

NEWSLETTER

February 2016



FROM THE EDITOR

We are now into the third month of the year and as spring has sprung, we are patiently awaiting the arrival of some decent weather! (We have not had a decent spell of weather for flying since November).

Our fleet of aircraft are all ready to go. G-IGPW is currently away having a respray and will return to base as G-DLUX.



Check out this Seasons Opening BBQ where we will be offering "mini try-outs" in the G2, R44 and Gazelle.

We have a new publicity campaign commencing and would ask if you could all help by "liking" our Facebook Page (<http://ow.ly/Z17Nx>) and sharing with family and friends.

Hope you enjoy reading the Newsletter and look forward to seeing you all back in the Pilots Seat!



Don't forget to keep your finger on the pulse and follow EBG helicopters by tweeting [@ebgheli](https://twitter.com/ebgheli)

OR



Miserable Weather brings out the worst in Club Mascot....



When bored in the office checking out the rubbish bin is not a good idea...

Welcome to the fleet

G-CCGE has been reborn. She has been newly painted and renamed G-NDIA. Our thanks go to Luka for flying her back without a scratch!



Love is in the AIR
Congratulations go to

Emma and Roy, Howard and Nadia
upon their engagements

Dave and Jane on their marriage

Joe and Rachel upon the impending
arrival of a junior pilot

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

"info@ebghelicopters.co.uk"

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Club Members on their travels...



Captain Dave Buck is currently on his antipodean travels and has been very kindly keeping the office abreast of the Safety/Hazards experienced on his travels!!

"All good in the Daintree Rainforest thanks"

"We've just watched the Queen Elizabeth cruise liner leave Sydney Harbour and you'll be glad to know there were no reportable incidents."



EBG Club Members don't always keep their feet on the ground let alone stay in one continent!

A breath-taking view of the Golden Gate Bridge from, the cockpit of an R22 – nice one Bryan (Boreham)

50 Dollars is 50 dollars....



Morris and his wife Esther went to the state fair every year, and every year Morris would say, "Esther, I'd like to ride in that helicopter".

Esther always replied, "I know Morris, but that helicopter ride is 50 dollars -- and 50 dollars is 50 dollars".

One year Esther and Morris went to the fair, and Morris said, "Esther, I'm 85 years old. If I don't ride that helicopter, I might never get another chance." Esther replied, "Morris that helicopter is 50 dollars -- and 50 dollars is 50 dollars". The pilot overheard the couple and

said, "Folks I'll make you a deal. I'll take the both of you for a ride. If you can stay quiet for the entire ride and not say a word I won't charge you! But if you say one word, it's 50 dollars."

Morris and Esther agreed and up they went. The pilot did all kinds of fancy manoeuvres, but not a word was heard. He did his daredevil tricks over and over again, but still not a word. When they landed, the pilot turned to Morris and said, "By golly, I did everything I could to get you to yell out, but you didn't. I'm impressed!"

Morris replied, "Well, to tell you the truth, I almost said something when Esther fell out, but you know -- 50 dollars is 50 dollars

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Close of Season BBQ – September 2015



The close of season BBQ heralded fine weather, an excellent turn out from members old and new together with a trip to the Tower and a ride in Betty the Bentley! What more could you ask for?

Nic acted as chauffeur in his Bentley transporting Club members back and forth to the Tower which caused much amusement as the rather 'elegant lady' had a dubious escort as you can see!



Joe decided it's never too young to learn to fly and was doing his best



Afterall, it was a glorious day for flying!

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UPCOMING CLUB EVENTS – NOT TO BE MISSED

BBQ . - 10TH APRIL 2016 FROM 1 PM ONWARDS

This year we are offering
Mini Tryouts in three different helicopters
G2, R44 and the Gazelle.



The R44 and the Gazelle may have two passengers in the back, however, those passengers must be over 14 years of age. The flight will be 0.2 hours from Redhill to either Buckland or Godstone Station VRPs and back. All flight will be rotors running.

Prices (all prices include VAT):	G2	£50.00
	R44	£70.00
	Gazelle	£100.00

We will be operating 10 flights on each aircraft and they need to be booked and paid for in advance. If you are interested it will be **first come, first served** and then a slot number will be issued. So call us on the office number (01737 823 282)

EBG Club Trips

We will definitely (weather permitting) be having our trip over to the Continent, probably in August and hope to slot various trips in during the course of the season. Watch this space.

FOR ALL CLUB OUTINGS AND EVENTS YOUR BOOKINGS HOTLINE IS:

info@ebghelicopters.co.uk or joe@ebghelicopters.co.uk

Alternatively phone Linda or Joe on: 01737 823 282

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The UK's Only Fly-in Helicopter Event

1-3 July 2016

Sywell Aerodrome



Fly Away day to Heli UK Expo

FRIDAY 1ST JULY 2016

We are considering a Fly Away day to the Heli UK Expo on Friday 1st July. If you are interested in taking part would you let us know as soon as possible as we will need to book our slot for the landings.

Exhibitor line up grows for Heli UK Expo 2016

Eastern Atlantic Helicopters, Cotswold Helicopters and Sloane Helicopters are just three of the companies joining Heli UK Expo's growing exhibitor line-up for 2016. Meet representatives from market-leaders across the...



<http://www.heliukexpo.com>

TO BOOK YOUR PLACE CONTACT:

info@ebghelicopters.co.uk or joe@ebghelicopters.co.uk

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My Experience Flying the Cabri Guimbal G-ETWO....

The majority of my flying experience comes from Robinsons and Bells so I'm used to "left skid low and anti-clockwise rotors". I have a small amount of time on the AS350 Squirrel but this has a conventional tail rotor.

When I first flew the G2 I must admit I struggled with the noticeable difference in the hover and the need for so much right foot forward. If you're not on top of the peddles, especially on a windy day, it can catch you out! Added to which the G2 has an electric trim on the cyclic which makes it stiff compared with a Robbo. So with these differences I struggled to settle into the G2.

After a few hours however, I fell in love the machine both as a pilot and as an instructor. The fully articulated rotor head makes the G2 very smooth and not susceptible to the low G problems experienced by two-bladed helicopters, which means you can have more fun! The electric trim on the cyclic is great for reducing the workload, especially for longer flights as you can trim it out and relax your grip on the cyclic. The digital display in the cockpit reduces workload ever



further by working out for you your max power and endurance. She also isn't as restricted as the R22 when it comes to some of our heavier students/passengers with a much better CofG. She also has a big baggage compartment which I'm sure I could fit into.

So for a fun, cost effective machine to self-fly hire I'm sold on the G2.

Capt. Joe Searles

Feel free to ask myself, Jeff or Ken about her but words can't replace having a go!



PILOT NOTICEBOARD

Redhill Aerodrome - Effective 21st May 2015

Would all Pilots make themselves aware of the Redhill Aerodrome Manual 2015 "Guide to Heli Ops at Redhill". This is now available to download from the Redhill Aerodrome website.

Front Pad

No pilots are to use the front pads unless accompanied by one of the instructors/commercial pilots and then only in the R22 or G2. All other aircraft are to use the rear pads.

Legal Requirement

Please remember if you are flying you need to **bring your licence and photo ID on all occasions** (This is now a legal requirement)

Pilot Reporting and Procedure Requirements

ALL PILOTS

It is very important that the information recorded on the aircraft Tech Logs and the EBG White Sheet in the front of each aircraft folder is completed correctly – if you are unsure about anything please ask.

ALL R22 PILOTS, STUDENTS AND SELF-FLY HIRERS

Please turn off the headsets once landed, we are getting through so many batteries!!!!!!!!!!!!

ALL HELICOPTER PILOTS

- Please switch off the landing lights prior to touch down as we have had a lot of them 'blow' upon impact.
- We are currently reviewing all our paperwork, so please, if you have a moment when you are next in, check that the information we hold is still accurate. We should have a Membership form for all of you and an Indemnity Form for all Self-Fly Hirers.
- Due to incidences lately with Hangar Rash, please do not remove any of the helicopters for the Hangar unless you have a member of staff with you. We are much busier now but will try to make sure the aircraft are already out on the pads, but you will have to bear with us.

PILOT NOTICEBOARD



Operators' Memo 7/2015 – Noise Abatement Procedures

Introduction There is a growing number of complaints involving fixed-wing and helicopter pilots not conforming to the published noise abatement procedures. The majority of local residents accept the activity that takes place and that a certain level of disturbance will be caused, however, they also expect pilots to comply with our procedures.

All pilots should, unless there is an overriding flight safety reason, follow the published procedures.

Helicopters

1. Helicopters departing from the Runway 18 displaced threshold markings to the north are to use their best angle of climb speed.
2. Except for category A or B flights (MATS Part 1 Section 1 Chapter 4 para 10 Table 2) arrivals or departures via the Runway 18 displaced threshold markings below the circuit altitude will not be approved.
3. Departures or arrivals via the Runway 18 displaced threshold markings will not be approved when the tail wind component is 10kts or greater.

And finally Congratulations to

The students pictured below have achieved the following passes:



Gary Morris
Solo Flight on R22



Chris Marshall
PPLH on R22



Dave Buck
Type Rating on G2



Adam Baker
PPLH on G2



Jo Jo Hubbard
Solo Flight on G2



Luka Damianic
First Solo on R22



Paul Ingram
PPLH on G2



Joe Searles
Type Rating on EC130