



Website

Helipaddy has lots of blogs

- Bespoke Adventures
- London Helicopter Hangarage
- Maintenance page with our rebuilds
- Rebuilds
- Helicopter Sales
- Media
- Blogs
- SFH
- Store page
- Helicopter Leaseback
- HQ Trips
- Special Training
- Part Sales
- The Clubhouse
- Publications
- Special Ops: SuperYacht Ops & Private Owner Management

- Pilot Provisioning
- Our Fleet
- Job board (Careers)
- Training FAQ's**
- Pricing Page
- What people say about us

▼ Pages

Bespoke Adventures (Sign up to a list with questions have a database of people that would want to do adventures, ask Nick Jefferies)

London Helicopter Hangarage

Maintenance page with our rebuilds, 100hrs etc. have a stats

Helicopter Sales (have the current inventory listed there as well as since we have such a large fleet of helicopters off market sales can be done register your interest)

Media where the photos that people supply us on HQ media can go on.

Blogs (take content from helipaddy and others and get ai to rewrite it)

SFH

Store page, has robinson products, pooleys our discovery flights

Helicopter Leaseback

HQ Trips on a calendar (people can book the date from the calendar, whether it's skiing, helicamping etc.) (maybe we do deals with people in other countries to use their helicopters once we get there). Also a list of the trips that we have done in the past (actually probably best just to have a form that says register interest in an HQ organised trip).

Special Training: Training with Q page, trained Tom Cruise etc. get really comfortable with autorotations course, (create a youtube video of my dad doing autorotations from any position, must already be comfortable with flying, a video of advanced autorotations, the concept of which is to be comfortable with autorotating, so comfortable you should be able to do it in your sleep, autos into confined areas)

Part Sales (put a picture of our part stores and description, please call us or fill the form below to enquire about the availability of any Robinson parts, as one of the biggest service centres we have a constant in flux of parts and good relations with the factory, write briefly what you need and we'll get back to you with availability)

Part Sales (put a picture of our part stores and description)

The Clubhouse page which is pictures of the facility

Publications. link to the publications HQ has appeared on, do outreach to other news outlets if they'd do a piece, strong for backlinks

A profile on the website of the different adventures with quotes from people,

Special Ops: SuperYacht Ops

Pilot Provisioning:

- **Pilot Services / Crewing:** This is the specific act of supplying a qualified pilot to fly your aircraft if you do not fly it yourself.
- **Safety Pilot:** If you are a private pilot but lack the confidence or experience for a specific flight, they can provide a "Safety Pilot" to sit alongside you and assist.

- **Ferry Pilot:** If you simply need your aircraft moved from one location to another (e.g., for maintenance or relocation), this is the specific term for that service.

Our Fleet page (our fleet is always changing through our brokerage and sales capacity we are able to best match an aircraft to a customer, we have a strong fleet with various owned helicopters supplemented by the leaseback program). Often customers will appreciate buying their own aircraft and participating in our owner share program

We have a dedicated ground crew that will organise landing slots

Through our school we'll buy your old R22s that are low on years but high on hours

Leaseback program

Put a job board on our website

We need to put for every section the personnel that are in charge of that area. Operations and have pictures of Nicola and Alex .. Maintenance and have a picture of Dave Cross. each in their own sections.

Gifts & Experiences Page (Tour of London, Trial Lessons(perfect gift with a physical voucher)

Tools (helipaddy, windy etc. links)

Training FAQ's

Have a page for each of the missions that were conducted that i can reference in other pages such as the profile about Captain Q

For sure we need a pricing page, i would not be so happy if i wanted to join somewhere and i didnt know the price of stuff. Talk about mission rate flying and happy hour flying. Supporting such a large fleet with client helicopters around the UK can mean our engineers need to be moved, helicopters must go to get custom avionics etc. This allows you access to flying at mission rate prices for these trips. A clear pricing table

get into lifestyle magazines, the gentleman that flies his helicopter on the weekend

On the what people say about us section have a create review section and a person can create a review and we'll ask the HQ'ers to put a reviews there with the option to copy the review and put it on google maps

▼ Blog Section

How to get your PPL

Do an About Us video with Q talking over and music, with videos from all the adventures, talking about the helicopter

Take a video of a lesson ([https://youtu.be/xSDLr4J6KRM?
list=TLGG_cmPg5yGjQkwOTEyMjAyNQ](https://youtu.be/xSDLr4J6KRM?list=TLGG_cmPg5yGjQkwOTEyMjAyNQ))

Tours of London

See London from a new perspective.

Share the gift of flight vouchers

A PPL starter pack for sale on the website

Buy vouchers for a loved one, have it be a physical thing on a cardboard surface, something that they can keep forever

Add testimonials to the website

have to get backlinks to our website (from a robinson publication

[HQ+'How+To'+PPL+Pack.pdf](#)

There may be an opportunity in marketing to people to just do a one hour flight
how do we market to the rich arabs in chancery hotel
contact news sites to do profiles about Q Smith and get backlinks to
hqaviation.com

REVIEWS FROM OUR STUDENT PILOTS



Alex had done an incredible job of taking me from virtually zero helicopter experience a few weeks ago, not even knowing how to start the machine, to being competent to fly it completely on my own. "How was that?" she asked me after my first solo. "Awesome!" I replied, pretty much summing up how good it felt. "Absolutely awesome".

Michael Douglas
Commercial Pilot



Thanks guys you are all fantastic instructors. I found learning to fly with Melbourne Heli to be one of the best experiences and you all made the learning to fly effortless. I look forward to seeing you guys grow with more students, people would be crazy to go anywhere else. Good luck.

Robert Sevier
Private Pilot



FIND US

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Essendon Fields, Victoria
3041

+61 3 9118 8841

info@melbourneheli.com



I think we keep everything as one page and then when you get to about us for example there is a More About Us →

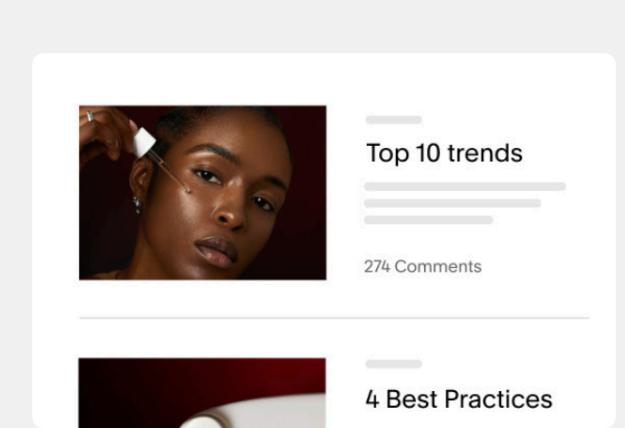
so the main landing page is just like it is now, very dense what we do not too much detail

then for each section you can see more about

so when someone is on the website they can find what they are looking for much faster

Blog

Paywall posts to paying subscribers only,
or create public posts to generate
interest.



Rich people in London will love that they had the opportunity to fly with the guy that taught Tom cruise to fly

Use the Tim Tucker picture and edit it

In our training section, have a store where we can sell the PPL starter kit and other stuff and have other better pictures, where there are pictures sitting down with an instructor and a map

Custom Paint, talking about our paint shop, have the dreamwalker there, designers working with clients to reach a specification of your choice, have the gallery with specification to delivery.

Have a page that says follow our instagram or Facebook and then there's a popup that says Open on Instagram / Facebook. i cant use the instgram extension in squarespace because it's shit with reels only works well with normal posts and i cant filter to only posts so i need to select some ahead of time?

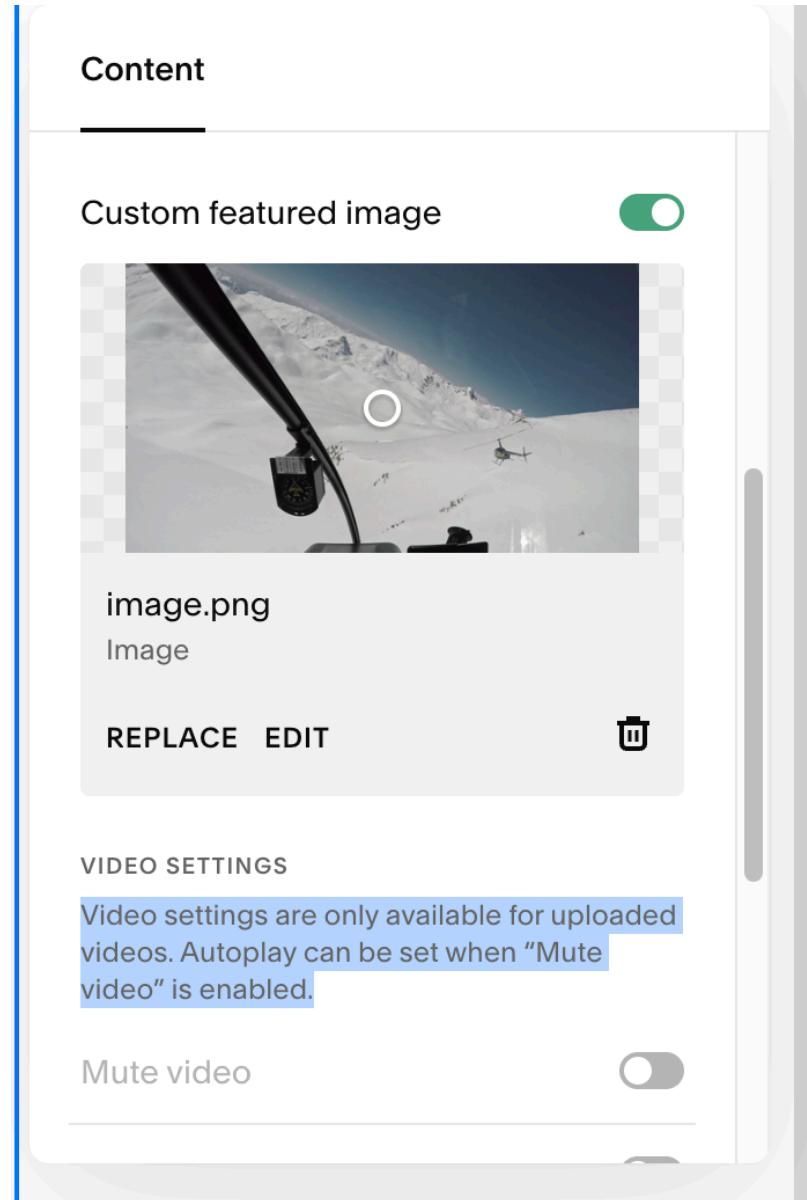
Customisation of colours and interior materials during rebuilds to personalise the aircraft for the owner.

Guidance to configure and specify a new R22, R44, or R66 with optional equipment

demo flights at their London showroom

- Acquisition support for buyers seeking a used aircraft, where HQ Aviation sources a suitable machine based on the buyer's criteria.



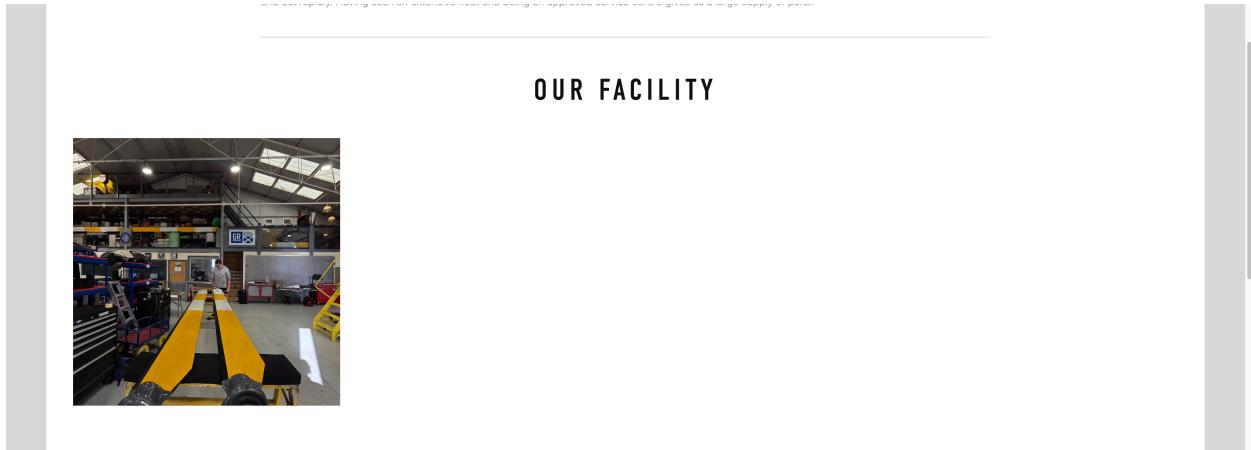


Should upload the about us video so that it autoplays on mute when the website is joined

A cover picture is needed to replace vimeo videos, it looks neater. this is a bad picure but an illustration.

Video gallery, have all the HQ youtube videos in one place

Make a video that describes the Discovery Flight for the discovery Flight page



Put a picture of stores here

Keywords

Robinson Specialists

Put Robinson Branding on the website

Robinson Approved Dealer & Service Center

Safety Courses

MRO

Global Industry-Renowned

Training Academy

Approved Training Organization (ATO)

"Walk-in, Walk-out" Self-fly hire program

fleet availability

Sound bites

the MRO facility has had to implement “sophisticated planning systems” that allow it to plan 18 months ahead at a 75 percent capacity — this allows a capacity buffer zone to handle ad hoc work.

“In some segments, it is easier to project hours flown and forward planning is super critical. We’ve worked with our customers to plan ahead, investing in parts and components ahead of time,” noted Diniz.

Experience the excitement of helicopter flying with a day designed to inspire, challenge, and build your confidence. Whether you're considering our Modular Training Course or simply want to see what it's like to take the controls, this is the perfect introduction to the world of helicopter aviation.

WHAT IS A FLIGHT DISCOVERY DAY?

WHAT DOES IT ENTAIL?

The Flight Discovery Day offers an introduction to helicopter flying, providing genuine hands-on experience at the controls under the guidance of an experienced instructor.

Designed to build confidence and give real insight into flight, the day includes safety briefings, either two hours of flying across two sessions or one hour split if necessary, as well as opportunities to refine your skills between flights.

The flight hours you complete on the day will be recorded in a logbook provided to you and count towards starting your Modular PPL(H) course.

Depending on conditions, routes may include a landaway or a scenic flight over Leicestershire or Oxfordshire.

The four-seat configuration provides a comfortable experience with excellent visibility, making every flight enjoyable. The R44 delivers excellent performance while remaining fuel-efficient. This adds to its affordable operating costs making it the economical choice, allowing us to provide high-quality charter services.

Heli Air provides the complete helicopter solution to its customers, focusing delivering the highest level of quality and value in all areas. Our unique 'in house' structure wraps our helicopter sales, training, engineering, charter and utility services into the complete helicopter solution for you.

Headquartered at our own London airfield, Wycombe Air Park, Heli Air provides private helicopter pilot training, commercial helicopter flight training, new and used Robinson helicopters for sale, helicopter maintenance and spare parts, helicopter charter and more.

Hire Our Helicopters.

Becoming a helicopter pilot is a huge achievement. Private helicopter pilots who have trained with Heli Air are able to hire our helicopters at any time. We only charge for the amount of actual flying time that you do in them. and offer discounts if hours are purchased in large quantities. You could decide to take friends or family away for the weekend in the helicopter of your choice, and get there in a fraction of the time it would take by road.

Training courses:

Night Rating

R66 Turbine

R44

PPL

Community and Atmosphere: Reviews often highlight the **friendly, relaxed, and welcoming club atmosphere**, which may be a significant draw for private owners who value a pleasant environment when they fly.

Owning and maintaining a helicopter can sometimes be costly, so leasing hours to a flying school is a good way to recoup some of the fees.

Subject to its suitability, you may like us to utilise your aircraft through our training organisation to give you some additional return towards the cost of aircraft ownership.

We can also place restrictions upon what type of flights are carried out (training/hire or hire only), who flies your helicopter (hourly minimums) and also link this with a management agreement so you can be assured that your helicopter is being looked after as well as paying for itself.

The R22 is the world's most popular training aircraft due to its outstanding reliability, superior performance, exceptional value and low maintenance – it is trusted by helicopter schools throughout the world and was designed with simplicity in mind.

We have a variety of aircraft available for you to self fly hire from us, perfect for PPL(H) holders going off on a local buzz as well as those hour building and furthering their flying experience. If you're an aircraft owner and your helicopter is away for maintenance, give us a call and borrow ours for the day!

Hiring with ICE couldn't be easier – after you have completed a check-flight with one of our affiliated instructors, you will be able to hire the helicopter by booking in with our friendly operations team. No membership fees, and no bulk payments up front! We only ask that if you've gone 28 days without flying a helicopter, we

can hop in for a quick check-flight with you just for safety before you next hire the helicopter.

The Robinson R66 is available for daily hire from our Elstree Aerodrome base.

Self Fly Hire

Fitted with the very latest G500H 10.6" TXi touch screen MFD/PFD and the all new GTN750 coupled to a 2-axis HeliSAS autopilot & stabilisation system, the helicopter boasts comfort throughout all stages of flight for both pilots and passengers. It is also equipped with an additional long range auxiliary tank, making trips from London to Scotland possible without a fuel stop on the way!

Pilots will enjoy safety enhancements from the Traffic Awareness System and full synthetic vision, along with helicopter terrain awareness and built in airfield plates with 'safe taxi.' Pop-out floats are fitted for additional safety when making trips over water and bluetooth integration is also possible with the Bose A20 noise reduction headsets provided.

Our helicopter is fitted with USB chargers for on-the-go power and a GTN750 with a secondary radio.

Our R66 Marine Turbine was purchased brand new at the end of 2018 and was recently completed and shipped to the UK directly from the Robinson Helicopter Factory in Torrance, California. It's ready for self fly hire, conversions or turbine training with us at Elstree!

We have a variety of aircraft available for you to self fly hire from us, perfect for PPL(H) holders going off on a local buzz as well as those hour building and furthering their flying experience. If you're an aircraft owner and your helicopter is away for maintenance, give us a call and borrow ours for the day!

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MINI VALET	FULL VALET	DELUXE VALET
INCLUDES	INCLUDES	INCLUDES
<ul style="list-style-type: none"> • Exterior Wash • Interior Vacuum • Window Clean • Soot Removal 	<ul style="list-style-type: none"> • Mini Valet • Interior Detailing • Leather & Upholstery Clean • Window Polish 	<ul style="list-style-type: none"> • Full Valet • Exterior Hand Polish • Headsets Cleaned • Interior Sanitise
RATES	RATES	RATES
R22/R44: £ 160 R66/B505/206/120 £ 180 AS350/55/109/119 £ 260 A139/169/902 OR SIMILAR	R22/R44: £ 220 R66/B505/206/120 £ 300 AS350/55/109/119 £ 400 A139/169/902 OR SIMILAR	R22/R44: £ 360 R66/B505/206/120 £ 450 AS350/55/109/119 £ 600 A139/169/902 OR SIMILAR

We provide exterior & interior aircraft cleaning and polishing from our conveniently located hangar at Elstree Aerodrome.

Our expert team use the best products and tools to clean & polish your aircraft with the utmost care. We have the flexibility to tailor the service to the exact needs of each aircraft, offering services ranging from a standard wash to an extensive detailing service.

Standard services include Mini Valet (full wash, degrease and inside hoovering), Full Valet (Valet + Interior) and Deluxe Valet (includes hand polishing) as well as other valeting services as required.

Detailing services provided by the sites include degreasing and extensive cleaning of the interior and exterior of vehicles.

We use and stock branded and quality products including Autoglym and Meguiar's. Our staff are experienced and trained by experts with a goal to achieve

the highest level of service by using quality products by trained staff.



5 Day PPL (A) and (H) Ground School Course

ICE Helicopters and our team of qualified helicopter & fixed wing instructors offer ground school theoretical knowledge training courses for both the UK CAA Private Pilot Licence (A) and Private Pilot Licence (H) at our Elstree Aerodrome base.

We are pleased to offer a 5 day ground school brush-up programme, where you are guaranteed to get through all nine theory exams without the stress of studying at home on your own. You won't be taught just how to pass but with us you will pass your ground school exams by being thoroughly taught the knowledge of the subjects in a fun, relaxed and engaging way. We are approved to teach both rotary & fixed wing students and specialise in small group courses.

Courses cost £1500 plus VAT. They run on the first week of each month and can be booked using the form below. Included in the course fee is:

- Full syllabus training for either PPL(A) or PPL(H);
- Pre-reading material;
- Practice exam papers;
- CAA exam fees for the first attempt at each exam;
- Rental of electronic CX-3 flight computer;
- CAA Charts;
- Pilot Equipment.

Current available dates:

- 4th July 2022 - 8th July 2022 **LIMITED SPACE**

Our lead ground instructor is Jordane, who has been a flight instructor since 2008 and has over ten years' experience of flying commercial airliners. Jordane is able to simplify the material, making the syllabus enjoyable rather than miserable. They say that knowledge is power, so don't let the thought of the theory exams stop you from gaining your PPL!

The London Heliroutes

ICE Helicopters is situated only 10 minutes flying time away from the heart of London, making us perfectly located to offer training on one of the best routes a helicopter pilot can fly!

The London Helicopter Routes are defined flight paths which enable single engined helicopters to safely navigate over the most congested and built up area in the UK. All of the helicopter routes are situated within Heathrow's Class D airspace, therefore two way radio communication and clearances are required. The main route that we teach begins at the Isle of Dogs (Canary Wharf) and follows the River Thames to Battersea in West London – along this route you will see the majority of the London landmarks.

There are many different routes, radio frequencies, restrictions as well as defined altitudes that you must adhere to making it slightly more challenging than flying through normal controlled airspace. For this reason we recommend taking a few lessons with one of our instructors so that you can gain the confidence and experience to safely conduct the flight on your own.

The number of lessons it takes varies depending on your experience and overall standard – please contact us if you would like to receive some training and we would be happy to assist you.

Training FAQ's

<https://www.icehelicopters.com/training-faqs/>

Got questions?

Flying should be seamless. To help you prepare for your journey with HQ Aviation, we've compiled answers to the questions we hear most often. Explore the topics below to learn more about our operations and services.

Proficiency Checks

<https://www.icehelicopters.com/helicopter-pc-london-proficiency-checks/>

R22

1950 Superior performance, outstanding reliability, and exceptional value have made the two-seat Robinson R22 the world's most popular entry-level helicopter for nearly two decades. More than 3,600 Robinson R22 helicopters have been delivered to more than 60 countries around the globe.

Ideal for personal travel and proven throughout as the unbeatable training helicopter, the Robinson R22 Beta II gives you the best of both worlds whilst being proven cost effective and reliable.



R44

<https://www.icehelicopters.com/helicopters/robinson-r44/>

Give someone a 30min lesson and film with gopros the thing like this, offer a free lesson to someone in exchange

<https://www.youtube.com/watch?v=8YAjNsWNH2c>

The ice video did super well, i'm sure it brought them some ppl students

Training

Helicopter Types

We provide Fixed Price PPL(H) training on the Robinson R22 & Robinson R44, but we'll also give you exposure of other types, including turbine, throughout your training as part of the package to enhance your learning experience.

Once you have qualified, we can provide additional type rating training to expand the types that you can fly – such as learning to fly the Robinson R66 or MD520. You can pre-book type ratings as part of the Fixed Price PPL(H) for a reduced rate.

Everything Included

- Flight hours as required to achieve your PPL(H);
- All nine ground theory exams;
- Ground school for each exam;
- Radiotelephony licence;
- Flight equipment bag & equipment;
- Landing & circuit fees;
- Class 2 medical;

- Skill test examiner fee.

Requirements and Course Information

The course you will follow is the UK PPL(H) on the Robinson R22 or Robinson R44 which requires a minimum of 45 hours of flying training to be completed. At least 10 hours must be flown solo. At the end of the course there will be a flight skill test with a CAA approved examiner.

To enrol on the course, we welcome you in for a chat with the team so we can meet you and find out what your aspirations are as a future pilot. You will then have a trial helicopter lesson, where we will assess your basic flying skills before taking a short pilot aptitude test. Once accepted, you'll be ready to get going!

Written Exams

There are 9 written ground examinations with multiple choice answers, and one radio practical exam.

At the beginning of the course you will complete Aviation Law as this is a requirement before your first solo flight; Navigation & Meteorology must be completed before the qualifying solo cross-country flight. We therefore recommend you study for the ground exams in conjunction with your flying training. Extra ground school on any subject is available from our instructors; this is optional and must be booked and paid for in addition to your Fixed Price PPL course.

These exams can be passed with self-study and assistance from your flying instructor. GCSEs or A-Levels are not a requirement for the course, however a basic understanding of maths and physics is advisable. The subjects are:

- Air Law
- Human Performance
- Meteorology
- Communications
- Principles of Flight
- Operational Procedures
- Flight Performance & Planning

- Aircraft General Knowledge
- Navigation

Medical Information

You do not need a medical to begin your flight training, but as this is a fixed-price course we strongly recommend obtaining it as early as possible. Provided you are in good health, this should be nothing for you to worry about and a Class II medical can be obtained locally from an Authorised Medical Examiner (AME).

If you intend to make a career from helicopter flying, it may be advisable to obtain a slightly more restrictive Class I medical at this stage as it would be required for becoming a commercial pilot.

Licence Skills Test

Upon completion of your PPL training you will take a Skills Test with a CAA approved examiner. Your flying at this stage will be to a standard to enable you to demonstrate to the examiner that you can fly safely and competently. The Skills Test consists of flying the manoeuvres and demonstrating the techniques that you have learnt throughout the PPL(H) course.

Once you have achieved your licence you will need to fly just two hours per aircraft type, which includes a brief test, per year in order stay current.

Common Questions

How often will I fly?

Continuity and dedication is key; the aim is to complete your PPL(H) course on a full-time basis within approximately 6 months, extended to a maximum of 9 months for any weather/technical related delays.

How do lessons work?

Lessons are normally scheduled in two hour slots, which include the flight, pre and post flight briefings and start-up and shut-down procedures.

During each day we complete a mixture of flying training and theoretical knowledge study, carefully structured for the maximum learning potential.

What else is needed?

All of the necessary books, maps and equipment that are required for the ground school and navigation exercises will be provided by ICE.

What about the weather?

All flying is subject to current conditions – if it's unsuitable, we will contact you immediately to re-schedule your flight.

Where can I land using my PPL?

The beauty of a helicopter is being able to land in places which other aircraft aren't able to get to, such as hotels and restaurants (most do not have runways!). With a PPL(H), you can land anywhere that you have landowners' permission for as long as it complies with various aviation law regulations that you are taught throughout your training.

ICE has 15 skill test passes in the last 18 months alone

Get a picture like this:



For a student learning in an aircraft with a cockpit camera we should provide those files to the students so that they can understand better in retrospect what happened during their lesson, they can watch it and come back to the instructor with questions for example. it'd be a good learning tool.

On the cockpit camera collect a bunch of movements with voiceovers by my dad as he's flying. these videos will be on the website under an accordion and numbered, would be good for the website, and good to refer our clients back to the website all the time (Slope Landing, quick stop, autorotation, confined area

At ICE:

Prices for dual training on the R44 Cadet are £475 + VAT per hour with a discount block rate of £450 + VAT available, allowing for one of the most cost effective R44 ratings in the South of England.

Q Smith

Captain Q (Quentin Smith) is a legendary British helicopter pilot, two-time Aerobatics World Champion, and the first person to fly a helicopter to both the North and South Poles. He is particularly famous in the aviation world for his survival instincts; in 2003, he successfully ditched his Robinson R44 into the freezing waters of the Drake Passage (off Antarctica) and survived nine hours in a life raft before rescue. Today, he runs **HQ Aviation** in the UK, where he is highly sought after for teaching advanced handling and emergency maneuvers, applying his real-world survival experience to train other pilots.

With his students he's organised expeditions all around the world such as x.

Some of the expeditions have caught the limelight

With some students going to the three North Poles in 2016

Firstly flying around the world with Jennifer Murray

Friends in High Places series

The goal was to circumnavigate the globe using two of the "simplest" flying machines: a **Robinson R44 helicopter**

The expedition wasn't just Jennifer and Colin alone. It was a small airborne convoy consisting of Jennifer (in her R44), Colin (in the microlight), and **Captain Q flying a second R44 helicopter** (often serving as the camera ship and safety cover),

Top Gear

Top Gear

https://youtu.be/IJ6_7g9GkKg?si=nKx6OvQn3IxTTgMq&t=536

It is an exploration of how a pilot can take the Robinson R22, R44 and R66 helicopters—light, piston-powered and turbine helicopters designed for flight training and personal transport—and elevate them to the status of world-class aerobatic machines, challenging the dominance of heavy, turbine-powered Eastern European aircraft on their home turf in Russia. A first class seat to the world.

Around the World 1997

When they landed after 97 days and 30,000 miles, Jennifer Murray became the **first woman to circumnavigate the globe in a helicopter**.

This was the trip that put them on the map. Jennifer Murray was the student and Captain Q was the instructor/co-pilot. They sat side-by-side in a single Robinson R44

They flew **Eastbound**, departing from Denham, UK, on May 10, 1997. The route took them through Italy, the Middle East, India, Southeast Asia (including Vietnam), up through Russia to the Bering Strait, across to Alaska, down the US West Coast, across the USA, up to Canada, and back to the UK via Greenland and Iceland.

They set the record for the **first piston-powered helicopter** circumnavigation and **Jennifer Murray** became the **first woman** to circumnavigate the globe in a helicopter.

They had to endure monsoon rains in Asia and navigate vast stretches of ocean in a helicopter that wasn't really designed for long-distance maritime flight—all while sitting inches apart. Through exercises that pushed the notion of what this aircraft could do such as this trip around the world. These are the feats that made the R44 so widely accepted as the workhorse that it is and cemented its reputation in aviation history.

The media loved the contrast between them. Jennifer Murray was a 56-year-old grandmother and relatively new pilot (she had only been flying for about 3 years). Quentin Smith (Captain Q) was a 32-year-old world champion aerobatics pilot known for his extreme skill.

As he was teaching his student Jennifer, Q mentioned that at this speed your nose would drop 1 degree every x to stay in line with the horizon and that after 360 of these periods we would have done one lap around the world. Excitedly she took this as an invitation and before long they were preparing, the stops, the fuel supplies, the support network. One of the hardest parts wasn't the flying, but the

permits. In places like **Russia**, they faced immense bureaucratic hurdles, often dealing with remote airports that had rarely seen Western helicopters.

They had to navigate monsoon rains in Southeast Asia and the notorious fog and ice of the North Atlantic. In a helicopter with no de-icing equipment and limited instrument capability,

Sitting shoulder-to-shoulder for hundreds of hours in a high-stress environment tested their patience. Q's role was effectively that of an instructor on the longest driving lesson in history—constantly monitoring, teaching, and taking over when conditions got too severe for Jennifer's experience level. This 1997 success is what made Jennifer a legend and gave her the experience to attempt the "Solo" flight in 2000, where Q chased her in a separate helicopter.

Put a picture of the map they used

and then a gallery of the pictures they took going around the world

"Solo" flight in 2000, where Q chased her in a separate helicopter

- **The Mismatch:** Jennifer's helicopter cruised at about **110 mph**. Colin's microlight cruised at **50-60 mph**.
- **The Danger:** This meant they couldn't just fly side-by-side. Jennifer often had to fly ahead, circle back, or land and wait. The microlight was also terrifyingly vulnerable to wind and weather that the helicopter could handle easily.

- **Q's Headache:** Captain Q had to design a route that worked for *both*. He had to find fuel stops for a microlight (which has a tiny range) in the middle of deserts and oceans, often requiring illegal or dangerous landings.
- The year 2000 marked a watershed moment in this evolution. It witnessed the execution of the "NOW Challenge," a complex, multi-aircraft expedition that sought to rewrite the record books for two distinct classes of light aircraft: the piston-engine helicopter and the weight-shift microlight.
- Q occupied a very demanding role as the convoy shepherd, the aerial cameraman, and the on-scene chief of airworthiness.
- Captain Q's 2000 trip around the world was a complex logistical operation conducted across 30 countries and 36,000 miles of often hostile airspace.
- the disparate aircraft performance profiles, the geopolitical hurdles of traversing the post-Cold War world, and the mechanical attrition of operating light piston aircraft in extreme environments, we gain a nuanced understanding of the risks and triumphs that defined this expedition.
- The Record Jennifer Murray, piloting a Robinson R44 (registration G-MURY). Her goal was to become the first woman to circumnavigate the globe *solo* in a helicopter. This was a direct follow-up to her 1997 flight, where she had circumnavigated with Quentin Smith as her co-pilot. That previous flight had secured her the record for the first woman to circumnavigate, but the presence of Smith had precluded the "solo" title.
- Colin Bodill, piloting a Mainair Blade 912 flexwing microlight. His objective was to become the first person to circumnavigate the globe solo in a weight-shift microlight. This aircraft was the most vulnerable element of the convoy—open to the elements, lacking autopilot, and highly susceptible to turbulence.
- As the most experienced pilot in the group Quentin Smith, piloting a second Robinson R44 was their safety net. He was accompanied by a cameraman, adding the pressure of media production to the rigors of flight.
- The choice of the Robinson R44 for this expedition was significant. Until the late 1990s, most long-distance helicopter records were set by turbine-powered aircraft like the Bell 206 JetRanger. Turbine engines run on Jet-A (kerosene), which is globally available at major airports. The R44, however, is

powered by a Lycoming piston engine, requiring 100LL (Low Lead) Avgas. In 2000, the availability of Avgas in regions like the Middle East, India, and Siberia was scarce. General aviation infrastructure in developing nations was virtually nonexistent. The team had to rely on pre-positioned fuel drums in remote locations or divert to small, obscure airfields where flying clubs might exist.

- The expedition launched from Brooklands Airfield, UK, on May 31, 2000.5 Brooklands has a storied history in aviation, adding symbolic weight to the departure. The initial legs through France and Italy were simple enough. As the convoy crossed the Mediterranean and entered the Middle East where the heat of the Arabian summer result in high density altitude.
- The first major mechanical crisis occurred as the convoy approached Jordan. Jennifer Murray's R44 began to run rough. Murray experienced a failure in one of the magnetos, if the second fails, the engine stops leading to an immediate autorotation. Murray might have been stranded for weeks, however with the support network, they coordinated with their UK engineering base. A replacement magneto was flown out, and an engineer arrived within 24 hours to install it.
- The exhaust system on Colin Bodill's Rotax engine fractured. The exhaust on a pusher-configuration microlight is mounted behind the engine but in front of the propeller. The failure was catastrophic: the metal exhaust pipe snapped, hanging precariously by a single rubber mount. The heavy metal exhaust could have fallen directly into the spinning propeller. The resulting imbalance would likely have torn the engine from its mounts, destroying the rear of the aircraft and severing the control cables. This would have resulted in an unrecoverable tumble from the sky. In the chaos of the turbulence and the noise of the failure, Bodill's intercom cable became disconnected. For approximately 20 minutes, Captain Q and the rest of the convoy lost contact with him. Captain Q, circling in the R44, was faced with the prospect of locating a crashed microlight in the vast, featureless desert. The team feared the worst—that they would have to "scrape Colin off the desert floor". The convoy landed alongside him. The repair was a masterpiece of improvisation—using wire and basic tools to secure the exhaust enough to limp to a facility for

proper repair. This incident underscored the fragility of the microlight and the vital role of the "convoy" in providing immediate ground support.

- India and Pakistan have historically tense relations, and transiting between them in private aircraft involves a labyrinth of permissions. The convoy faced numerous delays on the ground, dealing with customs officials, filing flight plans in triplicate, and securing Avgas from barrels that had to be hand-pumped and filtered through chamois leather to remove water and sediment.
- China's airspace was tightly controlled by the People's Liberation Army Air Force (PLAAF). General Aviation was virtually non-existent.
- While flying from Hanoi (Vietnam) toward Hong Kong, the convoy encountered severe weather. A massive storm system lay across their path.
- The team had to pre-position fuel months in advance. Barrels of Avgas were trucked or flown into remote outposts like Magadan and Anadyr. Upon arrival, the pilots had to hand-pump the fuel.
- The winds over the ice cap in Greenland can exceed 100 knots. The R44s, with their limited range, had to carry auxiliary fuel bladders.
- On September 6, 2000, the convoy landed back at Brooklands. They had succeeded.
- Captain Q provided a safety buffer that true solo pioneers (like Amelia Earhart or Wiley Post) never had.
- Before 2000, the R44 was seen as a capable private helicopter. The successful circumnavigation of two R44s (Murray's and Smith's) through some of the world's worst environments proved the airframe's reliability. It demonstrated that a piston helicopter could do the work of a turbine machine at a fraction of the cost. This likely contributed to the R44 becoming the best-selling civil helicopter of the 21st century.

Pole to Pole

Smith's ambition then turned to the poles. In October 2002, piloting a Robinson R44 Raven II (registration G-NUDE) with co-pilot Steve Brooks, he became the first person to land a piston-powered helicopter at the North Pole.

2015 North Pole Trip

In 2010 and 2013 Mikhail Fahrik organized the Robinson Safety Course (on safe piloting) in Moscow, and a workshop led by the Quentin Smith, on operating the Robinson R44 in the cold months of the year and under ever-changing weather conditions. Quentin is considered to be one of the most experienced Robinson R44 pilots; he twice went around the world by helicopter and became the first pilot in aviation history who landed a piston helicopter on both the North and South Poles.

Putting these teachings in practice they then embarked

- **The Mission:** A team of experienced pilots attempted to visit all three North Poles—the **Geographic North Pole**, the **Magnetic North Pole**, and the **Northern Pole of Inaccessibility**—in a single expedition.
- The team flew five **Robinson R66** helicopters. They traveled from Moscow to Svalbard, then to the drifting ice base "Barneo" before heading to the poles.

"eating" frozen champagne with a fork because the sub-zero temperatures had turned the liquid into a solid slush.

<https://www.youtube.com/watch?v=Vm8M0mC90o4>

Ice Challenger - Bering Straits Crossing

Steve Brooks wanted to be the first person to **drive** across the frozen Bering Strait (from America to Russia) in an amphibious all-terrain vehicle he built called the "**Snowbird VI.**"

To support the mission Q was flying the **support helicopter** (a Robinson R44). His job was to scout the ice ahead for cracks and open water, guiding Steve's vehicle through the maze of freezing terrain.

The machine they used was an engineering marvel designed specifically for the chaotic ice of the Bering Strait.

- **Design:** It was an amphibious all-terrain vehicle, often described as a "piste basher" modified with **Archimedes screws**.
- **Propulsion:** Instead of wheels or tracks, it used two giant, rotating threaded cylinders (pontoons) on the sides. These screws allowed it to:
 - **Float** on open water.
 - **"Screw"** its way over solid ice.
 - **Climb** out of the water onto ice floes (a critical feature, as normal boats would get crushed or trapped).
- **Objective:** To become the first people to drive a land-based vehicle from North America (Wales, Alaska) to Russia (Siberia), crossing the 56-mile gap.
- **Conditions:** The Bering Strait is a nightmare of moving ice plates, open water leads (cracks), and temperatures dipping to -40°C.

Tom Cruise Special Training

Get quotes from Tom Cruise. a video would go viral

For *Mission: Impossible – Fallout*, the training regimen was designed to compress roughly **2,000 hours of experience into just 3 months**. Normally, it takes a pilot several years to gain the skill level required for the stunts performed in the film.

The Specific Maneuver: "The Spiral Dive"

Cruise had to perform this down a narrow waterfall canyon in New Zealand, while acting, and while maintaining a precise distance from the camera helicopter.

flying near mountains *while chasing another helicopter.*

Special Training for Heliservices in Hong Kong

- **Beyond Regulation:** This training goes far beyond the standard Civil Aviation Department (CAD) requirements. Heliservices invests in this to ensure their pilots have "world champion" level handling skills, not just standard commercial competency.
- **The "Captain Q" Factor:** Quentin Smith is one of the few pilots in the world with the skill to demonstrate these maneuvers safely. He pushes pilots to the edge of the flight envelope so they know exactly where the limit is, rather than fearing it.

G-YBES and HKHM examples

Articulate what we do for G-HKHM and G-YBES

Owner-Assist: For owners who fly themselves but require a highly experienced safety pilot in the left seat for insurance or comfort during complex trips.

Yacht HeliOps

Pilot Provisioning

We will provide pilots at your request through our network

Owner-Assist: For owners who fly themselves but require a highly experienced safety pilot in the left seat for insurance or comfort during complex trips.

Aerobatic Helicopter Championship 1994 and 2012

Quentin Smith's two seminal victories at the FAI World Helicopter Championships —specifically his freestyle gold medals in 1994 and 2012

In a Robinson the added difficulty

Smith's genius lies in his ability to perform high-G aerobatics in a machine susceptible to low-G hazards. His routines are masterpieces of energy management (keeping positive G on the rotor at all times) and smooth control inputs. He treats the atmosphere not as empty space but as a fluid medium to be manipulated, ensuring that even when the helicopter is inverted or vertical, the rotor system remains loaded and obedient.

The choice of aircraft a Robinson R22, a true underdog story and a perfect challenge. You would not immediately expect the humble R22 would be the instrument of choice for such a feat. The difficulties associated with the aircraft

would be power management and the need to maintain positive G at all times due to the rotor head design. For a pilot that understands the envelope the manufacturer has provided he can keep his aircraft within limits. The aerobatics championships is a demonstration of mastery in control and understanding of the machinery you are in control of as a pilot. It is a pure expression of competence. the power management is very important in this aircraft, energy must be conserved and transferred as much as possible to avoid chopiness and inactive moments during the display.

The 1994 World Helicopter Championships marked a pivotal moment in the history of the sport. Held in Moscow, Russia, the event took place in the immediate aftermath of the Cold War. Russia, and the former Soviet Union, had a storied tradition of state-sponsored aviation excellence. Their pilots were trained with military rigour, and their equipment—often the robust Mil Mi-2 or Kamov Ka-32—was powerful, rugged, and turbine-driven

Into this arena stepped Quentin Smith, a young but prodigiously talented pilot from the UK.

At just 32 years old, Smith secured the Gold Medal in the Freestyle Aerobatics category. This was a watershed moment. It was the first time a British pilot had won this specific title.

Competing against more powerful turbine helicopters, Smith could not rely on raw power to muscle through maneuvers. the more powerful engines can mask mistakes.

Smith's routine in 1994 was characterized by its fluidity and precision. He demonstrated that the light, agile Robinson helicopter could dance. His victory established him as the Freestyle World Champion, a title that brought him international renown and validated the training methodologies he was developing in the UK.

Iceland 2016

Helicopter Ferrying

We'll send out a pilot or ferry a helicopter from a to b for you. whether you are relocating or it is a newly purchased aircraft.

We've ferried helicopters to France, Spain, Africa, Iceland.

Goodwood

Every year we fly some helicopters into Goodwood for both festival of speed and revival.

Greenland 2025

Bahamas

Costa Rica

Norway footage?

There is the video called Fly that has a heli flying through the Norway beautiful scenery, i think that could be its own video and maybe add a few others to it.

Clubhouse

As an Approved Training Organization (ATO). Within this polarized landscape, HQ Aviation, located at Denham Aerodrome (EGLD) on the outskirts of London, presents a singular anomaly. It has successfully operationalized a "Clubhouse" atmosphere that functions not merely as a passive social amenity, but as an active pedagogical instrument. This report argues that the "HQ Vibe"—characterized by the organization as "friendly," "groovy," and "close-knit"—is a deliberate structural asset that enhances safety, accelerates student competency through osmotic learning, and fundamentally alters the economics of Self-Fly Hire (SFH).

The physical and cultural architecture of the clubhouse, creates a "Third Place" where tacit aviation knowledge is transferred efficiently.

The atmosphere transforms flying into a communal mission

many flight schools have evolved into sterile processing centers While this has merits for standardization and checklist discipline,

a purposeful design feature of the clubhouse is having the engineering team on the ground floor of the main club, this allows students to look into helicopters that

are getting rebuilt, they are able to ask questions and see past the panels into an aircraft, which for a private pilot is very useful additional information ontop of the PPL course itself.

The support network of former students that are self fly hiring and interactions with new students provides conversation and networking around a shared passion. This has the added benefit of improving safety as well as the club provides the ability to engage in more social events, we've gone to car races, go-karting tracks, clay pigeon shooting.

Aviation relies equally on implicit wisdom—nuances of local weather patterns, NOTAM provisions

aviation for private fliers shouldn't be so clinical, "hangar talk" in the social spaces between flights.

close knit, experienced, friendly and groovy team

Located just inside the M25 orbital motorway on the Buckinghamshire/Greater London border, Denham is uniquely positioned

HQ Club

have to make a credit system where people are disconnected from the pain of an hourly flight cost (no one likes losing money)

An HQ membership where you top up your HQ card with flight hours, you top up your card a

Partnerships

Do deals with places like E.J Churchill

If you Self Fly Hire to these places you get a discounted self fly hire. actually that's quite genious,

Dedicated Operations Team

Hangar Movements: They safely tow your helicopter from the hangar to the flight line before your arrival and return it to secure storage after your flight.

Refueling: They ensure the aircraft is fueled to your required levels, so you do not have to wait for a bowser or self-fuel.

Valeting: They maintain the cosmetic condition of the helicopter, washing the exterior and cleaning the interior cabin.

Instrument Flying

Safety, Precision, and Confidence in All Conditions. At HQ Aviation, we believe that instrument flying skills are not just a box to tick—they are a vital safety tool for every helicopter pilot. Whether you are completing your PPL(H), training for your

Night Rating, or simply want to sharpen your ability to handle marginal weather, our instrument training ensures you remain in control when visual references are lost.

We teach you the fundamentals of scanning the panel and controlling the aircraft solely by reference to instruments.

Simulating "Inadvertent IMC" scenarios

Night Rating

The Night Rating is a significant step up from your PPL(H). It focuses on instrument precision and navigation in low-light conditions.

- **10 Hours Instrument Training:** Flying solely by reference to instruments
- **5 Hours Night Flight:** Including dual instruction, navigation, and solo circuits.
- **Ground School:** Theoretical knowledge instruction to prepare you for the unique physiological and operational challenges of night flying.

Before commencing the Night Rating course, you must hold a PPL(H) and have logged:

- **100 Hours** of flight time *after* the issue of your license.
- **60 Hours** as Pilot in Command (PIC).
- **20 Hours** of cross-country flight.

Our night circuits often offer breathtaking views of the London skyline - a beautiful backdrop.

Type Ratings

As a pilot you may feel inclined to widen your scope and have multiple aircraft available in your repertoire to match up with your requirements of the day, as one of the benefit of self fly hire at HQ means you can easily swap from type to type as we offer all the Robinson R22, R44 and R66.

We equally organise type ratings for Hughes 500, Airbus AS350 (H125) and Airbus EC130 (H130) helicopter types.

The Robinson R22, is the standard entry point for the majority of civilian helicopter pilots (although some students decide to stick to the type that interests them from the get go).

▼ The R22

The R22 is a two-seat, piston-engine helicopter powered by a Lycoming O-360-J2A engine. Its design philosophy prioritizes lightness and simplicity.

If you can fly an R22, you can fly anything.

▼ R66

Specifically designed for the owner-operator lifestyle

Put on the website. R22 demo, R44 demo, R66 demo videos (play in that we have the best personality to do these flights compared to anyone else)

should there be a helicopter flying discovery day, once a week and you sign people up for that day and they show up, we go to the crew room captains quarters next to stores, we talk about the helicopter, we prep the students like top gun maverick and then go flying, others can see the flying. get gopro footage of it all for them. this is much different than our normal training. it'd be a maverick training program.

The presence of a World Champion at the helm of the organization acts as a supreme trust signal.

Denham offers a rapid "escape to the country" experience.

Join our community →

| Apply Here! |

G-NADE is selling his 505?

<https://www.avbuyer.com/aircraft/helicopter/turbine/bell-helicopters/505-jetranger-x/365552>

▼ R66 vs 505

- Price difference of half a mil which is like 50,000 a year
- mechanical simplicity
- parts availability
- 505 inherited a lot of parts from rotor system of a larger helicopter, contributing to a higher empty weight.
-

The RR300 is rated at approximately 300 shaft horsepower (shp) for takeoff but is derated in the R66 installation to 270 shp for takeoff and 224 shp max continuous. This derating is a critical strategic advantage. It means the engine is rarely stressed to its thermal or mechanical limits during normal operations. It runs cooler and with less internal strain than an engine operating near its redline.

The R66 burns approximately **23 gallons per hour (GPH)** of Jet A fuel.

The 505 burns approximately **32 GPH. 40% increase in fuel consumption**

The R66 retains the "teardrop" fuselage shape pioneered by the R44.

The 505 requires nearly 460 horsepower to achieve speeds that the R66 can match with 270 horsepower.

505, 3hrs autonomy compared to r66's 5hr with aux.

r66 has better useful load

almost half the empty weight of the 505

Sam Stoffel to buy a 505?

A photobook of helicopter adventures from flying around the world . Or of multiple aircraft, people sending their HQ pictures in and we make an HQ Club photobook (genius). HQ Club Volume 1 photobook

i would like the banner to look like this, be superimposed ontop of the image

make a funnel with personalised questions along the way

There should be a video that's the compilation of the best of the best of HQ expeditions all together, make people dream. HQ expeditions and then it's a dramatic cutting sequence from one expedition to the next best excerpts

Our team is on site 7 days a week, so expect strong assistance

Rebuilds

Rebuilds, get pictures of the flat pack hq aviation and have a story of a full rebuild.

have the full rebuild process outlined.

We start with an aircraft, strip it down to its shell and then through the delicate touch of our chief engineer who has performed X rebuilds himself the aircraft comes out the other end at the same standard you would expect out of the factory

Do a heligames page

also put an upload media page and people can upload media directly to the website having a gc isn't the right medium to do it.

send a reply email, thank you so much for the media

Our roots at HQ are very clear, this is not a normal flight school and we don't try to be

to be trained by the best instructors and we take you

Q wanted to share what has brought him so much joy and by becoming one of the most competent pilots and instructors in the world felt the obligation to share this with the rest of the world

HQ Trips

One of the greatest and most unique parts of HQ is you are not just getting a PPL, you are joining a community that supports your wildest dreams, when you are at a place that deals with extreme competence.

HQ aircraft have ventured on trips both close and far from home through expert guidance and a support team that is proficient and has organised countless successful trips you can unleash the natural human spirit that is the one of exploration.

In joining HQ you join a select group of highly motivated, passionate adventure seekers

high-end, experience-driven aviation tourism.

the pilot-led expedition.

Unlike passive tourism, where individuals are mere passengers, this segment caters to licensed pilots and aspiring aviators who seek to command their own aircraft across international borders, hostile terrains, and historically significant routes.

it is engineered to foster a specific social dynamic described as the "HQ Vibe", the club atmosphere

Having an integrated club with both an engineering team and an operational team mean that flights are supported end to end whether it be the mechanics or the logistics, the pilot can fly leveraging a team at home ensuring everything is as easy as possible.

Our founder, Captain Q's reputation and credibility is the reason this is all possible and this credibility attracts the most exceptional group of people under one roof.

Having access to a large fleet of aircraft make for amazing adventures where pilots can bond through the shared sense of adventure.

In standard experiences the client is a *passenger*. At HQ Aviation, the client is an active part of the flight

exclusive explorer's club,

For the pilot who dreams of landing on an ice cap or crossing a continent, HQ Aviation offers the rare combination of technical capacity, operational experience, and the intangible spirit of exploration.

we deliver unmatched aerial experiences.

we handle the logistics so you can focus on the flying.

ability to dispatch engineers

Aerial adventures



MOTTOS: Command the Skies. Defining the Next Horizon. Your Journey, Our Mission. Unrivaled Access to the Sky. Quality Takes Flight. Headquarters for High Performance. HQAviation: High-Quality. Aviation Without Compromise. Navigate the Earthly Plane. The Headquarters for Your Journey. The Heart of Quality Aviation. The HQ for Freedom.

Aside

In a conventional business analysis, a crash might be viewed as a brand liability. However, in the context of extreme adventure aviation, this incident has been transmuted into a powerful asset. It demonstrates that the leadership of HQ Aviation has faced the ultimate worst-case scenario and survived through competence and preparation. It validates the emergency training they provide. When Q Smith teaches a student about "ditching procedures" or "survival equipment," it is not theoretical; it is empirical knowledge derived from surviving the Drake Passage. This lends an authenticity to the "expedition" product that no competitor can manufacture.

Flight training is often a commodity race to the bottom on price. By attaching the "Expedition" brand, HQ Aviation removes itself from price competition. Students are willing to pay a premium for the "HQ Vibe" and the mentorship of Q Smith because they are buying entry into an exclusive explorer's club, not just flight hours.

AI Help

- "Escape to the Country." Located at Denham Aerodrome on the outskirts of London, offering a rapid escape from the city.
- friendly, groovy, and close-knit
- HQ Aviation is not a sterile flight school. We are an exclusive explorer's club for those who wish to master the art of vertical flight. From zero experience to far reaching explorations —your adventure starts here.
- NOT JUST A FLIGHT SCHOOL. A CLUBHOUSE.
- Located on the Buckinghamshire/Greater London border, we offer a rapid escape from the city.
- At HQ, you aren't just a student; you are a member of a community that shares a passion for high-end, experience-driven aviation.
- We offer a complete training pathway, from your first trial lesson to advanced commercial operations.
- **JOIN THE EXPLORER'S CLUB**
- Don't just be a passenger—be a pilot in command.
HQ Aviation specializes in pilot-led expeditions, offering high-end, experience-driven aviation tourism. From the frozen ice of the Bering Strait to the jungles of Vietnam, our members have circumnavigated the globe and landed on Ice Caps
- **Helicopter Sales & Brokerage** with a large number of former student private owners and our strong reputation our brokerage services allow us to match aircraft in deals that work for all parties. We provide complete acquisition support, sourcing the perfect machine based on your specific criteria. Our fleet is always changing; we use our brokerage capacity to best match an aircraft to a customer. Our sales division acts as your dedicated partner in ownership, combining expert brokerage to match you with the perfect new or used airframe alongside a global parts network to keep you flying. Whether you are looking to configure a brand-new Robinson, source a pre-owned machine, or secure urgent components from our extensive parts store. As a

premier Robinson dealer, we manage the entire acquisition process—from specifying factory-new aircraft

- **"Walk-in, Walk-out" Access:** Licensed pilots can hire our fleet of R22, R44, and R66 helicopters at any time.
- **Leaseback Program:** Offset your ownership costs by leasing your helicopter to our school. We handle the management, ensuring your aircraft pays for itself while being meticulously maintained.

An authorized Part 145 Maintenance Facility

About Us

At HQ Aviation, we are an anomaly in the flight training landscape. We don't just teach you to pass a test; we invite you into a "close-knit" and "groovy" community of passionate aviators. Led by Captain Q Smith—the first person to fly a helicopter to both the North and South Poles and a two-time Aerobatics World Champion—our ethos is built on extreme competence and real-world survival experience. Whether you are here for a PPL or a global expedition, you are joining a family that supports your wildest dreams

Buttons

[Meet Captain Q & The Team](#)

[Book a Helicopter](#)

A book a helicopter section for our clients that sends a request to operations by email and they get back to. Create user accounts where people can pay into their accounts to top up their cards have this automated system. For every \$10,000 get \$500 free (quite a good deal for them

You click on select for the option of the r44 or the r66 you want and then there is the rest of the website that appears underneath it that has a section for the images of that aircraft from robinson, one is the brochure