



**Recreation Aviation Administration South Africa**

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**DETAILS OF BANK ACCOUNT FOR PAYMENT OF PRESCRIBED FEE**

Bank:	Branch:	Branch Code:	Account Number:
Standard Bank	Alberton	012342	020615264

**EXAMINATION AND PRACTICAL SKILL TEST REPORT FOR RECREATIONAL PILOTS**

**A. APPLICATION**

<b>WCM</b>		<b>CCM</b>		<b>LSA</b>		<b>GYRO</b>		<b>TMG</b>	
Initial issue				Revalidation					

<b>Applicant</b>		
Name in block letters		
RSA ID no/Passport No	Licence number	
Telephone number	Cell number	
Email address		
<b>SIGNATURE OF APPLICANT</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>

**B. PRACTICAL FLIGHT TEST**

<b>TEST DETAILS</b>			
Place	Date of test		
Name of ATO	ATO no.		
Aircraft type	Registration		
Hours			
Route flown (x-country)			
Weather conditions			
Test results	Competent	Additional training required before re-test?	No
	Not yet competent		Yes
Remarks			
<b>EXAMINER</b>			
Name in block letters			
RSA ID/Passport no.	Licence number		
Telephone number	Cell number		
Email address			
<b>SIGNATURE OF EXAMINER</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>	
<b>Important notice: This form shall not be valid, unless each page is signed by the instructor and candidate</b>			

## 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 retest in particular aspect.
3	Average
4	High average, good standard with no ingrained faults.
5	Above average.

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 in flight

#### 2.1 For straight and level flight

2.1.1  $\pm 10$  knots of nominated speed;

2.1.2  $\pm 150$  ft;

2.1.3  $\pm 10^\circ$  wings level

#### 2.2 For medium turns

2.2.1  $\pm 10$  knots of nominated speed;

2.2.2  $\pm 150$  ft;

2.2.3  $\pm 5^\circ$  of constant bank angle

2.2.4  $\pm 10^\circ$  Roll out from turn on to a specified direction or heading

3. Testing officers must make appropriate allowance for turbulence.

4. Testing officers should write comments on the outcome/execution 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.**

<b>1. PRE-FLIGHT PROCEDURES</b>						
Pre-flight inspection	1	2	3	4	5	.....
Checks before starting	1	2	3	4	5	.....
Checks after starting	1	2	3	4	5	.....
Warm-up	1	2	3	4	5	.....
Radio	1	2	3	4	5	.....
<b>2. GROUND HANDLING</b>						
Use of engine-test and use of brakes	1	2	3	4	5	.....
Ability to maneuver and control of speed	1	2	3	4	5	.....
Run-up and vital action check	1	2	3	4	5	.....
Airmanship	1	2	3	4	5	.....
Radio	1	2	3	4	5	.....
<b>3. TAKE-OFF</b>						
Safety measures	1	2	3	4	5	.....
Application of power	1	2	3	4	5	.....
Heading during run	1	2	3	4	5	.....
Handling of control column	1	2	3	4	5	.....
Handling after leaving ground	1	2	3	4	5	.....
Attitude, airspeed and direction of climb	1	2	3	4	5	.....
Engine failure during/after take-off	1	2	3	4	5	.....
<b>4. CLIMBING TURNS</b>						
Safety measures	1	2	3	4	5	.....
Initiating	1	2	3	4	5	.....
Accuracy of turn (bank, skid, slip)	1	2	3	4	5	.....
Control of attitude, airspeed and direction	1	2	3	4	5	.....
Exiting	1	2	3	4	5	.....

<b>SIGNATURE OF EXAMINER</b>	<b>SIGNATURE OF APPLICANT</b>	<b>DATE</b>

<b>5. MEDIUM TURNS</b>						
Safety measures	1	2	3	4	5	.....
Initiating	1	2	3	4	5	.....
Accuracy of turn (bank, skid, slip)	1	2	3	4	5	.....
Control of airspeed and height	1	2	3	4	5	.....
Exiting	1	2	3	4	5	.....
<b>6. STEEP TURNS</b>						
Safety measures	1	2	3	4	5	.....
Going-in throttle	1	2	3	4	5	.....
Accuracy of turn (bank, skid, slip)	1	2	3	4	5	.....
Airspeed and height	1	2	3	4	5	.....
Coming-out (use of throttle)	1	2	3	4	5	.....
<b>7. STALLING/HOVERING</b>						
Safety measures	1	2	3	4	5	.....
Definition of stalling/hovering speed	1	2	3	4	5	.....
Stall/hover demonstration	1	2	3	4	5	.....
Stalling/hover at various speeds	1	2	3	4	5	.....
Symptoms of stall/hover	1	2	3	4	5	.....
Method of recovery	1	2	3	4	5	.....
Use of engine	1	2	3	4	5	.....

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<b>8. SPINNING OR INCIPIENT SPINNING</b>						
Height and safety measures	1	2	3	4	5	.....
Cockpit procedures	1	2	3	4	5	.....
Completeness of initial stall	1	2	3	4	5	.....
Going in	1	2	3	4	5	.....
Staying in (n/a for incipient spin)	1	2	3	4	5	.....
Method of recovery	1	2	3	4	5	.....
Use of engine	1	2	3	4	5	.....
<b>9. GLIDING TURNS</b>						
Safety measures	1	2	3	4	5	.....
Going in	1	2	3	4	5	.....
Accuracy of turn (holding off bank)	1	2	3	4	5	.....
Control, attitude and airspeed	1	2	3	4	5	.....
Coming out	1	2	3	4	5	.....
Use of engine	1	2	3	4	5	.....
<b>10. FORCED LANDING</b>						
Airspeed and conservation of height	1	2	3	4	5	.....
Selection of field land landing path	1	2	3	4	5	.....
Accuracy of turns and airspeed	1	2	3	4	5	.....
Cockpit procedure	1	2	3	4	5	.....
Plan of descent	1	2	3	4	5	.....
Final line overshooting, undershooting	1	2	3	4	5	.....
Judgement of approach	1	2	3	4	5	.....
Procedure on final approach	1	2	3	4	5	.....
Radio procedure	1	2	3	4	5	.....

<b>SIGNATURE OF EXAMINER</b>	<b>SIGNATURE OF APPLICANT</b>	<b>DATE</b>

<b>11. BAD WEATHER CIRCUIT AND PRECAUTIONARY LANDING</b>						
Recommended airspeed	1	2	3	4	5	.....
Attitude, flaps and engine setting	1	2	3	4	5	.....
Control of direction and drift	1	2	3	4	5	.....
Inspection of landing path	1	2	3	4	5	.....
Quality of circuit	1	2	3	4	5	.....
Quality of approach and landing	1	2	3	4	5	.....
Airmanship	1	2	3	4	5	.....
<b>12. TAKE-OFF AND LANDING IN CROSSWIND CONDITIONS</b>						
Application of power	1	2	3	4	5	.....
Heading during run and use of controls	1	2	3	4	5	.....
Technique of becoming airborne	1	2	3	4	5	.....
Airspeed, attitude, drift control until climb is established	1	2	3	4	5	.....
Control of airspeed, attitude and drift on approach	1	2	3	4	5	.....
Judgement of rounding out and use of controls	1	2	3	4	5	.....
Hold-off and quality of landing	1	2	3	4	5	.....
Keeping straight after landing	1	2	3	4	5	.....
Airmanship	1	2	3	4	5	.....
<b>13. LANDING</b>						
Circuit procedure	1	2	3	4	5	.....
Joining circuit	1	2	3	4	5	.....
Judgement of height and distance on approach	1	2	3	4	5	.....
Control of gliding attitude	1	2	3	4	5	.....
Control of direction and drift	1	2	3	4	5	.....
Judgement of rounding out and use of controls	1	2	3	4	5	.....

<b>SIGNATURE OF EXAMINER</b>	<b>SIGNATURE OF APPLICANT</b>	<b>DATE</b>

Hold-off and quality of landing	1	2	3	4	5	.....
Keeping straight after landing	1	2	3	4	5	.....
Radio procedures	1	2	3	4	5	.....
Airmanship	1	2	3	4	5	.....
<b>14. GENERAL FLYING ABILITY</b>						
Evidence of alertness and being at ease	1	2	3	4	5	.....
General smoothness and co-ordination	1	2	3	4	5	.....
Air sense and airmanship	1	2	3	4	5	.....
<b>15. AFTER-FLIGHT PROCEDURES</b>						
Engine stopping drill	1	2	3	4	5	.....
Leaving-aircraft checks	1	2	3	4	5	.....
Taxiing	1	2	3	4	5	.....
<b>16. CROSS-COUNTRY FLIGHT</b>						
Preparation for flight	1	2	3	4	5	.....
DR, navigation	1	2	3	4	5	.....
Fixing position by map reading	1	2	3	4	5	.....
Fixing position by radio bearing	1	2	3	4	5	.....
Course steadiness	1	2	3	4	5	.....
Airspeed	1	2	3	4	5	.....
Altitude	1	2	3	4	5	.....
Keeping of log	1	2	3	4	5	.....
ATC procedures	1	2	3	4	5	.....

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**D. CERTIFICATE OF EXAMINING OFFICER**

I, the undersigned

.....

hereby certify that the above-mentioned candidate obtained the following results in the examinations prescribed in the Civil Aviation Regulations, for a National Pilot Licence :

SUBJECT	% OBTAINED	% PASS MARK	PASS	FAIL
Principles of Flight	.....	75	.....	.....
Meteorology	.....	75	.....	.....
Navigation	.....	75	.....	.....
Civil Aviation Regulations	.....	75	.....	.....
Category Specific (GYRO,LSA/CCM,WCM,TMG)	.....	75	.....	.....
Aircraft Technical and General	.....	75	.....	.....
Human Performance Limitations	.....	75	.....	.....
Restricted Radio License If Applicable	.....	75	.....	.....

**Remarks**

.....  
 .....  
 .....

Date...../...../.....      Name and Signature of Flight Instructor      Instructor Licence Nr

**Note : In case of -**

- (i) a new licence, this form must be completed in duplicate and a copy to be kept by the testing officer for 12 months;
- (ii) a renewal where a flight test is required, parts A, B and C must be completed (one copy) except paragraph 16;
- (iii) an examination in Air Law, parts A and D must be completed (one copy).