Helicopter Pilot

ORAL EXAM GUIDE

RYAN DALE

WHEN USED WITH THE ORAL EXAM GUIDES, THIS BOOK PREPARES YOU FOR THE ORAL PORTION OF THE PRIVATE, INSTRUMENT, COMMERCIAL, FLIGHT INSTRUCTOR, OR ATP HELICOPTER CHECKRIDE

BASED ON THE OEG SERIES BY **MICHAEL D. HAYES**

SECOND EDITION

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by Ryan Dale

(Based on the Oral Exam Guide Series by Michael D. Hayes.)

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Instrument Pilot

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Certificates and Documents 1

1. **What kind of helicopters can you fly with a private pilot certificate?** (14 CFR 61.31)

   Any helicopter up to 12,500 pounds, except for the R-22 and R-44 unless the SFAR 73 to Part 61 is followed.

2. **Can you fly a twin turbine powered helicopter?** (14 CFR 61.31)

   Yes. You can fly any helicopter up to 12,500 pounds, except for the R-22 and R-44 (unless you meet the requirements outlined in SFAR 73 to Part 61).

3. **If you take your flight review in a Bell 206, can you act as PIC in the R-22?** (SFAR No. 73 to Part 61)

   No, according to SFAR No. 73 2(c)(l): No flight review completed to satisfy 61.56…shall be valid for the operation of the R-22 helicopter *unless* that flight review was taken in an R-22.

4. **To act as PIC in the R-22 how often do you have to take a flight review if you have less than 200 hours?** (SFAR No. 73 to Part 61)

   According to SFAR No. 73 2(b)(l), every 12 calendar months and have obtained an endorsement for that flight review from a certified flight instructor authorized under paragraph (b)(5).

   The review must include:

   a. Enhanced training in autorotation procedures,

   b. Engine Rotor RPM control without the use of the governor,

   c. Low rotor RPM recognition and recovery, and

   d. Effects of low G maneuvers and proper recovery procedures.

Cross-Country Flight Planning 2

1. **What types of charts are available for use in helicopter VFR navigation?** (FAA-H-8083-25)

   WAC—World Aeronautical Charts, revised annually except several Alaskan Charts and the Mexican/Caribbean charts, which are revised every 2 years. Not good for low altitude or slow flight because of scale.

   Sectionals—Sectional Charts, these charts are revised semiannually except for some areas outside the coterminous United States where they are revised annually.

   Terminals—VFR Terminal Area Charts, helpful when flying in or near Class B airspace, these charts are revised semiannually, except for several Alaskan and Caribbean Charts.

   Helicopter Route Charts—These three-color charts depict current aeronautical information useful to helicopter pilots navigating in areas with high concentrations of helicopter activity. They are not updated on a regular basis because they will be updated when a significant number of changes have accumulated, or when safety related or major airspace modifications warrant the printing of a new chart.

2. **How low can helicopter pilots fly?** (14 CFR 91.119)

   Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted *without hazard to persons or property* on the surface. In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the FAA.

3. **When flying into an airport environment, what rules apply to helicopters?** (14 CFR 91.126)

   Each pilot of a helicopter must avoid the flow of fixed-wing aircraft.

4. What are the VFR weather minimums for Class G airspace below 1,200 feet AGL? (14 CFR 91.155)

A helicopter may be operated *clear of clouds* if operated at a speed that allows the pilot adequate opportunity to see any air traffic or obstruction in time to avoid a collision.

5. What is required for a helicopter pilot to obtain a "Special VFR at a controlled airport"? (14 CFR 91.157)

Special VFR operations may only be conducted—

a. With an ATC clearance;

b. Clear of clouds

6. What are the fuel requirements for helicopters under VFR flight rules? (14 CFR Part 91.151)

No person may begin a flight in a rotorcraft under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed, to fly after that for at least 20 minutes.

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