



NEWSLETTER

March 2018



FROM THE EDITOR

And into 2018

Welcome to the Spring issue of the EBG Newsletter. We certainly hope our efforts will put a 'spring' (or blade) in your step and get you all back in the air! After all we do have a new heli to fly!

The cold weather hasn't dampened our spirits as you can't keep a good man (or woman) down

Looking forward to catching up with those of you who can make it to the BBQ



Shaken not stirred but rather disturbed
Watch out Blofelds about!

If my demands are not met, I shall proceed with the systematic extinction of the CAA



With the new 007 movie on the horizon Captain Grumpy and his sidekick Mollie thought they would step up to the plate!



Did you know?

The world's smallest jet is the BD-5 Micro. Its wingspan is 14-21 feet and weighs just 358 pounds.



The Antonov AN-225 cargo jet is the largest plane in the world. It is nearly as big as a football field from nose to tail and wingtip to wingtip. It was originally built to transport a space plane



Start of Season BBQ
Sunday 8th April
1.00 p.m. onwards



Good food!



Good company



and the chance to see the newest addition to the EBG Fleet

To book your space:

info@ebghelicopters.co.uk

Flyer to follow so don't forget to check your email

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



An Introduction to Night Flying

Flying at night can be an amazing experience but it must also be treated with respect.

To be able to fly at night we must first appreciate the difference in how we take information and our perception of the surrounding area and our environment. It is important to recognise how we may be tricked or led into thinking and acting due to information falsely received in the dark. Although we fly in VMC, we will be heavily reliant on, and must trust, our instruments.

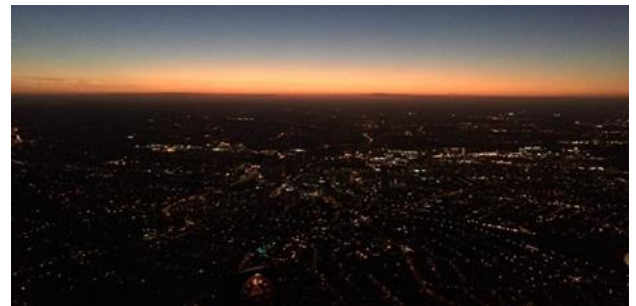


The feel and handling characteristics of the helicopter are unchanged at night, it doesn't care that it is dark and will fly in exactly the same way as in daylight. The key is the impact of low visibility on the pilot. Even simple tasks like reading a chart or adjusting the radio become just that little bit harder in dim light; a thorough understanding of your aircraft is a must to help take the pressure off and keep you relaxed to focus on safe flying.

Moving around the airfield and arrival and departure profiles will be different by night than by day. A sound knowledge of helicopter performance, weight and balance, along with smoother control inputs, are a must to ensure the aircraft is operated safely.



Lighting, whether it be moonlight, cabin lights, street lights or even the lack of lights can be extremely helpful and/or hazardous. Ensuring we use the available light appropriately and do not allow it to confuse, blind or distract us will



make all the difference to having a safe flight.

Weather plays a huge part at night; any uncertainty regarding weather should certainly stop the flight from going ahead! Also, we must have a comprehensive understanding of surrounding airfields and nav aids in the area we plan to operate, so we can divert with minimum disruption if there is an unexpected change in conditions. In particular, clouds can cause illusions and false horizons, which can be extremely hazardous.

Another key consideration is that emergency options are greatly reduced by the lack of visibility; should an engine fail, we are unlikely to be able to identify a safe landing spot as we would in daylight. A thorough check of



all aspects of the flight, including aircraft health, should be carried out as always but we should have a greater anticipation of the threat and errors we could be exposed to before we take to the night sky.



Gaining your night rating will certainly help hone your everyday flying skills and can also help to take the pressure off if you are losing the sun at the end of the day. However, flying at night is just an amazing experience and should be enjoyed!

We can help you gain your night rating as a PPL or as part of the CPL, or we can take you on night experience flights, so you can enjoy and appreciate all the aspects of night flying with the added safety of your instructor sitting beside you.

Capt Tim Piper

Night Rating Requirements

To begin a night rating course, you must have accumulated 100 hours of flight time since the issue of your helicopter licence. Included in this must be 60 hours of Pilot in Command time and 20 hours of cross-country flight.

The course consists of 5 hours of theoretical knowledge instruction before completing 10 hours of simulated instrument time. Once all the above is completed, we finish the course with 5 hours of flying at night which includes;

- *At least 3 hours of dual flight instruction*
- *At least 1 hour of cross-country navigation*
- *5 solo night circuits.*

Please contact Tim or Ken if interested



Live Long and Prosper G-CKRK



We have added a new Guimbal G2 to the EBG Helicopters Fleet.

Our very own Captain Kirk (in the form of Nic Rehbein) flew G-CKRK back to his new docking station at Redhill Aerodrome

PUTTING ON THE GLITZ



We wave a fond farewell to G-OTFL as she leaves for her repaint. The classy dame will return to the spotlight as G-LTZY



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UPCOMING CLUB EVENTS – NOT TO BE MISSED



We kick off the season with the **EBG BBQ on 8th April 2018 from 13:00 hrs onwards**. Come and meet Captain Kirk (G-CKRK) our new G2.

Look out for your email reminders and book early as we are hoping to repeat the success of the **Le Touquet** Fly Away Day in July/August. Added to which we are intent upon organising a Fly Away Day **Go-Karting**. We thought we should give you the opportunity to knock those EBG instructors off the podium at Lydd!



GDPR
Enforcement Date:

Data Protection Law is Changing

The EU's General Data Protection Regulation will apply from 25 May 2018, when it supersedes the UK Data Protection Act 1998. Significant and wide-reaching in scope, the new law brings a 21st century approach to data protection. It expands the rights of individuals to control how their personal information is collected and processed and places a range of new obligations on organisations to be more accountable for data protection. For further information click on the link below.

<https://ico.org.uk/for-organisations/guide-to-the-general-data-protection-regulation-gdpr/>

And on a lighter note...



A pensioner drove his brand-new Mercedes to 100 mph, looking in his rear-view mirror, he saw a police car behind him. He floored it to 140, then 150, ... then 155. Suddenly he thought, "I'm too old for this nonsense!" So, he pulled over to the side of the road and waited for the police car to catch up with him.

The officer walked up to him, looked at his watch and said, "Sir, my shift ends in ten minutes. Today is Friday and I'm taking off for the weekend with my family. If you can give me a good reason that I've never heard before, why you were speeding... I'll let you go.". The Man looked very seriously at the police man, and replied: - "Years ago, my wife ran off with a policeman, I thought you were bringing her back."!!! The Cop left saying, " Have a good day, Sir "...

PILOT NOTICEBOARD

CAP 1415-NCO

Would all Pilots make themselves aware of CAP 1415 Part NCO which applies in the UK from 25th August 2016. This order applies to non-commercial flights in other than complex motor powered EASA aircraft. Please familiarise yourselves with this directive which can be located via the web:

<https://publicapps.caa.co.uk/docs/33/CAP1415-NCO-QuickGuide.pdf>

In simple terms, all flights conducted within “EASA Land” must now have on board an ELT or PLB. All our aircraft are equipped with an ELT/PLB. Please make checking this part of your pre-flight routine.

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)

And finally, Congratulations to

The students below have achieved the following passes:



Jessica Rogers
Solo Flight in R44



Hsiang Lee
Solo Nav in R22



Trevor Long
Cross Country in G2