

NEWSLETTER

August 2015



FROM THE EDITOR



What a Summer!!

A big thank you to our Commercial Pilots, Instructors, Ground Crew (Emma), Engineers and Admin Staff (Omi) for another successful summer season and we have managed it without the help of the weather in August! It has not quietened down – September so far has not shown any sign for slowing up and, with a new influx of students, is keeping Joe, Ken and the team fully occupied.

On that note, I must mention a big 'Welcome' to all the BIH students and Self-Fly Hirers who are making their way to us since BIH closed its doors on the 31st July.

Hope you enjoy our Newsletter – there are two opportunities coming up to join us and meet the EBG Team and fellow members. Our BBQ which is on 27th September and our Fireworks Evening on 7th November.

For those of you who are new to EBG we have attached the previous newsletter so you can see what else we have been up to recently.

Looking forward, we hope you will enjoy being an active member of the EBG Club!

Hope you enjoy reading our Newsletter

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



Mr Grey arrives in London....



Mr Grey was in London in June to deliver his latest book and obviously there was only one helicopter suitable for the occasion!

Watch his arrival on the following link:

<https://www.youtube.com/watch?v=Uu-5vKdX8OQ>

Club Mascot goes A.W.O.L again!



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

"info@ebghelicopters.co.uk"

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Mrs. & Mrs.
Congratulations

*Wedding planning did not interfere with Kerry's flying!
She got her PPLH and married within the fortnight!*

Congratulations on both accounts!



G-IGPW Joins the EBG Family!!!

Since our last newsletter EBG have become the proud owners of the EC120 G-IGPW; which, up until last year, we were operating on behalf of its owner.

As this newsletter goes to print we are purchasing another R22 which will provide us with a fleet consisting of two R22's, a Cabri G2, three R44's, two EC120's, G-WCKD the EC130 and G-CHFD the A 109SP. Quite impressive!!!



The burnt out area of the Old Main Block has been demolished and removed with only Redair requiring relocation before the rest of the building can be demolished and rebuilt. However, Portakabins have been installed adjacent to Senso/Car park where Chef on the Road have resumed their business. All other businesses previously located in the Old Main Block are now well ensconced in Aero 16 (the old Pilgrims Training).

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Le Touquet - 10th July 2015

Le Touquet was our destination in July and as it was summer we got the Met Office to lay on some sun for us, which is always nice of them and was a pleasant surprise.

Our plan was to leave Redhill, head down towards Lydd then take the shortest route across the channel and follow the French coast down to Le Touquet. Our plans were soon changed as a quick look at the NOTAM revealed the first ever electric-powered cross-channel flight was taking place from Lydd to Calais... thanks Airbus - Pilot Didier Esteyne in the E-Fan did however make a successful flight, so congratulations Didier and the Airbus team.

We were now routing via Hastings and first to leave was the Cabri G2 followed by the two R44's (PGGY and PAMY). We could not have asked for a better day with clear blue skies as far as your eye could see and a calm channel below with the occasional wake from a passing ship.

Golden sands welcomed us as we approached the French coast, I'd forgotten how nice it really was as we headed south along the coastline. Le Touquet airport is located just inland from an estuary so it was relatively easy to spot. One thing you do notice on the approach are the huge number of ponds that carpet the land below, this is actually the remnants of World War II and bomb craters have now filled with water.

Landing at Le Touquet was quite straightforward and was just a case of paying our landing fees. There was a kiosk for customs / border control but no one was in attendance so we walked straight through.



Le Touquet is only a short drive away from the airport but the taxi's seemed to be on strike on the day we arrived so we decided to walk, there is however the option to hire a push bike at the airport if you preferred.

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It was time for lunch so we made our way to Perard's a very nice seafood restaurant that I would recommend. I think Ken has visited this place a few times and he went straight for the sea food platter with lobster claws towering in front of him. It was a really nice lunch enjoyed by all so thank you very much Ken and Nic.

Lunch was finished off with a wander down to the seafront to take in the views followed by ice creams all round ... thanks again Ken... they really do look after us at EBG.

It was now time to head back to the airport... TAXI... TAXI... seeming like there was only one taxi in Le Touquet we split up from the rest and myself, Ken and Nic decided to take the short walk back... Short Walk... one hour later we arrived back, yes we had got lost, it could have been worse but the GPS smartphones saved the day ☺

After a slight delay and admin fix to the flight plan we were away and heading back across the channel back to England. Fifty minutes later we were back on the pads at Redhill and it was the close to a fantastic day out with friends.



If you get the chance to fly into Le Touquet then I would recommend you go, it's a great place to visit with golden beaches, nice restaurants but above all a fabulous little adventure to experience in a helicopter.

Paul Ingram



Warning..... Bad helicopter joke ahead

What's the difference between a turbine helicopter and a pilot?
At the end of the flight the helicopter stops whining

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Yeovilton Fleet Air Arm Museum visit, May 15th 2015

We all gathered at 08:30 at the EBG office, studied the NOTAMs, weather forecast, etc., then trooped out to the pads to ready the aircraft - the R-22, G-2 and two R-44s. On this outward leg I was flying G-EERY with Ken. The slower two-seaters took off first, followed by the four-seaters.



En route we were quite busy on the radio, requesting to transit the Boscombe Down CMATZ, then skirting Southampton airport zone. As we approached Yeovilton, we could hear the R-44s ahead of us on the radio, but the controller seemed unused to dealing with GA traffic, repeatedly asking the pilots to state their full call sign. The resulting confusion slowed us down a bit, and with G-EERY running tight on fuel, we diverted to Compton Abbas while the others struggled on to land at Yeovilton.

Having refuelled, on returning to Yeovilton we were warned to steer clear of a large military helicopter that was conducting a recovery exercise in line with the main runway. However we were cleared to land at the threshold of Runway 22, and made our approach. On the apron, four marshallers stood ready to bring us in, and the skill and precision of their movements was something to behold - almost like a dancer!

Into a truck that drove us out of the secure area so we could join the others, and then we all entered the RNAS museum.

In the first hangar we were met by a line of helicopters, from a the rather striking-looking



Westland Dragonfly (built 1949) through to a Westland Wessex and a Sea King (1970)

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I'm sure each member of the party had their own favourite exhibit at the museum - perhaps the Concorde prototype, or the very early Navy aircraft, but for me it was the "Carrier Experience" - recreating the sights and sounds of an aircraft carrier through video projection and lighting effects.

After a couple of hours, it was time to walk back out to the apron, where we were instructed to contact three different ATCs - Ground to start engines, Tower to depart and Approach to fly out. At this point I swapped into the back seat of an R44 for the return journey.

First, we made the short hop to Compton Abbas for refuelling of aircraft and people. Refuelling the aircraft was complicated by the fact we could only fit two at a time beside the pump, and while manoeuvring we had to avoid over-flying the fixed-wing aircraft parked nearby, in case their wings bent down.

The day was rounded off by an excellent pub-style lunch at the airfield restaurant, followed by an uneventful flight home. I thoroughly enjoyed it.

Bryan Boreham



UPCOMING CLUB EVENTS

BBQ . - 27TH SEPTEMBER FROM 2PM



Great opportunity for are new members to come and meet other pilots and staff. We are hoping to arrange a visit to the Tower for our Students and Self Fly Hirers but it will depend on how busy the Aerodrome is at the time. Please let Linda know if you are interested (with an idea of numbers!).

FIREWORKS DISPLAY – 7TH NOVEMBER FROM 6PM



As in previous years, you bring one good firework and we will provide the food and drink. We had a really good turnout last year so lets keep it going. Just give us an idea of the numbers! *Don't forget family and kids welcome!*

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 821 282

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

With immediate effect there will be NO landings and take-offs on the front pad – this situation is still current as pads are awaiting repair.

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 glights (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:



John Salmons
Type Rating on R22



Chris Marshall
Solo Flight on R22



Alex White House
Solo Flight on R22



Kerry Henshall
PPLH on R44



Naz Jivani
PPLH on R22