



Thanks for considering choosing Yorkshire Helicopters as your training provider. By choosing us you are choosing substance over style. We have a small and humble set-up with a solid focus on each individual's training and progress.

This pilot's information pack has been put together to answer some immediate questions we anticipate you may have and to cover some more detailed elements and give you as much information as possible.

Where will I be learning?

We are based at Walton Wood Airfield, just off the A1 in West Yorkshire. Walton Wood is a private, unlicensed, uncontrolled airfield. There is no official air traffic control making this a relaxed atmosphere to learn as well as being very cost effective with the ability to move freely around the airfield without holding unnecessarily for air traffic control reasons. We share offices with Aero Maintenance Ltd, a helicopter engineering company. This not only creates a safer flying environment but brings the advantage of having engineers available to help learn some of the more technical aspects of the helicopter.

Which helicopter will I learn in?

We currently teach on the Robinson R44 for one simple reason; it is without question the most popular helicopter worldwide and so makes perfect sense to train in. Not only does it have a great safety record, it has many advantages over 2-seat helicopters such as better range, ability to carry more weight (including passengers and bags), it is quicker and more powerful.

While it is more expensive per hour, as a private pilot you will want to make use of your licence by carrying friends and family which is just not possible in a 2-seater. This would leave the option of either learning in a smaller type and adding the R44 later or, like we choose, to train in the R44 from the outset which will give you more experience and confidence in this more powerful type and the challenges it brings.

How long will it take me to learn and how many hours will it take?

This varies massively from one individual to another. It depends on ability, time, continuity and many other factors. The Civil Aviation Authority minimum requirement is 45 hours. Very few people achieve this. Unlike many other schools we will never make false promises and tell someone before they start how long and how many hours it will take. As training progresses we might get a better idea but the training consists of many varied elements from emergency procedures to navigation, you will naturally be better at some parts than others.

What does it cost?

Our pricing will vary from time to time depending on fuel pricing but we try to remain as competitive as possible. We won't change your rate half way through training so what you start to pay will remain the same with no surprises. There are no membership fees and no landing fees so you only pay when you fly, this includes time on the ground for briefing and debriefing.

You can either pay as you go or we offer a small discount for a prepayment block of 10 hours.

There are 9 theoretical knowledge examinations taken in-house which can be self-studied in your own time. We do however offer theoretical knowledge instruction to prepare you for the exams for an additional charge. There is no charge for sitting the examinations.

On top of flying there are just a few one-off payments. These include paying for your study materials (below) and paying both a radiotelephony examiner and flying test examiner at the end of your training.



What are the payment terms?

If you have paid for a block of hours then each lesson will be deducted from your account. We will then give you some notice that you only have a limited number of hours left before your next payment will need to be made.

If you pay as you go then payments should be made as soon as you can after the lesson within reason.

You could switch between pay as you go and prepayments as often as you like.

How do I book my lessons?

As a small company with a personal feel you will often book direct with your instructor by phone, text, or email. We recommend booking your next lesson as soon as possible giving you the best chance of getting your preferred time or you may choose to book a regular day or two per week.

We don't run specific slot times as we prefer a more flexible service. You may book 1 hour sessions or prefer to commit a full day per week. We also know that it is difficult to keep exactly to rigid times especially as you will more than likely have a work life and family life to maintain. Flights may also be delayed due to weather or other technical issues. We just do the best we can to maintain an organised and relaxed training environment.

What if I need to cancel a lesson?

Cancellations can be made in the same way as booking a lesson; direct with your instructor by phone, text, or email. Cancellations should be made as early as possible preferably with 24 hours notice.



What weather can we fly in?

It is inevitable that the typical British weather will impact your training at some stage. We can't fly in fog, falling snow and gale force winds. If any of these are forecast then we will make a decision as early as possible allowing you to make other plans with your day. If it is generally a bit windy or raining lightly then your flight may still be going ahead. Whilst we would always recommend you fly

in good weather it is actually part of the training to learn to fly in less than perfect weather conditions so you know how to cope in the event of lower cloud and reduced visibility

What does the training course consist of?

We take you right from the very basics of helicopter flight, looking initially at the effects of each control independently, then moving on to putting them to good use (for example in making speed changes, climbing, descending and turning). Once you have mastered the basics we will look at some hovering exercises, sometimes we may choose to integrate this slightly earlier in your training to further enhance your understanding of the controls. Don't be put off by the difficulty of hovering, it can take hours upon hours of practise. Once you can do all this we will incorporate many other exercises in an order that depends on your progress and the weather conditions, or whether we simply feel the need to mix things up. These include approaches, emergency procedures, navigation, confined area operations and instrument flying to name just a few. We aim to show you the full list of exercises regularly so that you can see how and at what rate you are progressing through them.

Training records and Logbooks.

Once your training commences we will keep a training record specific to your training and progress so that we have a reference from which to work from. We will always offer you the record to read and sign after each lesson. You can look at your own record at any time to remind yourself of the syllabus and training exercises ahead. We are responsible for maintaining an accurate record for you which we are obliged to store in a safe place in our office. After each flight we will help you complete your pilot's logbook but unlike the training record, the logbook remains your responsibility and you can take this with you.

Will I need to purchase additional study materials?

On commencement of training we will advise you the best material to buy which can be purchased online or on occasion we may have a few in stock. This usually comes in the form of a flight bag containing a book dedicated to each theoretical knowledge subject, a blank logbook, a ruler, protractor, etc. Try and bring these with you each time you are booked in.

What about medical requirements?

Before you spend any money we must inform you that you will need an aviation medical prior to any solo flight. If you are generally in good health and there is no reason to suspect you would not pass a medical then generally it is ok to begin training. If there is any doubt on a medical condition you may have we recommend booking a medical examination as soon as possible, even before your training starts. The type of medical you need is called a Class 2 Medical. This is what is required for a Private Pilot. If you intend on gaining a Commercial Licence at some point you will need a Class 1 Medical. There are a few Medical Examiners in the local area and we can provide their details to enable you to book the medical at a time that suits you.

Are there many exams to take?

Please don't stress about exams. You will have to pass 9 theoretical examinations throughout your training which are taken in-house. You will then take one final flying test at the end of your training. You will be more than prepared and we wouldn't have it any other way. The examiners are just normal friendly people there to do a job. Relax and enjoy the process of learning day to day and don't get carried away thinking too far ahead.

We hope this covers as much information as possible but we know you will have more questions.

Feel free to contact us.



Yorkshire

