

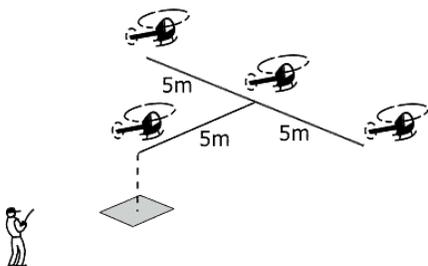
# HELICOPTER

## THE 'A' CERTIFICATE TEST LEAFLET

Please refer to the Certificate Rules and Guidance document for a more detailed description of what is required during the test

### FLYING TEST PART 1

- (a) Carry out pre-flight checks as required by the MMAFA Standing Safety Regulations.
- (b) Take off and hover tail in over the take off point, with the helicopter skids at eye level, for about twenty seconds and then land.
- (c) Take off and hover the helicopter slowly forwards for approximately five metres, stop, and hover for about five seconds.
- (d) Hover the helicopter slowly sideways for approximately five metres, stop, and hover for about five seconds.
- (e) Hover the helicopter slowly sideways in the opposite direction for approximately ten metres (five metres past its original position in front of the pilot), stop, and hover for about five seconds.



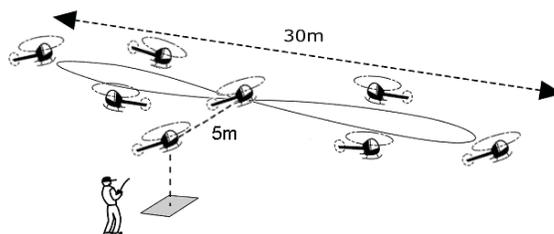
- (f) Hover the helicopter slowly sideways in the first direction to bring it back to its original position in front of the pilot, stop, and hover for about five seconds.
- (g) Fly slowly backwards, bringing the helicopter back to its original position over the take off point, stop, hover for about five seconds and land.

### FLYING TEST PART 2

- (h) Take off and fly forward for approximately 5 metres to a point over the centre marker, stop and hover for about five seconds. Turn 90 degrees either left or right and fly forward to perform two 'lazy eights', each at least 30 metres in length. Each time the helicopter passes in front of the pilot it must be

sideways on to the pilot and throughout the manoeuvre the model must be flying forward, not sideways.

- (i) At the conclusion of the two 'lazy eights', bring the helicopter to a halt sideways-on over the centre marker, turn the model tail-on to the pilot and hover for about five seconds. From this point fly the model to a landing on the original take off point.



The above schedule must be completed within one flight and two attempts per examination will be allowed in any one day. The test must be taken outdoors.

The use of helicopters with coaxial contra-rotating main rotors is not allowed.

Where a fly bar is fitted no other artificial stabilisation of the helicopter is allowed other than a tail rotor gyro.

If the helicopter has no fly bar fitted it is acceptable to use an electronic fly bar system, however the extra electronics must only be acting as a fly bar replacement system and must not take over control from the pilot or achieve automated flight.

### TEST PART 3 (QUESTIONS)

In addition to the above flying schedule, the candidate then must:

- Answer correctly a minimum of five questions on safety matters, based on the MMAFA Safety Codes and Local Standing Regulations for General Flying.