (Various configurations) (If applicable):

- Safety and airmanship
- Symptoms of the stall
- Method of entry and stall
- Method of recovery

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

6. SPINNING OR INCIPIENT SPINS (If applicable):

- Safety and airmanship
- Method of entry
- Method of recovery

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

7. DETERMINATION OF CRITICAL SPEED FOR A GIVEN CONFIGURATION:

- Safety and airmanship
- Method of determining of minimum control speed

1	2	3	4	5
1	2	3	4	5

8. FORCED LANDING :

- Safety and airmanship
- Action after engine failure
- Choice of field
- Planning of descent
- Control of speed and altitude
- Determining causes of engine failure
- Success

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

9. LOW FLYING:

- Safety and airmanship
- Control of height, direction, speed and attitude
- Effect of wind
- Effect of inertia and speed

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

10. CIRCUITS AND LANDINGS :

NORMAL, FLAPLESS (if applicable) and GLIDE

- Safety and airmanship
- Joining procedure
- Circuit procedures and vital actions
- Control of height, direction, speed and attitude
- Judgement
- Landing
- After landing run

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

11. CROSS WIND TAKE-OFF AND LANDING:

- Safety and airmanship
- Take off technique
- Circuit procedure and vital actions
- Landing technique
- Landing and after landing run

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

12. PRECAUTIONARY LANDING:

- Safety and airmanship
- Procedures and technique
- Control of direction, height, speed and attitude
- Judgement
- Landing and after landing run

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

13. EMERGENCIES:

Knowledge and action in the event of:

- Engine fire
- Oil pressure failure (If applicable).....
- Lost procedures
- Any other

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

Remarks

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Signature of Testing Instructor

14. NAVIGATION:

1	2	3	4	5
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Remarks:

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Signature of Testing Instructor

15. FLYING ABILITY THROUGHOUT:

Accuracy

Airmanship

Knowledge and proficiency on type or class of aircraft on which required to instruct

General smoothness and co-ordination

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

16. INSTRUCTIONAL ABILITY:

Ability to recognise faults

Method of correcting faults

Accuracy of statements

Actual de-briefing of any exercise

Technical knowledge

Ability and method of imparting knowledge

Pupil activity

Co-ordination and ability to demonstrate

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

17. GENERAL:

Knowledge of CARS/AICs and NOTAMS

Knowledge of any other appropriate training subject ...

Knowledge of Aircraft performance tables, weight and balance sheet

1	2	3	4	5
1	2	3	4	5
1	2	3	4	5

Remarks

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Signature of Testing Instructor