

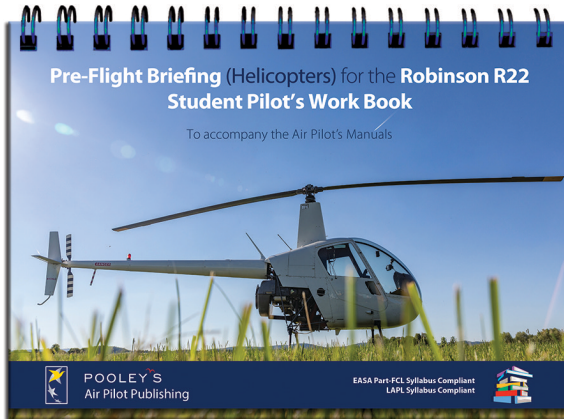


# Pre-Flight Briefing for the Robinson R22

Student Pilot's Work Book – Complies with EASA/CAA Part-FCL PPL (H) & LAPL (H) Training Syllabi



# POOLEYS



## Pre-Flight Briefing for the Robinson R22 (Helicopter) Student Pilot's Work Book

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**– To accompany the Air Pilot's Manuals –**

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## Instructions

Welcome to the latest edition of the Pre-Flight Briefing PowerPoint presentation from Pooleys.

From the “**Index**” page, select the section of the PowerPoint you want to cover during your ground school lesson using the navigation buttons. You can return to the index at any point by pressing the “**home**” button on the bottom right hand corner of every page.

To move forward through the presentation either press the space bar, the right arrow key or you can left click on your mouse. To go back a page just press the left arrow key on your keyboard.

If you want to return to a particular page, right click using the mouse anywhere on the presentation (at any point) and select “**Go**” then left click on “**Slide Navigator**.” You simply select the page you want and PowerPoint will take you straight to it.

To end the programme at any time, just press the “**Escape**” key on your keyboard.

**– WE HOPE YOU ENJOY THE PRESENTATION –**

Now press the “**Home**” button in the bottom right hand corner to return to the index





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## Editorial Team

### Dorothy Saul-Pooley LLB (Hons) FRAeS FRIN

Dorothy holds an ATPL (A) and a CPL (H), and is both an instructor and examiner on aeroplanes and an instructor on helicopters. She is Head of Training for a school dedicated to running Flight Instructor courses at Shoreham. She is also a CAA Flight Instructor Examiner. In addition, having qualified as a solicitor in 1982, Dorothy acted for many years as a consultant specialising in aviation and insurance liability issues, and has lectured widely on air law and aviation insurance. This highly unusual combination of qualifications led to her appointment as Honorary Solicitor to the Guild of Air Pilots and Navigators (GAPAN).

Dorothy is a Fellow of the Royal Aeronautical Society, Past Chairman of the GAPAN Instructor Committee of which she was a founding member and the prime instigator of the Guild's Joint Forum with Central Flying School at RAF Cranwell for Senior Flying Instructors. She is a Past Chairman of the Education & Training Committee. After serving as a Warden on the Court of GAPAN for three years, she was appointed Master for the year 2014-2015 of the newly renamed Honourable Company of Air Pilots. She is also Chairman of the Professional Flying Instructors Association.

In 2003 Dorothy was awarded the Jean Lennox Bird Trophy for her contribution to aviation and support of Women in Aviation and the BWPA (British Women Pilots Association). In 2013, Dorothy received the prestigious award of a Master Air Pilots Certificate from GAPAN. In 2015 she was awarded the Brabazon Cup by the BWPA for her outstanding achievement in aviation. A regular contributor to seminars and conferences, Dorothy is the author and editor of a large number of flying training books and has published articles in legal and insurance journals and many in aviation magazines.

### Geoff Day BA

Geoff started flying at Biggin Hill before joining the RAF whilst at University. His first tour was flying Whirlwind helicopters on Search & Rescue at RAF Leuchars, during which he was awarded 2 immediate Queens Commendations.

He then became a Flying Instructor initially on fixed wing before returning to helicopters to instruct on Search and Rescue. He remained instructing and examining, holding the RAF's prestigious A2 instructor ratings for both helicopters and fixed wing, before "retiring" from the RAF in 1988. On leaving the RAF, Geoff worked for various helicopter companies both as a commercial pilot flying VIP charters, pleasure flying, load lifting, firefighting and pipeline and powerline patrols, and as a helicopter instructor and examiner.

Geoff now specialises in instructing and in particular in providing courses for the Commercial Pilot's Licence and Instructor Certificate – both on helicopters. He has trained over 200 commercial pilots and instructors.

He flies 10 types of helicopter and, at the time of writing, has a total of some 25,000 flying hours, including 18,000 instructional hours. He holds UK CAA/EASA FI, FE (PPL & CPL), FIE and SE ratings and approvals.

He is the author of the best selling book "Helicopter Aerodynamics Made Simple (Well....relatively simple!)" now published by Pooleys.

### Daljeet Gill BA (Hons)

Daljeet has put together this presentation in a clear, concise, easily readable format with drawings ideal for any newcomer to flying to understand. She is the Head of Design for Pooleys Flight Equipment.





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## Introduction

These pre-flight briefing notes have been designed as a training aid for both the student and the Instructor. Used correctly they will form an important part of your training, giving you the ability to reflect upon what you have been taught in the air, and allow you to look forward and study for your next lesson. Used in isolation, you will not gain the necessary knowledge, that is to say, you will need good quality study books like the Air Pilot's Manual series, Helicopter Pilot's Manual by Norman Bailey or Principles of Helicopter Flight by H. R. Quantick now published as APM Vol 4(H). Then you need your Instructor(s) to impart their **KNOWLEDGE** and **EXPERIENCE**. Your Instructor will use a combination of training aids i.e. these pre-flight briefings, white boards, chalk boards, models and many reference books and other sources of information. Your Instructor will also combine the exercises in this manual to achieve quality training.

**To accelerate your learning and to save you money we suggest the following:** If your flying school runs a ground school programme—join it. Learning in isolation is not fun, it can leave you with doubts in your mind. The information, explanations and experiences that the Instructor will give you are second to none; talking to other students can also be reassuring. Many assume that ground school is about preparation for your ground exams and not as much fun as flying. In fact, it gives you essential information to do both. That is, pass the ground exams and gives you the knowledge to fly the helicopter safely.

**Prior Preparation and Planning will save Possible Poor Performance (the 6 Ps).** Someone should have said, "**Prior Preparation and Planning will also save you money**". So why do many students arrive for their flying lessons so poorly prepared? Pre-flight briefings, flying lessons and post-flight debriefings are the essential elements of a flying lesson. However, many students think that a pre-flight briefing etc. is the Instructor's responsibility. Well they are! However, your performance will be poor if you have not prepared yourself with pre-flight knowledge. This means giving yourself the essential knowledge and preparation well before your lesson. Reading your study books and these pre-flight briefing notes will give you this information. At your pre-flight briefing, be prepared to take further notes. Your Instructor will give you specific information regarding the characteristics of the helicopter, local area etc. Now you will be able to enjoy your flying lesson far more and get more value from it. At your post-flight debriefing your Instructor will cover how well your lesson went.

The Instructor will indicate your strengths, weaknesses and what exercises you will be covering on the next lesson. Take notes, and use them to reflect on. As Editors of Pooleys Air Presentations we would like to thank the person who has made these pre-flight briefings possible: Capt Mike Cull (MRAeS) who has been the SME (subject matter expert) for this project. Mike has some 16000 hrs of world wide flying experience covering every aspect of helicopter flying and instruction. Mike was instrumental in the formation of the Army Air Corps Blue Eagles helicopter display team.





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