

April 2024



NEWSLETTER



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From The Editor

Welcome to our April 2024 Newsletter. On the next page you will see the dates of the Club events for this year, please don't be shy and put your name down for as many as possible. You are of course welcome to ask our assistance to organize you own mini-Fly Outs, so please speak to any of the instructors.

We have reorganized the office to improve our communications with students and customers. I am pleased to welcome James Brackpool who will be looking after the office and Hangar 1 from Monday to Friday each week. James has a wealth of knowledge and experience dealing with customers but not in aviation so please be gentle with him.



Geoff is now our roving handyman and will look after both Hangar 1 and 6 on Tuesdays and Thursdays. As before Geoff will be covering weekends for the office and Hangar 1 so, no doubt, he will be greeting you soon.

The next newsletter is due to be published in July, well into the flying season. Let's hope the weather finally improves by then!

Ken

If you have any interesting articles or news items, please email them to:

newsletter@ebghelicopters.co.uk

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Upcoming Club Events

We are pleased to offer monthly activity this year to keep you interested. All activities are open to staff, students, both past and present, and some to their family and friends. This is a chance to show friends and family what helicopter flying is all about, meet up with fellow like-minded people. Maybe a chance to make new friends and get acquainted with a new flying buddy.

Sunday 19th May - BBQ & Pleasure Flying – The festivities kick off at 14:00 and will finish when the airfield closes at 19:00. There will be drinks and snacks available when you arrive, and a hot food BBQ planned between 16:00 and 18:00. We will be providing 15 min pleasure flights, just for yourself, friends, and family at £30.00 per seat, first come first served. If they have never been in a helicopter before, now is the time to try it out.

Friday 14th June – Flyout to Enstone – This is an all-day fly out to Enstone airfield near Oxford. Open to students, past and present, and SFH only, no guest seats available. We will be flying around the Heathrow zone, through Farnborough airspace to Enstone airfield. At the airfield you will have the opportunity to fly a Spitfire (well a Flight Sim) whilst over the cliffs at Dover. Lunch will be provided before returning to Redhill. You will only be flying one way and be a passenger one way. Cost is your normal flying rate. EBG will be providing the Flight Sim and lunch. Flight Details to Follow.

Friday 19th July – Flyout to Le Touquet – This is an all-day fly out to Le Touquet in France. Open to students, past and present, and SFH only, no guest seats available. We will be crossing The Channel and heading to the costal airport of Le Touquet. At the airport we will be collecting push bikes to cycle through the French countryside to the beautiful beach at Le Touquet. EBG will provide a meal and then we can take a stroll along the beach before cycling back to the airport for a trip back home. You will only be flying one way and be a passenger one way. Cost is your normal flying rate. Flight Details to Follow.

Sunday 4th August – BBQ & Treasure Hunt – The festivities kick off at 14:00 and will finish when the airfield closes at 19:00. There will be drinks and snacks available when you arrive, and a hot food BBQ planned between 16:00 and 18:00. This is a Treasure Hunt with a difference, it's by helicopter, spotting targets and map reading from the air. Open to students with instructors and SFHs with their guest. The R22, R44 and G2 will all be available, cost is your normal flying rate.

Friday 6th September – Flyout to Old Warden – This is an all-day flyout to the Shuttleworth Collection at Old Warden airfield near Bedford. Open to students, past and present, and SFH only, no guest seats available. Hundreds of historical and unusual aircraft to look at, if it ever flew you will see it in the Shuttleworth Collection. You will have plenty of time to look around during the day, a very interesting place to visit. You will only be flying one way and be a passenger one way. Cost is your normal flying rate.

As you can appreciate these events take a lot of organizing and planning and require your support and attendance. Details on the planned flyouts will be given to all participants in advance. We look forward to making this a memorable year.

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Fleet News

In our last newsletter, I gave you a little history of R44 G-PGGY. I am glad to confirm that she is now sold to a good home and has a very pleased new owner, minor royalty no less. She has been replaced with a new R44 Clipper 2, G-LYRA (name chosen by Linda and Nic). The aircraft was purchased from France and looks a bit more modern than G-PGGY, let's hope she does as well. On typing this update, we are just waiting for her to be removed from the French register, she was F-HEDA, so we can put her on the UK G register. We hope to have her flying with the fleet by the early summer.



This now brings the fleet up to six helicopters, two of each R22s, G2s and R44s. One R22, both G2s and one R44 are night equipped and both R44s are floated and on our AOC (Air Operators Certificate) therefore usable for Charters. Why not think about taking your nearest and dearest on a bespoke Charter to that favorite restaurant or hotel/spa break? call Omi on 01737 823179 and see what she can arrange.

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Night Flying

With Night Flying going on now we are often asked about what is involved and why we do it.

It's all explained on the CAA website but a bit hard to find as its under Applications/Ratings (why oh why?)

<https://www.caa.co.uk/general-aviation/pilot-licences/applications/ratings/night-rating-for-helicopters/>

The night rating allows a pilot to fly VFR at Night, so at Night when the conditions are deemed to be VFR.

To do the course you have to have 100 hrs flying after the issue of your PPL(H).

The course itself comprises Ground school, 10 hours of Simulated Instrument Flying (aka foggles/hood) in the daytime and 5 hours of flying at Night of which around .5 is solo as the requirement is to complete 5 solo night circuits. There is no test at the end and the rating does not need revalidating/renewing.

I'm sure we would get many more takers if it wasn't for the requirement to do 10 hours foggles before as the Night Flying part is completely different to what we are used to during the day and amazing. Its not so much harder but different – I would say around 80% on instruments then the odd look out to make sure the horizon is still there and to check for situational awareness. Lots of TEM involved as you must consider how you would do each task in the dark and then again if there was an emergency.

With that in mind you can see why we must be much stricter with the wx minima over and above the regulations and therefore the other issue with the course is making best use of nights when it is VFR – perhaps 3 in 10 at this time of year. Remember Night starts 30 mins after sunset so you can see why we try to do them before we spring forward, and in 2 -3 nights.

Why are we doing them now? – we have 2 CPL students, and the CPL course must include a Night Rating – the difference being if the rating is done as part of a CPL the 100 hours post PPL is waived.

Yes, I know it's not fair but riddle me this one – if the CPL student already had a Night Rating, they would still need to do the 10 hours foggles!

We are often asked about dual at Night i.e. one of the FI's – we are all CPL'd up and therefore Night Qualified - in the left seat and you on the right. Unfortunately, you cannot do dual at night unless you have done the 10 hrs foggles and are on an approved course. So always happy to fly you around in the dark but you wouldn't be able to log anything.

Whilst considering if the Night flying is for you have a look at the pictures on the following pages...

Captain AM

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VFR at Night



Effect of cloud at twilight



Time to remember the
runway lighting illusions?



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VFR at Night



Brighton Pier

The one and only H4



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Congratulations to:



Wes P

Solo Cross Country Qualifier – January 2024



Todd M

R44 Type Rating – February 2024



Tim G

Solo Cross Country Qualifier – January 2024



Pawel T

PPL pass – March 2024

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encore ...



Pierre-Yves LB

First Solo – March 2024



Stanley K

PPL pass – March 2024



Will T

CPL(H) Night Rating complete – March 2024



Lewis G

First Solo – April 2024

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Pilot Noticeboard

Safety

Using Moving Maps and the GPS in the aircraft?

Yes I get that our iPads et al are extremely useful bits of kit and we love them but 2 things:

1. They are not to be used as your primary source of navigation as they are not proper certified bits of kit. That's the Law not EBG. This means that you must always have an up to date chart and a backup plan if your device fails. Its TEM 101 as well as the Law.
2. Please make sure you know how to use your device and get it set up at home and proven before you turn up for a flight. Why not stick it to the window of your car and go for a drive – a bit cheaper than £500 per hour. Or are you saying that when you are driving you wouldn't want to go eyes in for 20 seconds trying to work out what icon does what without your glasses?

As for the GPS in the aircraft I always find it amusing when the iPad tifosi state they never bother to learn how to use the ones in the aircraft as they are out of date. Booyah – so suddenly you know the rules then? or perhaps they are a bit small without your glasses. The kit in the aircraft was certified proper kit that still works – the database is out of date, so it falls into the category of your ipad but what about it as a fall back? – the Garmin manuals are all still available and they don't normally turn off on hot days.

We are about to start flying a relatively new R44 with 2 radio boxes, a mixer, and a touch screen Comm/Nav unit right in front of the pilot. I would suggest that all of us take the time to find the M and RTFM before we go fly it the first time.

Current Issues

Zone Busts

None since the last Newsletter. Brilliant. The last one was 15th September 23, so over 6 months ago. One good side effect of all the aircraft being in service but perhaps some of you do read this stuff.

Please keep checking and double checking your plans for Take 2 compliance and do go have a look at

<https://airspace-safety.com/> its packed full of useful info, I might have mentioned that before.

Airworthiness Directives (ADs)

These are the extra checks that must be completed and signed for over and above the normal pre-flight check. There is one now on the 44 and one on the 22 – the techlog is clear but we are still finding the AD sheet not signed. It's another Techlog thing – remember it's the Captains responsibility to sign off the aircraft before a flight – please ensure you do so and help your fellow Aviators by checking everything was for at least the previous flight. If you spot anything talk to an FI.

Captain BG