



From The Editor

Happy New Year to all our readers, students and staff. EBG will be celebrating its 25th Anniversary in December 2024 so we hope to make this a great flying year for the club. Things are settling down now post Covid and Brexit so we hope to run a number of activities, flyouts, BBQs etc to reinvigorate the club atmosphere and have some fun as we go into the summer season.

Later in this newsletter we have listed some events and ideas. Please do drop us a line with what you would like to do, and we will see if it can be organised. After all the fun is the flying part, accompanied with like-minded individuals, so the venue need not be too exotic just as long as it adds some interest to the day. For those who have not been on a club trip with EBG before, the helicopters normally have one of our instructors on board to act as a safety pilot or instructor for the PPL(H) or student. One PPL(H) or student flies to the venue and a different person flies the return journey with EBG covering the lunch bill. A well tested and safe way to gain experience, have some fun and socialise with other pilots.

Our next newsletter will be published in April and will contain dates for the activities, please don't delay in booking your slot as places will be limited. Looking forward to meeting you all during the year.....Ken

Upcoming Club Events.

More thoughts about potential club trip for this year.

Q1 – Shuttleworth visit (by end of March)

Q2 – Le Touquet (by end of June)

Q3 - Ferry Inn, Kent for lunch

What about a fly-in to an air show? www.britishairshows.com has a long list of air shows planned for this summer. For example:

- Compton Abbas will be holding a “Golden Age of Aviation Air Show” on 10-11 August.
- Old Warden in Bedfordshire, home of the Shuttleworth Collection, have a number of events.
- Aero Expo at Sywell will be held on 13-15 June.

If any of these are of interest, let us know by emailing newsletter@ebghelicopters.co.uk and we can look into it further.



NEWSLETTER

www.ebghelicopters.co.uk

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Fleet News

R44: G-PGGY a potted history: by Ken Faria

I first flew with my future business partner, Nic Rehbein, when I took over his training on the 11th January 2003. I was about to fly my 800th hour in helicopters and Nic was midway through his training. Eventually Nic passed his PPL(H) and decided to buy his own R22 G-LNIC, this was in February 2004, the following year. By the way LINIC Consultants was the name of Nic's company. G-LNIC is now G-SLNW, still flying and owned by Sky Helicopters Ltd.

After a couple of years Nic was getting fed up with the R22s lack of passenger space and wanted to upgrade to a R44. I persuaded him to buy a Clipper 2 as having floats meant we could use her for London Sightseeing. The R22 was sold in April 2006, which was the same month and year that the R44 Clipper 2, G-PGGY arrived. This was only two months after Nic had become my business partner so you now see the importance of the floats.



In 2012, Nic decided to sell her to John Henshall, although EBG was still operating her. John owned her for two years until May 2014 when he sold her back to EBG for rebuilding.



G-PGGY was named after Nic's pet name for his wife Linda, don't ask me, speak to Linda! G-PGGY has been a great work horse for EBG and completed over 4000 hours flying London Sightseeing, training and Self Fly Hire during the last almost 18 years in service.

She was rebuilt some nine years ago by our own engineers and has 160 hours to go before her second rebuild is required. G-PGGY has been put up for sale as she has three years and 160 hours plus a recently rebuilt engine in her favour. This makes her ideal for the private owner. Sadly, we now need to look for a replacement Clipper 2, watch this space!



Fly out to Wadhurst Castle

Wadhurst Castle is a 19th-century castellated mansion just to the west of the town of Wadhurst, East Sussex and just to the west of Bewl Water. It sits on an elevated position overlooking the countryside to the south. It is a grade II listed building, popular wedding venue and has featured twice as a location in Netflix's *The Crown*.

On December 8th EBG club members Rick, Bob, Geoff, Stewart, James, Doug, Malcolm and Simon were welcomed by owners Nick and Susanna. After a short formation flight from Redhill and having parked on the lawn we were given a tour of the building and a nice lunch.

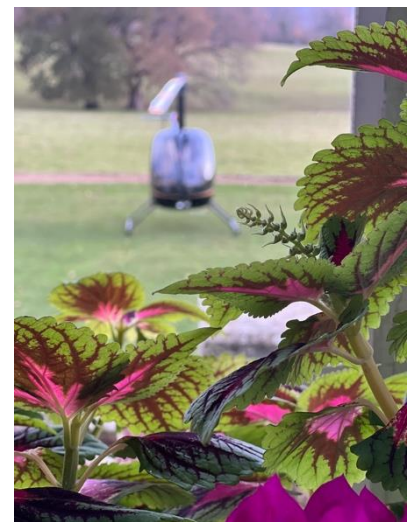


First built in 1818-20 by James Louis West, on the site of the farmhouse of Maplehurst, it was bought by Benjamin Harding in 1838, who had it remodelled to its present appearance by the architect Edward Buckton Lamb.

The building has been owned by the Fitzgerald family since 1955.



If you would like to visit by air, it is easy enough to find if you know Bewl Water. The North West "finger" of the reservoir points straight at Wadhurst. The castle is to the south of the village. Nick (the owner) can be contacted through Bob to arrange.



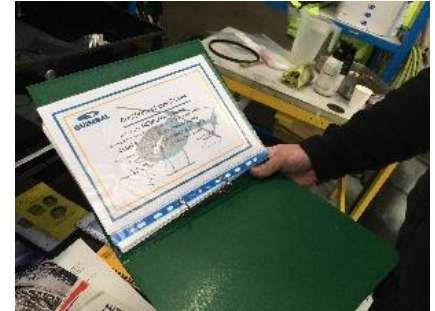


Hangar 666 – by Bob Gorman



Charlie is the go2 person on the G2. In November he was lucky enough to attend the Guimbal Factory Maintenance Course at their Factory near Marseille in somewhere called France.

A man of few words he agreed to give me 15 minutes of his time to talk about the trip and show me some interesting bits of the G2 we don't normally get to see.



Who else was on the course?

The 15 attendees on the course were a mixture of Engineers, Pilots, and support staff from all over the world, Switzerland to Australia. None of them new where Redhill was but they do now.

What did the course cover?

In depth review of the design, manufacture, and maintenance of the G2. We got to see everything but unfortunately there is a no camera policy for obvious reasons.

Key Learns?

The amount of built in fail-safes the aircraft contains – we should all know about the fibre glass bonding on the main rotor head but there are many other features, not least rivets hidden in the fenestron composite, a clever system of bushes to maintain drive if the flex coupling breaks and even a secret compartment to hide your Gitanes in if the DGAC turn up for “le inspection” surprise.



The picture is the clever bushes. The secret compartment is known to engineers only.



Monocoque composite
with 5 x main parts

Most interesting part of the Manufacture?

The use of composites in the manufacture of the fuselage and tail boom. The complete process from the laying out on the mould to bonding it all together, the techniques used are akin to those used in F1.

Funniest thing about the course?

The length of the heure du déjeuner as compared to what us Brits are used to and Bruno's impression of Phil Mitchell.

Learn any French?

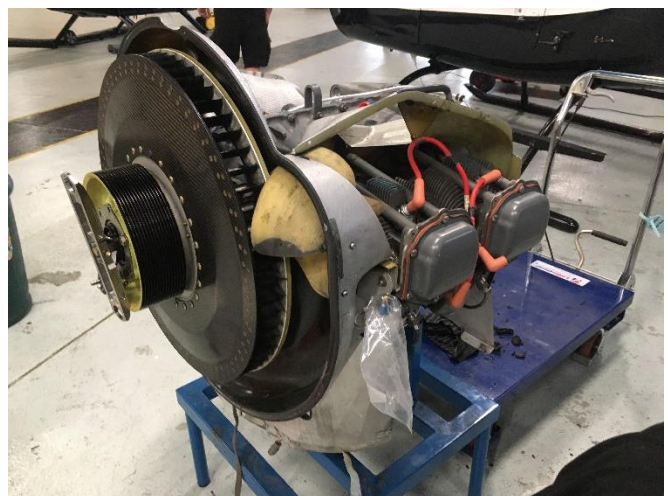
How to order a large beer!

Advice to pilots?

Always go through the Preflight checklist in detail and if you spot anything you are not happy with then report it.



Sprags that mate direct to the smooth surface of the drive shaft



Cooling fan, a bit different to the Robinson ones



Pilot Noticeboard (By Bob Gorman CFI).

Safety

Emergency and Abnormal Procedures

It is extremely unlikely that you will ever have a technical problem with an aircraft in flight however it is still of the upmost importance you know off by heart what the POH/FM states as what you should do next. The off by heart bit might not be the case in monster multicrew aircraft but it is in the ones we fly.

The easier you can recall the required action the more time you will have to fly the aircraft and the more confidence you will have in your subsequent decisions.

Whilst you cannot practice EAPs in flight without an instructor there is nothing to stop you dry flying them sat in the hangar to give it a bit more realism. In your Tests and Checks I will say that I can see / hear/ feel / smell something so what's to stop you doing that yourself, including the radio?

Let us know that's what you are doing so we can check all switches off etc after you are complete.

The other thing you can consider is in the unlikely event of an emergency what is the most likely thing you will do? IMHO its land immediately under power. This is a completely normal powered approach to land at 300-500' ROD – you are simply deciding to do it NOW. There is nothing to stop you practicing this on your own if you pick an appropriate area in which to practice and don't break the 500' rule. Let us know you plan to include this in your flight so we can advise of the process, suitable areas and ensure you understand the threat of vortex ring state.

As a final note if you have never considered what you will do within 1.5 seconds of a sudden yaw, nose drop, needle split and the horn going off then please ground yourself now and come see one of our team of instructors.

Current Issues

Zone Busts

None since the last Newsletter. **Well done.** The last one was 15th September 23. Please keep checking and double checking your plans for Take 2 compliance and do go have a look at <https://airspacesafety.com/> it's packed full of useful info, I might have mentioned that before.

Techlogs

There have been several occasions when a pilot has gone flying with unanswered questions in the techlog i.e. numbers not reconciling after return from engineering or from one page to another, insurance dates are not correct. Please make sure you check and sign the paperwork and if there are any questions ask and do not fly until the questions are resolved.

The ****!! Weather

We have had the worst end of November and December since I became an FI in 2009.

We are all desperate to fly but remember your own personal limits won't have changed so it's important to stay cool and wait for suitable weather before attempting any flights. Skill fade is real but not as bad as is sometimes suggested – Helicoptering is such a strange skill it's hard to forget so believe that the weather will change and before long we will all be complaining it's too hot.



Congratulations to:



Sebastian M

PPL pass – November 2023



Rob M

First Solo – December 2023



Tim G

First Solo – January 2024



Pawel T

First Solo – January 2024