



# *Flight Training*

## ***Professional Helicopter Flight Training with Helicopters Otago***

Taieri Airfield Mosgiel Dunedin

# **Welcome...**

## ***To the first step to becoming a Helicopter Pilot***



This is an exciting and rewarding recreation or the initial step toward a career as a helicopter pilot. There are many different types of helicopter operations you can become involved in as a pilot. But they all start at this point, where you have made the decision to become a pilot.

The cost of learning to fly can be spread over however long it may take you to achieve your goal as a pilot. We recommend flying on a regular basis, as this way you obtain the full benefit of the new skill you will learn.

The cost may seem expensive, but we have tried to include every conceivable cost we can think of when preparing the following estimates.

### ***Why Taieri Airport?***

Taieri Airport is an uncontrolled airport which has been operating since the early 1920's. It is a low key airport with low traffic volumes, where the users look after each other and themselves. This gives our students confidence and allows them to concentrate on the task at hand, which is learning to fly.

The Dunedin International Airport is only five minutes flight away and is a controlled airfield with a manned control tower. Flying in this area adds to our students overall capabilities by giving them additional confidence to operate in a controlled and uncontrolled environment.

Situated in the valley, on the outskirts of Mosgiel township, the Taieri Airports climate is such that you do not lose too many days flying because of bad weather conditions. Also nearby is a unique forestry area for confined area training. The mountain flying is undertaken in either the Silver Peak mountains or the Rock and Pillar mountains, which are only 5 minutes and 15 minutes flying time away from our base.

Dunedin City is 10 minutes drive away and has everything a city can offer, from the night life through to shopping. This is a friendly city with a low crime rate, numerous café, restaurants, night clubs and is home to Otago University and Otago Polytechnic with a range of accommodation available.

### ***Professionalism you can depend on***

Our instructors are highly qualified and above all else friendly. We take the time to carefully consider your needs and aim to provide you with a level of service and enjoyment second to none.

Your training will be conducted in a Robinson R22 helicopter. This is a very robust and reliable helicopter and is maintained by one of the most competent and professional maintenance organisations in New Zealand.

Our commitment is to maintain the highest standards of education, safety and reliability.

## ***A Personal Training Programme***

Flight training involves your resources of time and money. We place great emphasis on personal and individual instruction and believe that student progress is only continuous if you receive personalised attention. This attention also gives you a thorough understanding of the fundamentals of flying from an early stage in your training, which is essential.

Individuals learn at varying rates depending upon their ability to receive information, prior experience, maturity, motivation and adaptability to the environment of flying. In any training programme that is constrained by time, or cost sensitive, it is critical to the overall success of the student to have a training programme to suit his or her needs.



## ***What Steps Are Involved In Obtaining Your Licence?***

### ***Introduction Flight***

We recommend that you undertake a hands on trial flight with one of our instructors. The cost is \$275.00 and is flown in the Robinson R22 helicopter. The U-Fly Trial Flight time counts towards your licence. You can start your training before obtaining a pilot medical certificate but to fly solo you will need to obtain a Class 2 Medical as the minimum requirement.

### ***Obtaining a pilot's medical***

This is a straight forward medical examination performed by an approved doctor. We will supply you with a list of CAA approved doctors who are situated throughout the South Island. The first step is to obtain your Class 2 Medical which is the minimum for a Private Pilots Licence. If you are considering a Commercial Pilots Licence we suggest you obtain a Class 1 Medical which is the requirement for this licence.

The local Doctor is - Dr R Morton, Mosgiel Health Centre, Ph – 03 489 5135

# ***Some Commonly Asked Questions?***

## ***Do I need a fixed wing licence?***

No, If you want to fly helicopters you should get as much time flying them as possible. There are some emergency responses that contradict each other.

## ***Why is it so expensive to fly a helicopter?***

The major costs in operating a helicopter is the maintenance cost of parts and insurance. Because of the number of moving parts, more frequent inspections are required for safety reasons. These combined make a helicopter more expensive to operate than a fixed wing aircraft.

## ***How long will my training take?***

As long as you like, or as short as you like. Your training programme is tailored to suit your time and budget. If studying full-time the training may take anything from 12 to 24 months for a commercial pilots licence. If part time, it depends on your availability and budget.

## ***What is the difference between PPL and a CPL?***

The holder of a Private Pilot Licence is able to fly themselves and friends, but is not allowed to charge passengers. The holder of a Commercial Pilot Licence is able to be employed as a pilot on aerial or charter work where the passengers are charged.

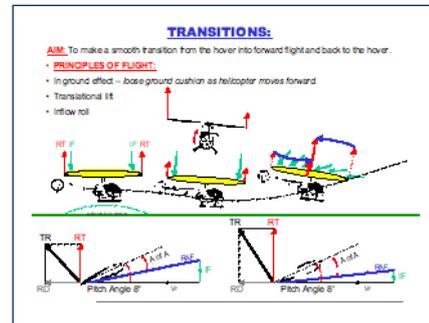
## ***What makes Helicopters Otago unique?***

It is the professional and friendly atmosphere that makes the difference as well as the personal attention you will receive. We are one of the largest commercial helicopter operators in the South Island and you as a student will benefit from learning to fly in this commercial environment, making you a more attractive candidate for employment after completion of your licence.

## What pattern will my training follow?

You will begin your flight training with an instructor who will teach you to fly the helicopter until you are competent to fly your own... your first solo. Each lesson begins with a power point briefing about the exercise you are about to fly there will be a short debrief with your instructor to answer any questions you may have.

The power point briefings are very clear in their explanation of the lesson plan and principles of flight. Page 1 of the Transitions briefing is displayed to the right.



## What is a cross country?



This is flying from Taieri Airport to other South Island locations including aerodromes and small airstrips. This teaches you the practical application of map reading, navigation, and radio operation skills.

## What aircraft will I train in?

The Robinson R22 has been manufactured with pilot training as one of its principle functions of uses. This helicopter is ideal for the task as it is cost effective to both train in and operate.

## Robinson R22



## **Private Pilot Licence**

".... A current Private Pilot Licence authorises the holder to act, but not for hire or reward, as the pilot in command of the aircraft...."

This is an extract from the New Zealand Civil Aviation Rules.

A Private Pilot Licence is a recreational licence and is the minimum qualification required before you may fly a helicopter to carry non fare paying passengers.

To hold a Private Pilot Licence you must be 16 years of age and hold a current Class 2 Medical Certificate. You must also have passed the 6 Private Pilot theory exams and have a minimum of 50 hours flight time in a helicopter.

## **Flight Training Syllabus.**

|   |                 |
|---|-----------------|
| <b>Dual</b><br>Lessons flown with your instructor   | 20 Hours        |
| <b>Solo</b><br>Lessons flown on your own with the instructors authorisation   | 15 Hours        |
| <b>Specialised exercises</b><br>Cross Country Navigation<br>This is made up of 5 hours of Dual instruction and 5 hours of Solo navigation | 10 Hours        |
| Mountain Flying<br>Flights to teach you the necessary skills to fly in the mountains  | 5 Hours         |
| <b>TOTAL</b>  | <b>50 Hours</b> |

## **Commercial Pilots Licence**

A current Commercial Pilots Licence allows the pilot to receive payment for his or her service as a pilot.

To hold a current Commercial Pilots Licence Helicopter you must be 18 years of age, hold a current Class 1 Medical Certificate and a Private Pilots Licence Helicopter. You must also have passed a further 6 Commercial Pilots theory exams and have a minimum of 150 hours helicopter flight time.

The NZ Civil Aviation Authority rules state that a pilot must have a bare minimum of 35 hours dual and 35 hours solo with a total time of 150 hours. These time requirements are made up of the following exercises in addition to your Private Pilot times plus time practicing the Private Pilot exercises, so that you are more accurate in your flying techniques. Specialised exercises such as advanced cross country navigation, sling load operations and advanced mountain flying are also required to complete your training to achieve the professional pilot standard.

## **Flight Training Syllabus**

|  |                  |
|--|------------------|
| <b>Dual</b><br>Flights with an instructor to improve your skill level                | 35 Hours         |
| <b>Solo</b><br>Flights on your own to improve your confidence and further your skill | 35 Hours         |
| <b>Specialised exercises</b><br>Cross Country Navigation                             | 20 Hours         |
| Sling Load Operations<br>Lessons Flown with a load suspended under the helicopter    | 10 Hours         |
| Mountain Flying techniques   | 10 Hours         |
| <b>TOTAL</b>   | <b>100 Hours</b> |
| <b>PLUS Private Pilots Licence</b>   | <b>50 Hours</b>  |
| <b>GRAND TOTAL</b>   | <b>150 Hours</b> |

## ***The Theory***

There are six main categories of theory training in the Private Pilot and Commercial Pilot training curriculum. For each of these categories you will be required to sit an examination and pass the examination with a minimum of a 70% pass mark.

### ***The PRIVATE PILOT LICENCE categories are:***

- **Aviation Law and Publications**
- **Flight Navigation**
- **Meteorology**
- **Helicopter Technical Knowledge & Performance of Flight**
- **Human Factors**
- **Flight Radio Telephone Operator**
- **English Language Proficiency**

At the Private Pilot Licence stage the Helicopter Technical Knowledge is a combined subject of technical knowledge and performance of flight. While for the Commercial Pilots Licence this subject is split into two separate exams.

### ***The COMMERCIAL PILOT LICENCE categories are:***

- **Aviation Law & Publication**
- **Flight Navigation**
- **Meteorology**
- **Helicopter Technical Knowledge**
- **Helicopter Performance of Flight**
- **Human Factors**

You can study for one exam at a time or all six together, the decision is yours, but we recommend that you do at least 5 hours flying before you begin the theory. This way you will better understand some of the finer points described to you.

There are various options open to you to obtain the theory information. Attending full-time or part-time classes at one of the Aviation Colleges or purchasing a series of books and manuals on each subject and studying at your own pace. Either way our instructors are here to answer all your questions and help you through.

The text books can be purchased through Helicopters Otago or direct from Aviation Theory Centre - Ph (03) 548 1654 or Pilot books - [www.pilotbooks.co.nz](http://www.pilotbooks.co.nz)



## ***Cross Crediting Fixed Wing Experience***

The New Zealand Civil Aviation Authority rules state that the holder of a current PPL Aeroplane licence may credit up to a maximum of 10 hours from the past 12 months flying toward a PPL Helicopter Licence. This reduces the minimum mandatory time for a PPL Helicopter to around 40 hours total time. The holder of a current CPL Aeroplane Licence operating on air transport operations may credit up to a maximum 70 hours of aeroplane time from the past 12 months to a CPL Helicopter licence.

## ***Our Helicopters***

The primary trainer is the Robinson R22, [www.robinsonheli.com](http://www.robinsonheli.com). This is a two seater helicopter powered by the reliable Lycoming piston engine. Advanced design and technology has been utilized in the manufacture of this helicopter, resulting in excellent handling capabilities, rugged and reliable construction and optimum passenger and pilot safety.



***Robinson R22***

# ***Now That You Have Your Licence.....***

## ***What Next?***

You would have been taught the necessary skills to safely control the helicopter in all phases of flight and on the ground.

It is then up to you to put these skills into practice.

Practice your new skill and build confidence by flying in a variety of conditions and achieving new goals by flying to different places.

Once you have achieved a few extra hours as a pilot, there are many new and exciting things to do. Learning to carry a load that is suspended under a helicopter improves pilot's skill. This is called sling loading and is an optional part of the Private Licence and a compulsory part of the Commercial licence.

Learning to fly at night is an exciting and rewarding adventure. Progressing onto larger helicopters that carry more passengers is a very satisfying experience.

Becoming an instructor is also very rewarding.

What ever is next for you there are certainly many options open, we suggest you call in and talk to us about your licence.



## ***Gas Turbine Rating***



This is another addition to your existing licence and is the rating required to pilot larger helicopters that carry more passengers. You will be taught to operate a larger helicopter which is powered by a Gas Turbine Engine.

The first step toward this rating is to attend a Basic Gas Turbine Course and pass the theory examination. This can be a formal classroom/lecture situation a computer based course or self studied.

It is preferable that you have a few more hours helicopter experience than just the basic Private Pilot hours before progressing into these larger helicopters.

As a general rule of thumb you will be required to spend approximately 5 hours being taught how to start and shut down the turbine engine as well as the skills involved to pilot a larger helicopter type.

We would be only too pleased to quote you these prices on request.

## ***Helicopter Instructors Rating***

This rating allows you to teach people to fly.

To qualify to become an instructor you must accumulate a total of 200 hours of helicopter flying. You must also have a minimum of 150 hours as the Pilot in Command of a helicopter. These are all the bare minimums required by the New Zealand Civil Aviation Authority.

The training consists of 25 hours of dual instruction by an 'A' or 'B' Category Instructor which will teach you the skills necessary to pass the knowledge of how to fly a helicopter onto a student. You are required to know the theory subjects of Helicopter Performance of Flight and Technical knowledge in depth because you will be instructing the students in these theory subjects. A mandatory requirement of attending an Instructional Techniques Course will complete your education as an instructor. Once all this has been completed and the instructor is confident you will pass the flight test you are eligible to sit your 'C' Category Instructors Rating.

This rating is a considerable way down the track and requires you to have a reasonable amount of experience before you undertake this. We recommend that you come and talk to us at length before you undertake your Instructors Rating.

## Night Flying

Night flying is an exciting and rewarding extension of your licence and pilot skills. It is a reasonably demanding skill which is added as a rating to your existing licence.

A syllabus and requirement of the minimum hours has been set out by the NZ Civil Aviation Authority.

The night rating is split into two categories. Firstly, a rating to fly a helicopter within 25 nautical miles of an airport with suitable lighting, and secondly beyond 25 nautical miles of an airport with lights. To fly beyond the 25 nautical mile limitation you will be required to complete several cross country flights at night to other airports. You will also be taught to fly the helicopter by using the basic instruments that are in the helicopter. This is not an instrument rating but is a safety procedure only

| <b>Private Pilot Requirements<br/>Within 25nm of a lit airport</b> |         | <b>Commercial Pilot Requirements<br/>Within 25nm of a lit airport</b> |          |
|--|---------|---|----------|
| Instrument Flying  | 2 Hours | Instrument Flying   | 2 Hours  |
| Dual Night Flying  | 3 Hours | Dual Night Flying   | 5 Hours  |
| Solo Night Flying  | 2 Hours | Solo Night Flying   | 5 Hours  |
| <b>Beyond 25nm of a lit airport</b>                                |         | <b>Beyond 25nm of a lit airport</b>                                   |          |
| Instrument Flying  | 5 Hours | Instrument Flying   | 10 Hours |
| Dual Night Flying  | 5 Hours | Dual Night Flying   | 5 Hours  |
| Solo Night Flying  | 2 Hours | Solo Night Flying   | 2 Hours  |
| Cross Country Night Flying   | 3 Hours | Cross Country Night Flying  | 3 Hours  |



***Call in and talk to us...  
You're always welcome***



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