



NEWSLETTER

March 2020



FROM THE EDITOR

Now the big issue is sorted, lets get back to flying!! Although as I type the weather is awful and so changeable but we are ever hopeful for good times ahead! We have started planning the club events and have decided to get the Le Touquet Trip in early this year. Also make sure you read the Pilots Noticeboard for updates..

We have a new Commercial / Instructor pilot working Saturdays and Sunday – It’s Anne Marie!!! She is available for R22, G2 and R44 so plenty of Instructors around now!

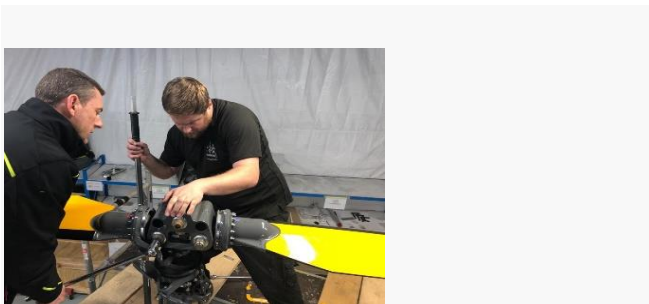
Don't miss the first Club Event!



5th April 2020 from 1pm

Bring the family, catch up with each other and sign up for outings

We are planning to make a visit to the Maintenance Hangar !!



Molly & Linda ready to take bookings!!



Molly's joke:

A pilot walks into a bar & asks for a packet of helicopter-flavoured crisps

"Sorry" says the bartender, "We only have plane"

Bob's Jokes:

" I used to be worried about Low G in Robinson Helicopters but now I just roll with it....."

People often ask me about the key difference between a G2 and a R22? The G2 doesn't have one!!

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



What is the world's largest helicopter?

A: The Mi-26, better known as the "Halo," designed and produced by Russian Mil Moscow Helicopter Plant, first debuted in 1981 at the Paris Air Show. The interior has enough room to accommodate 80 combat-equipped troops or 60 stretchers. Wow!

Following on from the last newsletter Tino sent me this photograph of the Worlds largest ever built helicopter Mil V-12 photographed at a museum near Moscow!



DID YOU KNOW

The two parts to the word "helicopter" are not "heli" and "copter", but "helico" meaning spiral, and "pter" meaning one with wings, like a pterodactyl



NEWSLETTER

March 2020



LE TOUQUET – 22nd May 2020



Students and Self Fly Hirers Care to join us on the 22nd May for our Day Trip to France? As always, it's weather dependant and for the first time in a long time we just could not get over there last year, but ever eager we will start trying in May which gives us a few more months to attempt!!

Day Starts: 8.30am coffee and croissants – Briefing – fly one way in your preferred helicopter – cycle into town – Lunch on EBG! – walk along the beach for ice cream – cycle back – fly back – normally back by 5pm.

£200 non-refundable deposit (if you drop out!) is asked for at time of booking.

AERO EXPO UK 2020 – 12th June 2020

“Whether you are an experienced pilot or just have a passion for aviation, AeroExpo UK is the event to attend in 2020.”

Care to join us – fly in – have a stroll – somewhere for a bite to eat

Let Tim or Linda know if you are interested



NEWSLETTER

March 2020



GO KARTING – 17th July 2020



FANCY A GO? !!!

**LETS' FLY THERE, SEE IF YOU CAN KNOCK THE CURRENT
CHAMPION GEOFF OFF HIS PEDESTAL**



AND BACK TO EBG FOR BBQ

.....

SHUTTLEWORTH MUSEUM – 21st August 2020

The **Shuttleworth Collection** is an aeronautical and automotive museum located at the [Old Warden Aerodrome, Old Warden](#) in [Bedfordshire, England](#). It is one of the most prestigious in the world due to the variety of old and well-preserved aircraft.

Very interesting flyout. Time to wander around the museum and then off for a bite to eat



NEWSLETTER

March 2020



A FEW PUBS TO FLY OUT TO 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

LET US KNOW OF ANY NEW VENUES YOU FIND ON YOUR TRAVELS!!



NEWSLETTER

March 2020



PHOTO GALLERY

SEND US PHOTOS OF YOUR HOLIDAY FLIGHTS



Rick Godbolt R44 flying in Sydney.....

Flying Abroad

If you fancy hiring a helicopter whilst on holiday overseas but don't fancy jumping through hoops to get your European licence recognised then there is a simple solution which I've used a number of times. By booking a lesson with a local flying school then letting them know you are a PPL/CPL licence holder you can fly the local sightseeing routes with an instructor. For me, the big advantage is that I can Operate the aircraft whilst enjoying the view whilst Navigation and Communication are taken care of.

Recently I was in Australia for a Christmas family reunion and booked a lesson in an R44 with Bankstown Helicopters who operate out of Bankstown Airfield just South West of Sydney. Initially they were a bit confused and said I couldn't fly with passengers on a training flight, but when I explained what I was trying to do they agreed as long as I didn't practice any emergencies.

Once at the airfield I met the instructor who checked my licence and medical certificate, talked through the route we would take, and agreed roles during the flight. I have to say I was glad he was in charge of communications, we may all speak the same language but there are some odd local phrases which would be a bit of a challenge if you were hearing them for the first time.

Once the flight briefing was complete we did the the usual aircraft and maintenance log checks and passenger safety briefing then we were off. A fairly long air taxi to the helicopter take-off pad, which was surprisingly just an H on the tarmac and then a rather unusual towering take-off to get underway.

Heading north we went over the Sydney Olympic village and up to the Parramatta river which we then followed east to Sydney Harbour, great views of fabulous riverside properties and swimming pools. Once into the harbour area, we tracked over the west tower of the Sydney Harbour Bridge at 1,000 ft, past the Opera House then climbed to 1,500 ft as we headed East to "The Heads" where Sydney Harbour meets the sea.



NEWSLETTER

March 2020



Here we switched frequency to Sydney Airport and descended back to 1,000 ft to follow the coastline south over the famous beaches of Bondi, Bronte and Coogee, great fun sweeping in and out of the bays.

Turning back north we flew slightly offshore to avoid other traffic, over Manly beach to the north then back into Sydney harbour for more views of the Opera House and Harbour Bridge before retracing the route back along the Parramatta river then south to the airfield for a total flight time of 1.0.

Although visibility wasn't the best due to the many bush fires in the area (it's the first time I've heard "haze and smoke" on an ATIS!), this was an amazing flight, so much to take in, and great to watch back courtesy of the trusty go pro!

I also used this method for fly hire in 2017 when I was visiting California, booking a lesson with Sirius Flying based at Palo Alto airfield. We flew up through the bay area, over Alcatraz, downtown San Francisco, the Golden Gate Bridge and back down the Pacific Coast and over Stanford University for a 1.0 in the log book....and some amazing photos and video taken by my passengers.

I booked a similar trip in Orlando in 2018 for sightseeing over the Disney parks but unfortunately the whole trip got cancelled due to a hurricane, maybe next time!

As for costs, its pretty much the same wherever you go, 1.0 hours in an R44 with an instructor works out roughly the same in the US, Australia and at EBG (but don't tell Ken or he might put the prices up!)

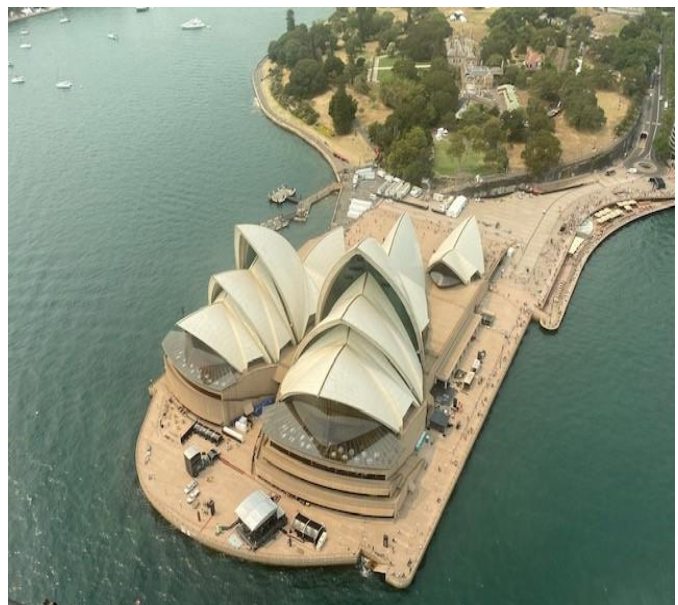
If you are interested in doing a similar flight, here are some useful contacts:

San Francisco – info@siriusflying.com

Sydney – info@bankstownhelicopters.com.au

Orlando – maxflightheli@gmail.com

Rick Godbolt



PILOT NOTICEBOARD

SAFETY SENSE

As part of the ongoing process of Safety Management at the Club we are introducing a series of Friday am “Chalk and Talk” sessions aimed at ensuring we are all part of this process. Instructors, Students, ppls, cpls and hirers.

Typically these will cover Airfield Procedures, Accident Reports, Engineering issues and current safety issues. 2 hrs max, tea and biscuits of course and afterwards should you wish! the opportunity to fly with one of the Instructors at Self Fly Rates!!

We would like to see attendance at least one of these for each of you per year.

SATCO -REDHILL AERODROME – IMPORTANT

SERA : Currently we can't use the airfield if the cloud base is less than 1,500 ft, however ATC has obtained special permission from Gatwick to operate SVFR. This means we can now use the airfield again when cloud base is below 1,500ft – however there are some restrictions on the number of aircraft involved under SVFR. Therefore if you are returning back to the airfield you may be asked to hold at a VRP so that aircraft within the circuit can be landed before you enter the zone.

CAA INSTRUCTION - WHILST 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.

NATS have now introduced a new system for requesting clearance through the Heli Routes. Please check out

Nats Airspace User Portal = The new hub for submitting all non-standard flight planning applications and allows GA pilots the ability to pre-notify NATS of their intention to transit the Class D controlled airspace around London

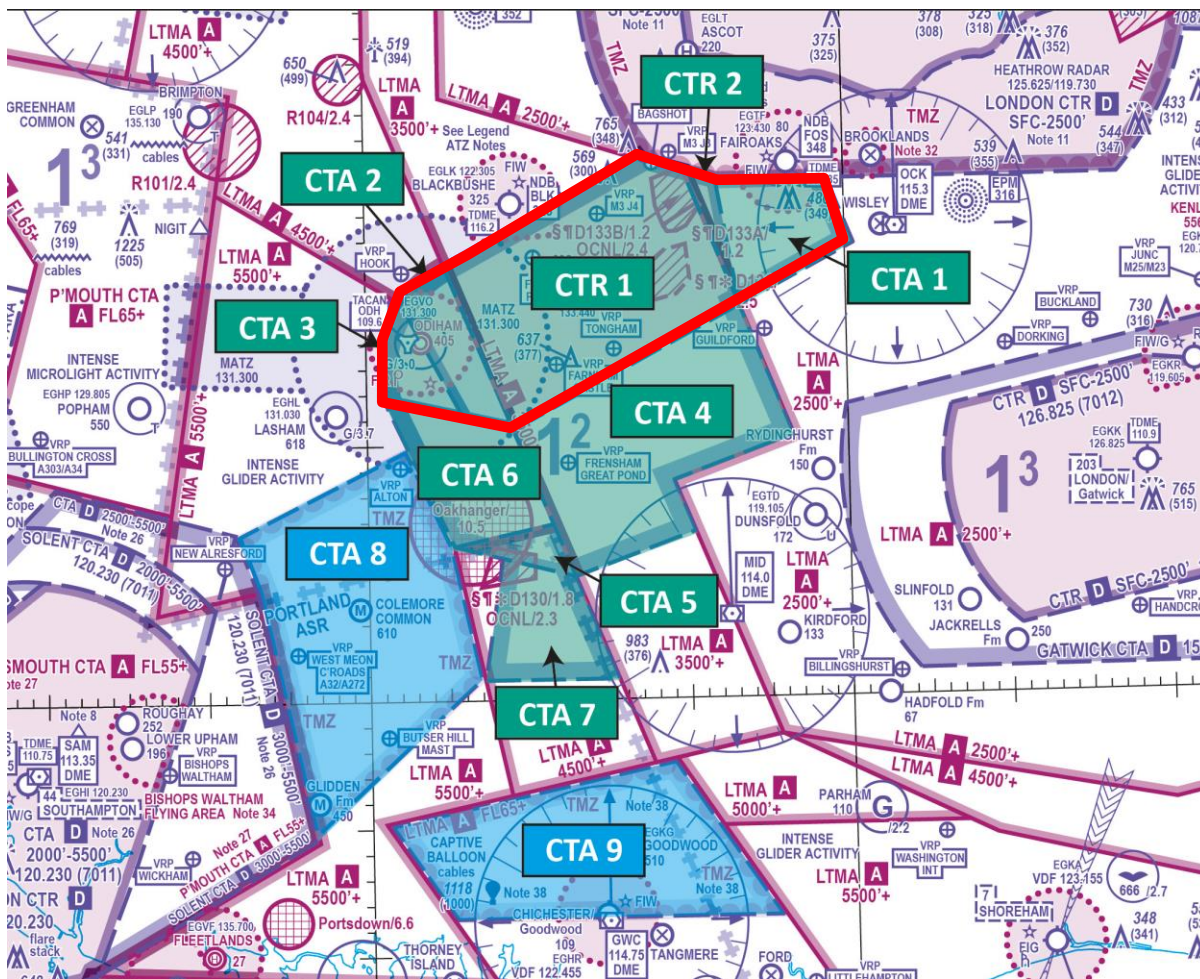
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Change in Farnborough Airspace

This is a slimmed down guide as to what the change in Farnborough Airspace will mean to most of our Instructors, Students and Self Fly Hirers. Full details are here, please read them when you have a spare hour or two.

<https://airspace-safety.com/updates/> Note that this goes live on Friday 27th February.

If you keep below 2000 feet (below 1,800 to be on the safe side and avoid the fixed wings) the areas of concern are CTR1, CTR 2 and CTA 1, 2, 3. Whether using the railway through the danger zones to the North or crossing the MATZ to the South you must **obtain permission from Farnborough on 133.440**. Outside the CTR/CTA if you fly West of Dorking ask for a Air Traffic Service from Farnborough on 125.250 this may keep you out of trouble. It can get very busy so if you have a problem getting on frequency switch to 125.250 and Squawk 4572, at least they will be aware that you are monitoring their frequency. From the 26th of March, the VFR minima change to 5000 m visibility and to remain 1000 feet vertically and 1500 m horizontally away from cloud, good luck with that in jolly England.



Structure Vertical Limits Classification

- | | |
|---------------------------------------|------------------------------|
| CTR 1 SFC-3500 feet Class D | CTR 2 SFC-2500 feet Class D |
| CTA 1 2000-2500 feet Class D | CTA 2 1500-5500 feet Class D |
| CTA 3 2000-5500 feet Class D | |
| CTA 4 2500-3500 feet Class D | CTA 5 2500-4500 feet Class D |
| CTA 6 2500-5500 feet Class D | CTA 7 3500-4500 feet Class D |
| CTA 8 4500-5500 feet Class E with TMZ | |
| CTA 9 5500 feet-FL65 Class E with TM | |

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Legal Requirement

Please remember if you are flying you need to **bring your licence and photo ID and an” in” date Paper Map on all occasions**. If you are landing away you need to take the aircraft Tech Log with you in a Fire Safety bag and you need to have completed our Self Fly Hire Declaration form including who the passengers are (if any) and your intended destination. This has to be signed by a member of EBG staff before departure

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>

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And finally, Congratulations to

The students below have achieved the following passes:



Stewart Snow
First solo in G2



Dominic Paul with Ken
About to solo in R22



Ksenia
Type rating in G2



Dominic passed his
R22 Skills Test



Nick Hall
Type Rating Jet Ranger



Oli Farago
R44 Skills Test



Stefan Gavrilas
G2 First Solo



Ada Herranen
Type Rating – R44

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

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