

NEWSLETTER

February 2014



FROM THE EDITOR

Happy New Year

The year ended up in December like a damp squib. Weather was horrible and as I write January/February have been no better. Fortunately for EBG the flooding did not reach us and all our helicopters were tucked up nice and dry in the hangar!!- That is until the "mini" hurricane took a panel of the hangar roof!

Looking forward into 2014 – our Cabri G2 should be arriving mid-February and we have had lots of interest shown. Ken and David are now type rated and eager to get going.

We hope to start our new season off with the traditional

BBQ on 13th April

when we will publish the Club programme for the summer. Please see over page for all the details.

Hope you enjoy reading our Newsletter

It was a chilled out Christmas for the Club Mascot!



Did you hear the one about.....?

Two pieces of tarmac go into a pub and boast to the barman about how hard they are, "We're motorway us."

Then another piece of tarmac enters and the first two hide under a table. "What's wrong?" says the barman, "I thought you were really hard?"

"We are," they say, "but he's a cycle path



Chef on the Road at Redhill Aerodrome

SADLY DUE TO LACK OF SUPPORT THE
PROPELLER RESTAURANT HAS CLOSED.

PLEASE NOTE THE CHEF ON THE ROAD
CAFÉ IS STILL OPEN - TIMINGS AS BELOW



Café open 7 days a week including bank holidays

Tuesday – Saturday 6.30am till 5.00pm
(Restricted café menu after 3.00pm)

Sunday and Monday 6.30am till 3.00pm



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

["info@ebghelicopters.co.uk"](mailto:info@ebghelicopters.co.uk)

CLUB TRIPS

DON'T FORGET TO SIGN UP

13th April 2014 - It' BBQ Time

We start the season with the **EBG BBQ on 13th April at 2.00 p.m.**

Light hearted gathering of Club members, friends and family so come and indulge and catch up with the latest Club news.

For those of you a little rusty on flying skills why not come along and have a refresher with one of the instructors.

****** Special offer for the day ******
Half Price Circuit and Landing Fees

Also there will be the opportunity to see in action our latest baby GETWO the Cabri G2

TBA –Yeovilton, Navy Fleet Air Arm Museum



This event was postponed owing to volume of EBG flying during the summer months last year! We intend to re-schedule this trip as it has always proved to be a Club members favourite!

TBA - Alternative to Le Touquet – Stratford upon Avon



Alas, poor Le Touquet!

Following feedback from Club members requesting a change of scene we have decided to arrange a visit to the picturesque town of Stratford upon Avon where you will be able to stroll around the town centre with its good selection of shops, restaurants and tearooms or just immerse yourself-in the Shakespearean atmosphere! Should be able to fly over Warwick Castle as well

A FULL LIST OF INTENDED TRIPS SHOULD BE AVAILABLE AT THE BBQ

NewsFlash! NewsFlash! NewsFlash! NewsFlash! NewsFlash!

Our New Baby Goat should be arriving this month weather permitting! Ken and David will be travelling down to the South of France and flying her up from Marseilles so for those of you who missed it back in September come along and have a look. We will be the only organisation offering training on this lovely little machine south of the capital

To book your space for the Club events email

David Milton: david@ebghelicopters.co.uk or Linda Rehbein: info@ebghelicopters.co.uk

CLUB TRIPS 2013

End of Season BBQ and Unveiling of a New Helicopter Type!

The end of season BBQ had a great turnout – mainly due to the arrival of the Cabri for demonstration.



Never before has a crowd of grown men stood in complete silence listening to the “instructor” or queued up as patiently for their turn.



The weather was lovely and there was a lot of chatting and catching up!!!!

Fireworks display 2013

With the fire pit going and Chilli on the stove the EBG Fireworks display 2013 ‘fired-up’ on a very windy evening. We had a magnificent turnout with lots of kids and sparklers. Ohh’s and Ahh’s filled the air as the fireworks exploded about our heads.



Unfortunately, due to a powerful gust of wind one of the fireworks had other ideas and flew sideways straight into the hangar which gave us all a real scare!

Next Year we must remember to close the Hangar door!!



Talking Cars.....

Nick Cox had a James Bond moment experiencing the thrills of the latest technology for cars -the cloaks are now off here is his revealing insight.....

It's been a very busy Charter flying season for EBG, not uncommon to see 30 or 40 quotes flood in each day. This was an easy one, one passenger, Fairoaks to Dunsfold, wait three hours and off to Battersea. Can we use G-WCKD because it's pretty?

It was only the day before the flight that more information started to come in. Can the pilot sign a non-disclosure? Can we pick up from the McLaren factory? Mr Leno weighs XX. Sorry. Mr Leno? Unfortunately even though he triple checked, Ken couldn't fly the job as he was out of duty hours, I was obviously disappointed on his behalf and expressed this by laughing and printing out pictures of the super cars he would not be seeing that day.

I was now quite enthusiastic as I have been known to show some interest in cars. I flew to Fairoaks in the sunshine and waited to meet the organisers. Probably for the first time I was excited to meet a celebrity!

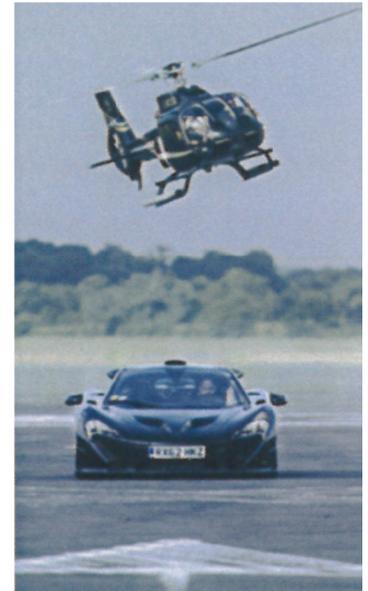


Jay Leno was instantly recognisable as he strolled out across the apron and opened by asking what engine the EC130 had in it. Explaining that one of his motorbikes had an Alison C20 turbine in it, because he thought it was a good idea. Probably one of the best opening gambits I've ever had. We were quickly joined by all manner of film crew, assistants and some people that probably weren't sure themselves what it is they do. It quickly transpired that we were here to film Jay Leno trying out his new car and it was all to be filmed for one of his many petrol head shows.

It's a quick hop from Fairoaks to Dunsfold and there below us was the familiar Top Gear track and two prototype McLaren P1's parked by the McLaren welcome centre. I was to land so that the P1 was visible through Jay's window while he did a piece to camera. I'm pleased to say I hit the mark and didn't pebble dash the £1 million car too much. I was doubly glad when I later found out it was actually his new car!

While all the meet and greets went on some of the McLaren engineers sneaked over to have a closer look at G-WCKD, cowlings up and prodding away at her. To our amazement we were quickly joined by Leno who was equally enthusiastic to have a prod and poke around at what is a very cool bit of kit to fly.

Normally us charter pilots try to hide in the background with a book and maybe send Robin a photo to show him that I'm having more fun with his helicopter than he does. But watching the P1 lap the track really was quite incredible! Leno was clearly not holding back, despite having just got off a long flight from the States. My enthusiasm must have been a little too obvious as I was offered a look inside the other P1 and MP-12C. Both stunning but I explained that I'd stick with my W reg Golf for now. I was happy to wait for the Diesel version which I hoped would keep the MPG in double figures.



Before leaving the Directors begged me to try and chase the P1 around the track "a couple of ariel shots would really make the video extra special". Obviously chasing supercars around is very dull but if I must! G-WCKD is pretty quick but this was just silly! Think Wylie Coyote and Roadrunner, I knew how the poor guy felt! We got the shots they wanted and it was time to wrap up for the day (after pocketing a couple of chocolate brownies from the buffet).

But no, just one more thing.... Chris Goodwin (Chief test driver) wondered whether I'd like a couple of laps of the track for being a good sport? I'm only guessing at the last half of the sentence because I was already in the car putting my seatbelt on. These are prototypes so a little rough around the edges. I was bracing myself with one foot on each edge of a big hole in the floor full of electrical circuitry. I thought standing on them looked expensive so best not to. I've been lucky enough, thanks to my old job, to drive some fast cars in my time so exiting the pit lane I was relaxed and ready for a quick bash of the track at a respectable pace. Turns out however that this chap was clinically insane with very little understanding of death! I think as we exited the 4th or 5th corner still flat out I may have said "I say old chap this is quite spritely" or words to that effect. After 3 or 4 laps, he let off for a moment and asked if I was going to be sick? "Only normally people were by now". Definitely not! Can we go until we run out of fuel? Mr Crazy decided that this meant I was implying that he was going a little too gently so we really went for it now. The P1 has loads of new high tech bits on it but probably the most exciting is a system similar to F1 KERS whereby you press 2 buttons on the steering wheel and the spoiler lowers to reduce drag accompanied by an instant 120 BHP boost from electric motors. Who drove an 810 BHP Super car and thought 'it's good but needs another 120 BHP' I don't know but they are a loon and I like them! The kick in the kidneys is almost painful and things go very blurry!

Sadly all good things come to an end so it was soon time to fly Mr Leno back to Battersea. I'm pleased to report a very nice and interesting guy. I was even more impressed when he knew my car a 1927 Angus Sanderson. A true petrol head, nobody ever knows what it is. The flying's great but the best bit of my job is the weird and wonderful people you meet along the way. It turns out I was the second person outside of McLaren to even sit in a P1, an incredible day that I don't think I'll ever forget!



Mini video of the McLaren P1 and Jay Leno can be seen on You Tube

<http://www.youtube.com/watch?v=ddU4tcGIF6k>



Ken and Nick set the date!

We are always trying to think of new and interesting ways to market ourselves here at EBG so some bright spark came up with the idea of exhibiting at a couple of wedding fairs in the area to see if we could generate some interest from brides to be.



First up was the Hop Farm, we negotiated pride of place at the main entrance for G-WCKD. Ken and I would give out leaflets with the help of Nick Ede, Toastmaster who provided plenty of entertainment in his own unique style.

The morning of the show was foggy but burning off. Ken went straight to the Hop Farm to recce the site and I

would fly down as soon as the fog lifted. Just in time I was on my way to get in before the doors opened. I knew exactly where the Hop Farm was as soon as I lifted because there was still one patch of low cloud so it'll be under that then!

We were parked between some very cool classic wedding cars and fielded plenty of enquiries about flying in to weddings around the area. We even dared to venture round the show and do a little bit of networking. I immediately regretted this, the mind boggling array of ways to empty your wallet for photos, table dressings, make-up and bucking broncos? (Must be a Kent thing) has put me off for a little while longer (sorry Hannah). It also made me think that the helicopter is the cheapest thing there! I tried on one dress that was £25,000! I've said too much.

Next was the Detling show a few weeks later. This show was probably four times the size of the Hop Farm. We didn't get as good a spot (further from the coffee and doughnut van)

but still near the entrance, so you had to talk to me whether you liked it or not! It's always amused me that people go a long way out of their way to come and tell you they wouldn't get in one of those! I wouldn't get in a Citroen Picasso but the Courts were quite clear about forcibly telling people this. Unfortunately the rain was a bit more persistent this time so we went inside from time to time for a little bit of drying off and a game of guess what the harpist is playing.

We've had a few enquiries from the shows and they keep coming, not to mention Ken and I probably now know more than we ever wished to about planning your wedding, should



anyone need some help on that.



If you require the services of a Toastmaster extraordinary for that special event

Contact Nick Edg

<https://www.facebook.com/NickEdgToastmaster>

and don't forget to charter the heli to go with it!



PILOT NOTICEBOARD *REMINDER*

Reminder from Redhill ATC

When in-bound please remember to give ATC a call 10 miles out / 5 mins to run to the VRP, this gives ATC the heads up so that they can organise traffic and allows for the passing of traffic information in good time. **Remember it is standard practice/procedure.**

The 28 Day Rule

If you Self Fly Hire our aircraft you will have come across our 28 Day Rule. Most helicopters companies impose a similar rule for very good reasons.

Firstly, all our helicopters are insured for “Club Use”. This means that as you are Club members, you are insured to fly the Club helicopters.

When we apply for aircraft insurance, we inform the insurance company of our Club Rules which are written in the Flying Order Book. This addresses the safety issues associated in flying helicopters; the main mitigation being that our Club members fly at least every 28 days or they have refresher training with an instructor.

Secondly, an aircraft accident, even if nobody is injured, affects everyone. It takes the aircraft off-line which stops its use by other Club members, takes income away from our Club, increases our insurance and eventually puts up prices.

Thirdly, and most importantly, you risk your life and that of others by not being current on the aircraft. Most people drive a car and in an emergency know how to quickly apply the brakes as they use that peddle hundreds of times during the day. Now look at emergency practice in helicopters, the full blown auto can only be practiced with an instructor on board therefore, it seldom comes naturally.

If you require refresher training under our 28 Day Rule, ask to practice some emergencies, hover taxiing and landing out of wind or maybe on sloping ground or limited power. Remember the fun and sense of achievement you had learning to fly, bring some of those feelings back by taking your flying to the next level. Hopefully, you had an enjoyable experience at EBG learning to fly, now that you have your PPL(H) remember that you have only just started your flying career. There is always more to learn, experiences to have and fun to be had flying helicopters.

See you at your next check ride as its time to get ready for the season.