



FROM THE EDITOR

The end of an era is upon us!

After 11 years of Newsletters my faithful sub-editor/scriptwriter/researcher is moving to ventures new!! Gill will be sorely missed and goodness knows what the next Newsletter will look like but if anybody would like to volunteer some assistance, I would be very grateful!

In the meantime hope you enjoy reading this and if you have any items/ideas to put forward let me know.

Don't miss the next Club Events we have a lot on the horizon!



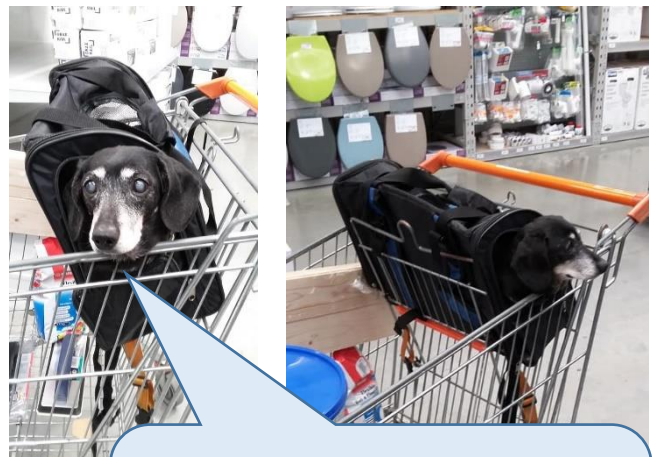
Sunday 12th May 2019
Start of Season BBQ
with Buzz Flights

Make sure you get this date in your diary as mini Buzz Flights in G-DLUX will be available

Further information on the buzz flights will be following in due course so make sure to check your emails.

Keep reading for information on Club Outings – it's going to be a good year for flying!!

Club Mascot demoted to Pocket Pet



There I was gaily minding my own business when I'm bagged, tagged and put in a trolley - at my age really!

Well, at least it's not WalMart

Did you know?

The Eurocopter AS350 Squirrel, piloted by Didier Delsalle in 2005, landed on the summit of Mount Everest at 29,035ft. To date, he is the only person to land on the peak of Mount Everest and also holds the record for highest take-off from this point.

<https://www.youtube.com/watch?v=nhYG-lgsRJO>



Photograph by Tikoti70 - Own work, CC BY-SA 4.0,
<https://commons.wikimedia.org/w/index.php?curid=61214384>

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

"info@ebghelicopters.co.uk"



LE TOUQUET PARIS PLAGE
G-SWNS

LE TOUQUET
G-LYZA

LE TOUQUET
G-PGGY

LE TOUQUET PARIS PLAGE
G-PAMY

LE TOUQUET
G-EERY

LE TOUQUET
G-CKRK

Pas Deux

Le Touquet

As ever a fun flight to Le Touquet and it's smiles all round, even Captain Grumpy broke the mould – hold on who upset Tim? Is he still sulking as our first attempt to fly to Le Touquet was rained off?

For your delectation a short film of the helicopters setting out for Le Touquet.

<https://www.youtube.com/watch?v=k4dnx3rU3so&feature=youtu.be>



End of Season BBQ



The coast was clear, the BBQ lit and who'd have thought, BBQ crashers!

The smell of Linda's delicious BBQ food obviously drew the crowds in. Added to which the opportunity to talk all things pilot, washed down with a suitable beverage, provided for a great afternoon. Additional support for the event came in the form of Nic and Linda's close friends who thought it a wonderful opportunity to catch up with them since their move to East Sussex.

This years Start of Season BBQ is Sunday, 12th May



Light up the Sky with Standards Fireworks.....

The evening started off to a slow burn as the weather played a major part until the old diehards arrived and it was all systems go in true EBG style. General opinion was, it was one of the best firework displays we've ever had, coupled with a burning firepit for roasting those marshmallows what more could you want!



Thanks go out to our resident Pyromanic, Ken and to Linda/Nic for their catering – you guys never let us down come rain or shine!



What with the MACH loop and now you, are we ever gonna get any peace in the valleys?

I hear EBG Helicopters is hoping to organise an overnight stay with mountain flying in our Welsh mountains

If you are interested contact Captain Tim Piper

*and I'll let the boys know you are coming!
Baaaaaa!*

UPCOMING CLUB EVENTS – NOT TO BE MISSED

We kick off the season with the **EBG BBQ on 12th May from 13:00 hrs onwards**. Mini Buzz Flights will be on offer.

Fuller information for the following Fly Away Days will be sent via email in due course. If you interested in taking part in any of the following let Captain Tim Piper know as it helps when organising numbers.

- **Go-Karting**
- **Duxford**
- **Mountain flying**
- **HUET training**



What Happens If You Infringe Airspace?

Captain Ken Faria

I have been asked to write a brief article with regard to what happens to pilots if they infringe controlled airspace.

In the first instance, NATS contacts EBG as the aircraft operator and asks us to provide the name and license number of the pilot in charge of the aircraft. NATS do this purely for statistical reasons and we are duty bound to send them this information. Sometimes the request from NATS is accompanied by a Radar Trace of the aircraft showing the location and time the aircraft had entered restricted airspace. All the aircraft details are transmitted by the Mode S Transponder including the registration and model of the aircraft.

NATS contact the pilot and ask for a form to be completed which explains why the pilot infringed airspace. They process the information that the pilot supplies for their statistics and then fill out an MOR (Mandatory Occurrence Report) and send it to the CAA. The MOR contains the aircraft details only, they do not pass on the pilots details.

Once the CAA has received an MOR they write to the operator (EBG) and ask for the pilots details. We are obligated to supply these details. The CAA then writes to the pilot and ask him/her to fill in an MOR about the incident.

In the past, if you entered controlled airspace and an aircraft was not diverted or had its flight interrupted, ATC would normally ask you to phone them on landing. Hopefully you would phone them and apologise for the infringement, unfortunately this is now not the case, every infringement is reported.

The CAA can take a number of actions, I have listed them below to warn you what to expect if you infringe controlled airspace. These actions have all happened to our SFH's, Instructors and even Examiners while they were flying with EBG and were all in and around the Gatwick zone:

- 1) On-line self-study on air Law and Operations Procedures followed by an on-line timed test which you must pass. Fail and your license is suspended until you re-take and pass Air Law and Operational Procedures.
- 2) You must pay £200.00 and attend a one-day course on airspace, and Operational Procedures. This is sort of equivalent to a Speed Awareness Course if you get caught speeding in your car and you do not have any points on your license.
- 3) **INFRINGE A SECOND TIME AND YOUR LICENSE IS SUSPENDED**, you must attend an interview with a panel at the CAA. If you persuade the panel to give you another chance you must first re-take the Navigation part of your PPL(H) test with a senior CAA Examiner.

At least one of the above has happened to ALL our offending pilots.



NEWSLETTER

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NATS say that any entry into controlled airspace is now taken as an unpredictable intervention by the pilot and any aircraft in the area are automatically diverted from their intended route. This diversion causes landing and departure delays at Gatwick and loss of available landing slots. On average an infringement resulting in a diverted aircraft costs £50,000 in lost revenue, fuel and delays.

To avoid the above scenario you should equip yourself with a GPS such as an Ipad Mini running Runway HD, discounts for the software are available, just quote 'EBG' when paying. The GPS is a great tool, it makes a noise and flashes a warning BEFORE you enter controlled airspace. However, if you choose to ignore it, pick 1 to 3 from the above!

**PLEASE MAKE SURE YOU READ THE PILOTS NOTICEBOARD
AT THE END OF THE NEWSLETTER**

And on a lighter note.....



Hopefully you will all make it to the Start of Season BBQ on Sunday, 12th May where we are organising a DLUX attraction with short flights around the airfield and if good weather prevails passengers can have a London skyline view.

Seats for this event are £30 per seat (inc VAT) with G-DLUX lifting from the main paid.

On display at this event will be an R22, R44 and G2 for Club members and their guests to look around.



Please note the above photographs are for illustration purposes only



Beware of a dentist with a sense of humour!



A guy goes to a female dentist to have a tooth extracted. She pulled out a large syringe to give an anaesthetic shot. "No way, no needles! I hate needles!" the man exclaimed. So, she started to hook up the nitrous oxide tank and the man said, "I can't do the gas thing. Just the thought of having a mask on my face suffocates me! The dentist then asked the patient if he had any objections to taking a pill. "No", he says, "I'm fine with pills".

So, the dentist gave him two little blue pills and he swallowed them. "What are those?" he asked. "Viagra", she replied. "I'll be damned" said the patient, "I didn't know Viagra worked as a pain killer". "It doesn't" said the dentist, "But it will give you something to hold onto when I pull your tooth".

Pilots alternative employment!



A farmer drove to a neighbour's farm and knocked at the door. A boy about 9 opened it. "Is your dad or mum in?" said the farmer. "No, they went to town." "How about your brother, Howard? Is he here?" "No, he went with Mum and Dad." The farmer stood for a few minutes mumbling to himself, the boy said, "I know where all the tools are, if you want to borrow one" "Well," said the farmer. "I want to talk to your Dad, about your brother Howard getting my daughter Suzy pregnant". The boy thought for a moment, then said, "You'll have to talk to Dad about that. I know he charges £500 for the bulls and £150 for the pigs but I have no idea how much he charges for Howard".

Overhead Radio Conversation.....

Argentinean Air Defence Site

"Unknown aircraft you are in Argentinean Airspace Identify"

Aircraft: "This is a British Aircraft I am in Falkland Airspace".

Argentinean Air Defence Site: "You are in Argentinean airspace; if you do not depart our airspace, we will launch interceptor aircraft".

Aircraft: "This is a Royal Air Force Tornado Fighter Aircraft send them up I'll wait".

Argentinean Air Defence Site: (total silence).



NEWSLETTER

February 2019



Owing to an ongoing dispute between the Landowners of the adjacent field to the Black Swan Pub and the local residents, Club members are requested to avoid flying to the Black Swan until the situation has been resolved. If you must fly into the Black Swan please demonstrate good airmanship and avoid flying over any of the houses and ensure you have written permission from the Landowner. Should Club members wish to indulge in a spot of flying and a trip out to a local gastropub then why not try one of the alternatives below:



The Rose Revived

Ashes Land, Hadlow, Tonbridge TN11 0AN

revivedinns.co.uk

01732 852365



Yew Tree Inn

The Granary, Chalvington Rd, Chalvington, Hailsham BN27 3TB

yewtreechalvington.com

01323 811326



The White Horse

1 High Street, Chichester, PO18 9HX

thewhitehorse.co.uk

01243 519444



Bailiffscourt Hotel

Climping Street, Climping BN17 5RW

hshotels.co.uk

01903 723511



The UK Airprox Board's primary objective is to enhance air safety in the UK, in particular in respect of lessons to be learned and applied from airprox occurrences reported within UK airspace.

Take the time to have a look at the website: <https://www.airproxboard.org.uk/home/>

This is a very comprehensive website, packed with information and a must for all pilots!

PILOT NOTICEBOARD

SATCO Redhill Aerodrome – IMPORTANT NOTICE

Would all pilots note the dates of the planned changes of the ATIS and the Tower to 8.33kHz channels.

ICAO	Airfield	Service	25kHz(old) Frequency	8.33kHz (new) Channel	Date Change	Listening Squawk
EGKR	REDHILL	TWR	119.600	119.605	01/12/18	3767
EGKR	REDHILL	ATIS	125.300	125.305	01/10/18	

CAA Instruction when flying over London

Helicopter noise in London is becoming a sensitive issue at the highest levels of the CAA and Government. To help address the problem pilots are requested that when cleared along a helicopter route, or on a direct routing, they do nothing other than transit, or hold in accordance with ATC instructions. No other hovering or orbiting should be conducted unless in response to a safety issue.

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)

CAP 1535 – The Skyway Code



The *Skyway Code* is designed to provide private pilots with easy, quick access to the key information they need and includes: Pilot responsibilities. Pre-flight checks and flight planning. Airspace rules and regulations.

Would all pilots make themselves aware of CAP 1535. This useful document can be downloaded from the CAA website:

<http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=7919>

PILOT NOTICEBOARD

And finally, Congratulations to

The students below have achieved the following passes:



Alun Hancock
First Solo in R22



Josh Bishop
PPL in R22



Chris Hunter
PPL in G2



Oliver Mitchell
CPL(H)

Apologies if we have missed anyone, will include you in the next set of mugshots