



May 2025

NEWSLETTER

www.ebghelicopters.co.uk

01737 823282

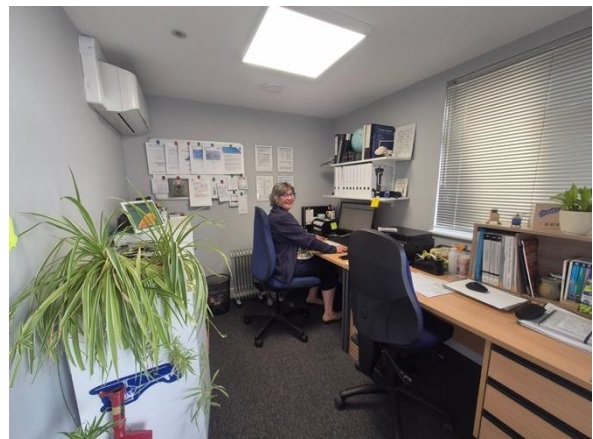
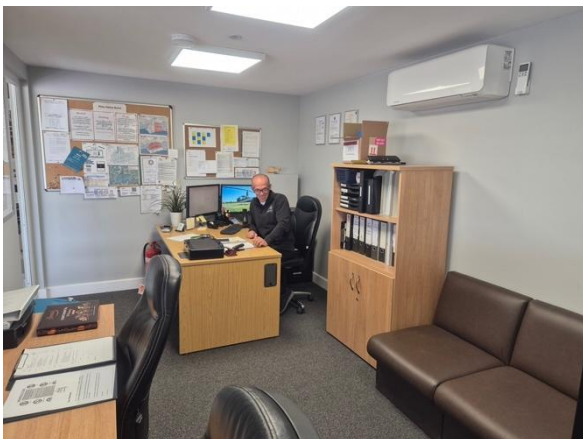


From the Editor:

It's been a busy few months since our last newsletter, with some major changes taking place. Towards the end of last year, we made the decision not to renew the lease at Hangar 1 and instead consolidate all our operations—Training School, Charter, and Maintenance—under one roof at Hangar 6.

We originally moved into Hangar 1 back in December 1999, over 25 years ago. About 20 years ago, we replaced the top port-a-cabin, but the bottom one remained the original structure. It was already showing its age when we arrived, yet it held on admirably, proof they really don't make them like they used to! In March, both cabins were finally removed, marking the end of an era.

In their place, we've built a brand-new, purpose-designed Flight Centre within Hangar 6. This facility features a first-floor office and clubroom with a weather-protected open viewing gallery. On the ground floor, we now have a fully equipped main classroom with a computer, projector, and large whiteboard, as well as a shared office for Accounts and the CFI.



EBG Newsletter – May 2025



One of the longstanding issues with the old port-a-cabins was limited classroom space. The new setup addresses this with two additional small classrooms at the rear, each ideal for one-on-one training. Both are equipped with computers and whiteboards, and one includes a large-screen TV in place of a projector. These rooms can also function as a simulated communications training area for radio practice.

Bringing all departments into one hangar has also made aircraft monitoring much more efficient for our engineering team.

Speaking of aircraft, our R44, G-LYRA, is now fully operational. You will likely spot her on various training missions, London flights, or Self Fly Hire (SFH) outings. If you're interested in hiring her, please contact us to arrange a check flight—she's been upgraded with new blades, advanced avionics, and a touchscreen interface.



Joining the fleet shortly is our new R22, G-UIDO. Also impressively equipped, he's expected to be in service by the end of June.

Looking ahead, we'll soon be sending out details of this season's fly-outs by email. If you'd like to participate, please keep an eye on your inbox and respond quickly to secure your spot.

Ken

If you have any interesting articles or news items, please email them to:
newsletter@ebghelicopters.co.uk

Clay Pigeon Shooting Fly out – by Rick Godbolt

On 4th April, 8 intrepid EBG gunslingers set out from Redhill to a private site northwest of Reading for a day of clay pigeon shooting at “Purdey at the Royal Berkshire Shooting School”. Aircraft making the trip were G-CKRK with Malcolm and Stewart, G-COIN with Stanley, Bob and Doug, G-SWNS with Mark, Ross and Rick. Rather than going in formation, each aircraft made its own way there.

In G-SWNS with Rick at the controls and Mark on the radio, we tracked via the Heathrow zone, entering at Byfleet Bridge, west from Thorpe Interchange, via Ascot and exiting at Bracknell. From here we skirted Reading to the north to find the site to the west of Pangbourne. It certainly helped having Ross in the back who had flown here before. Landing at the site was fairly simple with a large field to accommodate the 3 aircraft but there were power lines to the East just to keep us on our toes.



Once we'd landed, we went for breakfast and a briefing given by the Purdey instructors then it was out to “The Butts” to give the clays a good seeing to. In 2 groups of 4 we practiced at each of 4 butts with clays going overhead, left to right, and along the ground.

Following practice, we had a competition with 10 shots each at 4 butts with the total number of clays hit totalled up. Congratulation to Ross who was the winner on the day (well he did bring his own gun with him)! Close second was Bob, just 1 point behind - who knew our CFI was such a good shot?

The route home was pretty much the reverse of the way in, great views over Berkshire from the back of G-COIN with Stanley at the controls.



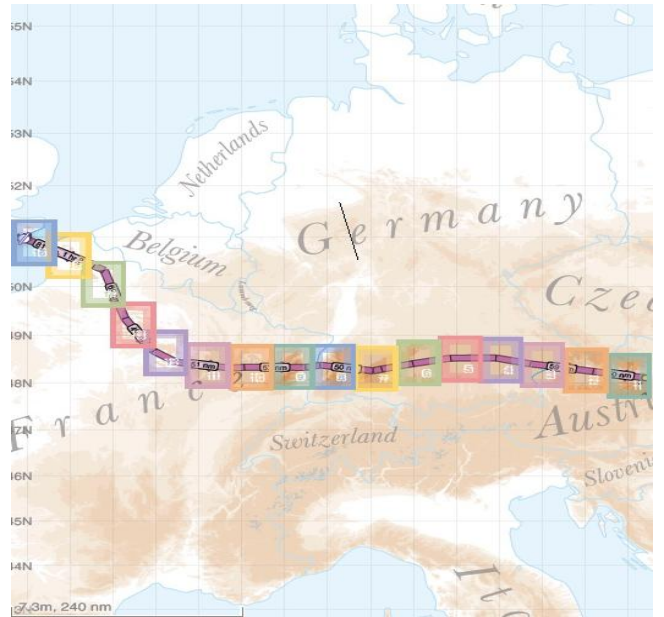
The new R22 arrives – by Ross Scobell CPL(H) FI(H)

Hello my name is Ross and I am a pilot of helicopters, a man of few words and many pictures. In April I went with Ken to pick up the new R22 from Kilb in Austria. It took us 2 days to make the trip back with 8 fuel stops and 10 hours of flying. It was fun despite the hardships.



This is me and Ken.

Nerds amongst you calm down, it's a selfie so seats appear reversed. I have an EASA PPL Ken was there to pay the bills. In no way did he ever touch the controls.



The plan was to get to the border to Germany and France on day one then roll-in and conquer France on day 2.



This is the border of Germany and France near Reims at the start of day 2. Start delayed due to inefficient late taxi but no problems with the weather as you can see

Class E is widespread in Europe – it's no problem if you understand the regulation.



This was the mountains between Germany and France. Windmills at 3500 feet. We could hear the whine above the Boses.

EBG Newsletter – May 2025

Futuristic Tower at Epinal Mirecourt the first French airport, it was busier than it looks.
The French were very French!



Amazing views over the Champagne Region as we head around Paris.



Soissons Courmelles NE of Paris. It was busier than it looks. Unfortunately, we landed between 1100 and 1500. It was France after all.



France after refuelling at Le Touquet and finding the best Restaurant shut.

Overhead Boulogne en route Caz Gris Nez.



.....and finally....EGKR

Learns:

- 6 P's
- Always have Plan B
- SkyDemon was brilliant
- If the wx is good, it makes things whole lot easier

Pilot Noticeboard – Bob Gorman CFI

Zone Busts

Nothing to report here since the last Newsletter so well done to all for managing to avoid CAS in EBG aircraft (what you do in your own is another matter!).

Usual mantra - please keep checking and double checking your plans for Take 2 compliance and do go have a look at <https://airspace-safety.com/> it's still packed full of useful info.

New Aircraft – R44 - GLYRA

As Ken has noted at long last LYRA is now up and running. Most of you will have flown her now but as per usual any questions about the differences please do ask. So far, I have only seen 1 pilot brave enough to try to use the Com 1 box and that includes the CPLs. Whoever thought small touch screens work in a helicopter and that the location of that leg breaking bar was a good idea needs to go back to design school.

Perhaps keeping Com1 for Redhill and ATIS is the best approach? We need that box though for CPL course as it's got the VOR.

Generally, though the set-up of radio kit in LYRA is excellent and shows the quietness levels we should be aiming for in all AC – so any problems please do not fiddle with it unless you have RTFM and then let us know.

R44 Starting

Both the 44s have had their problems, SWNS has now been sorted for the last couple of months – LYRA for the last 3-4 weeks. I believe Daz has written a novel of his experiences, a top seller on the nerdnet. In summary it was injectors SWNS and points on LYRA.

New Aircraft – R22 - GUIDO

As per LYRA this has a new look dash and several different/new features. We will produce a differences doc as per LYRA and you will need a check in it before any SFH. I would think it will be online by end June. Critical path for LYRA was the CAA inspection to get it on UK register (which caused a 4-6 week delay) – lessons learnt there have been put into GUIDO so we hope a smoother process this time.

Pads at Hangar 6

We all agree the new office is great, but all do need to be more careful about the pads due to the proximity of the Taxiway and Road, plus the larger aircraft associated with A2B in H5.

Typically, it is not possible to land into wind as you must keep an eye on the major risks (tut tut Bob its "Threats" don't you know?) which are hangar side. Make sure you know which is taxiway and which is road. Talk to James or your FI about the pads we typically use and remember that as P1 it's your decision where you land. If you are not happy with a pad, then go somewhere safer – when we all returned en masse last Friday (5 aircraft) the Captains involved took the safest approach which was to use the vacant pads at H1.

There is an old Chinese proverb (Lau Tzu): ***"Better to recover aircraft in 1 piece from further away than in many pieces from nearer"***

Fly Safe!

Bob Gorman CFI

Congratulations to:



24th Jan: James F – Night Rating complete



Feb 2025: Gavin M – EC120 Type Rating



Feb 2025: James M – CPL Night Rating



Feb 2025: Chris C – Solo X Country



Feb 2025: Mark M – R44 Type Rating



Mar 2025: Matt B – R44 Type Rating

Congratulations contd:



17th Mar: John S – 1st Solo



27 Mar: Jim P – 1st Solo



14th Apr: James F – CPL(H) Pass



20th Apr: Zhenyang S – R44 type rating



21 May: James M – CPL(H) Pass



May 2025: Tim G – CPL Night Rating