



# **Pre-Flight Briefing** (Helicopters) for the Guimbal Cabri G2

## Student Pilot's Work Book

Complies with UK CAA/EASA Part-FCL PPL and the LAPL Training Syllabi

*Name:* \_\_\_\_\_

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Pooleys Air Presentations, Pre-Flight Briefing (Helicopters) for the Guimbal Cabri G2 Student Pilot's Work Book.  
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# Pooleys Pre-Flight Briefing (Helicopter)

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.

Captain Andy Moorhouse is a Commercial Helicopter Pilot, Flight Instructor, Flight Examiner and Display Pilot and is one of the most experienced Cabri G2 pilots in the world. He was a founding partner of the first Guimbal sales agent in the U.K. and continues to be a director of this company. He has enjoyed a close relationship with Hélicoptères Guimbal since 2010 and occasionally performs flying displays for the factory.

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