# CHAPTER 6

## FLIGHT REVIEW GUIDE

## CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>6.v</td>
</tr>
<tr>
<td>Part 1—Flight Instructor’s Pre-Review Checklist</td>
<td>6.1</td>
</tr>
<tr>
<td>Part 3—Personal Weather Minimums &amp; Pilot Currency/Proficiency Plan</td>
<td>6.7</td>
</tr>
</tbody>
</table>
PURPOSE
This guide is intended to be used by flight instructors to assist in conducting an effective flight review in accordance with U.S. regulatory requirements (reference 14 CFR § 61.56 and SFAR 73 as appropriate), Pilots' Operating Handbook requirements, and factory recommendations. Flight reviews conducted outside the US should be adjusted, as appropriate, to meet foreign agency review requirements. Both the flight instructor and pilot should understand that the flight review is not a test or checkride but rather recurrent training in which knowledge and proficiency are being evaluated and weak areas can be brought up to appropriate standards. This guide also provides tools that can be used by the flight instructor and pilot to develop a plan for a personal weather minimum, currency and proficiency program.

STRUCTURE
14 CFR § 61.56 states the flight review must consist of a minimum of one hour of ground instruction, which must include a review of the general operating rules of 14 CFR part 91, and one hour of flight instruction. It also states the flight maneuvers are determined by the flight instructor administering the review. In many instances, especially for pilots that do not fly on a regular basis, these times will not be adequate to properly evaluate a pilot’s knowledge and proficiency and bring weak areas up to appropriate standards. Pilots and flight instructors should focus on conducting a beneficial and worthwhile review rather than on completing in the minimum time.

The guide is divided into three parts:

| PART 1 | A pre-review checklist for the instructor conducting the flight review. |
|PART 2 | A guide for the conduct of both the flight and ground portion. |
| PART 3 | A plan to develop a personal weather minimum, currency and proficiency program. |
PART 1
FLIGHT INSTRUCTOR’S PRE-REVIEW CHECKLIST

This checklist can be used by the instructor to gather preliminary pilot information to be used to construct his/her plan for the flight review. It should be completed by a discussion between the instructor and the pilot.

Name __________________________________________________________________________
Contact info. Phone ___________________ Email ____________________________
Pilot certificates held __________________________________________________________________
Ratings held ______________________________________________________________________

Total experience:
Total flight hours ___________ Total helicopter hours _________________
Helicopter hours last six months _______
Average helicopter hours/month _________
Time since last flight review: _________ months/__________ flight hours

R22, R44 or R66 experience as appropriate:
Total time _______
Last six months _________
Average hours/month ________

Type of flying (circle as appropriate):
Pleasure
Business
Local
Cross Country
Night

Personal skills assessment by pilot:
Strengths as a pilot ________________________________________________________________
Areas for improvement _____________________________________________________________
Aviation goals _____________________________________________________________________
The Flight Review Guide is intended to act as a plan for the instructor to use to conduct a thorough flight review. Instructors should tailor the guide based on individual pilot experience, flight activities and location of the review.

## GROUND REVIEW:

<table>
<thead>
<tr>
<th>Regulatory Review — 14 CFR part 91:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subpart A — General</strong></td>
</tr>
<tr>
<td>□ 91.3 Pilot in command</td>
</tr>
<tr>
<td>□ 91.13 careless/reckless operation</td>
</tr>
<tr>
<td>□ 91.15 Dropping Objects</td>
</tr>
<tr>
<td>□ 91.17 Alcohol or drugs</td>
</tr>
<tr>
<td><strong>Subpart B — Flight Rules, VFR</strong></td>
</tr>
<tr>
<td>□ 91.151 Fuel requirements</td>
</tr>
<tr>
<td>□ 91.155/157 VFR/SVFR wx mins</td>
</tr>
<tr>
<td>□ 91.159 VFR cruising altitude</td>
</tr>
<tr>
<td><strong>Subpart C — Equipment</strong></td>
</tr>
<tr>
<td>□ 91.203 Aircraft certification req</td>
</tr>
<tr>
<td>□ 91.205 Instrument/equipment req</td>
</tr>
<tr>
<td>□ 91.209 Aircraft lights</td>
</tr>
<tr>
<td>□ 91.213 Inoperative equipment</td>
</tr>
<tr>
<td>□ 91.225 ADS-B equipment</td>
</tr>
<tr>
<td><strong>Subpart E — Maintenance</strong></td>
</tr>
<tr>
<td>□ 91.405 Maintenance requirements</td>
</tr>
<tr>
<td>□ 91.407 Operation after maintenance</td>
</tr>
<tr>
<td>□ 91.409 Inspections</td>
</tr>
<tr>
<td>□ 91.413 Transponder inspection</td>
</tr>
<tr>
<td>□ 91.417 Maintenance records</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pilot’s Operating Handbook:</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Limitations</td>
</tr>
<tr>
<td>□ Normal Procedures</td>
</tr>
<tr>
<td>□ Emergency Procedures</td>
</tr>
<tr>
<td>□ Performance</td>
</tr>
</tbody>
</table>
PART 2
FLIGHT REVIEW GUIDE (cont’d)

GROUND REVIEW (cont’d)

Proper Preflight Planning:

- Weight & balance
- Route selection
- Weather collection
- Performance planning (hot/high/loading)
- Risk assessment
- Elements of a good passenger briefing (SN 44)

Special Emphasis Areas/Safety Tips & Safety Notices:

- Use of carburetor heat (R22/R44 I, SN 25)
- Avoiding hot starts (R66)
  - Causes of hot starts
  - Recognition
  - Corrective actions
- Loss of visual reference (SNs 18, 19, & 26)
- Vortex ring state (SNs 22 & 34)
  - Causes and recognition
  - Vuichard/traditional recovery
- Dynamic Rollover (Ref SN 9)
- Distractions in flight (SNs 16, 34, 36, 41, & 44)
- Low RPM rotor stall (SNs 10 & 24)
- Low G/Mast Bumping (SNs 11, 20, 29 & 31)
  - Cause and avoidance
  - Recognition and recovery
  - Turbulence (SN 32)
PART 2
FLIGHT REVIEW GUIDE (cont’d)

The appropriate Practical Test Standard/Airman Certification Standard (PTS/ACS) or foreign agency equivalent will be used to determine satisfactory flight proficiency. Specific maneuver techniques are located in the R22, R44 or R66 Maneuver Guide.

FLIGHT REVIEW:

☐ Engine starting/run-up
☐ Hovering maneuvers

Low RPM recovery (R22/R44):
☐ Recognition
☐ Recovery

Takeoffs:
☐ To a hover
☐ Normal takeoff
☐ Maximum performance takeoff

Approaches:
☐ Normal approach
☐ Steep approach
☐ Shallow approach
☐ GOV off (R22/R44)

Landings:
☐ From a hover
☐ Slope landing
☐ Running landing
☐ Hydraulic off landing (R44/R66, optional)

☐ 180° Autorotation
☐ Hovering Autorotation
☐ Simulated engine failure (forced landing)

Endorsement templates are found at the end of Chapter 1 of this guide. It is the instructor’s responsibility to insure satisfactory knowledge and proficiency prior to issuing the endorsement.
This Page Intentionally Blank
PART 3
PERSONAL WEATHER MINIMUMS &
PILOT CURRENCY/PROFICIENCY PLAN

Personal Weather Minimums:
One of the most useful things a pilot can do in aviation risk management is to develop, write down, and adhere to a set of personal weather minimums.

These minimums should be determined by the pilot, with the aid of an instructor, taking into account the pilot’s experience, local weather patterns and terrain.

A study by the US Helicopter Safety Team found that 65% of helicopter fatal accidents due to flight into inadvertent IMC occurred at night. A pilot’s need for night flight and the importance of night proficiency should be thoroughly discussed and, if a need to fly at night is determined, increased weather minimums should be selected.

Day:

Local Flights
- Ceiling ______ feet
- Visibility ______ miles
- Wind ______ kts
- Gust spread ______ kts

X-C flights
- Ceiling ______ feet
- Visibility ______ miles

Night:

Local Flights
- Currency ___ night hours every___ days
- Ceiling ______ feet
- Visibility ______ miles
- Wind ______ kts
- Gust spread ______ kts

X-C flights
- Ceiling ______ feet
- Visibility ______ miles

Pilot Currency/Proficiency Plan:
Pilot proficiency is a “use it” or “lose it” skill. Pilots, especially new or lower time pilots, should develop personal aeronautical goals to maintain their knowledge and proficiency. A realistic plan, developed with the assistance of an instructor, should take into account the pilot’s typical flight activities, experience level and goals.

1. A dual flight every _____ months (recommended at least every 4-6 months)
2. Number of flights per month _____ or number of hours per month ______
3. Number of night flights per month _____ or number of night hours per month ____
4. Number of hours per year _____
5. Number of X-C flights (more than 50 nm) per year ______
6. Attend _____ safety seminars per year
7. Review Pilot’s Operating Handbook (POH) every _____ weeks ( ~ every 4-6 weeks)