

# NEWSLETTER

November 2016



## FROM THE EDITOR

The weather is freezing and as I look out the window and spy the pilots stamping their feet and rubbing their hands, it turns out that we did have a good summer after all. Only now, in the last days of November, as the fogs descend and the frost appears, helicopter life is slowing, but we won't! Don't forget, training continues all year long so why not take advantage of our G-ETWO special offer.

Hope you enjoy reading the articles and if you have any news let us know.



A warm welcome is extended to our newest member of the EBG team, Bob Gorman. Amongst admitting to being a Grumpy Old Man (sorry that position is already filled by Captain Grumpy) Bob has owned up to being a Mechanical Engineering Graduate from Brunel; spending 2 years with Rolls Royce in Derby before moving back to London and IT. In his youth, trips to Biggin Hill Airshow captured his interest with his focus on the Red Arrows, Concorde, Lightnings and Harriers, Heli's didn't get a look in. Having tried fixed wing and been disappointed there was only one way to go, so following a tryout at Wycombe he



became hooked on Helis! Once you have the heli bug there is no turning back so his journey started in 2005, achieving his CPL in 2008 followed by instructor in 2009. With the demise of LHC/BIH Bob has been a SFH at EBG for the last year to keep his hand in.

He's looking forward to supporting the team as and when the next influx of students appear as it's very rewarding teaching someone to fly!

## Club Mascot Hits The Bottle



When asked if working as Club Mascot for EBG had driven her to drink. Molly calmly looked down her nose and pointed out the fact that it had been a hard day and she was "taking it for the Team".

*Nice one Molly!*

## It's G-WCKD Moment for Joe and Tim



Two happy pilots in the form of Joe and Tim got to fly Tom Hardy in G-WCKD. You may recognise Tom from films such as Black Hawk Down, Mad Max: Fury Road, Legend and The Dark Knight Rises

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

["info@ebghelicopters.co.uk"](mailto:info@ebghelicopters.co.uk)

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### ALL EBG PILOTS AND SELF FLY HIRERS

Look what can happen if not paying attention on start up



**PLEASE READ BELOW.**

**These are preventative measures to avoid either damage or accidents at Hangar One.**

- No one is to move a helicopter unless a member of EBG staff is around to supervise.
- The two pads closest to the road are not to be used, if necessary land on a pad at Hangar 6 or on the grass.
- It is the responsibility of the Captain to check his/her aircraft before flying. Make certain that there is enough fuel and oil to fly.
- Keep doors and cowlings closed unless you're inspecting underneath them. If other aircraft are running or flying close by then keep them closed until they have departed/landed.
- Be aware of your surroundings before start, do not start the aircraft if there are pedestrians and/or other helicopters about to lift/taxi.
- Be careful when lifting, take note of the wind direction and what that will do to you before you raise the collective.
- Raise the collective SLOWLY and in stages, there have been too many incidents of pilots yanking the aircraft into the hover and not maintaining full control.
- Always turn the tail of the helicopter AWAY from other aircraft and pedestrians, they may be closer than you think!
- Hover taxi below 10ft and at a walking pace, stay out of the Avoid Curve.
- When returning to the pad after your sortie, be certain that it is safe to land, if not hang back and wait until it is safe. It is cheaper to add 0.1 to you bill then to pay the insurance excess if you damage an aircraft.
- Please be safe, use good airmanship, threat and error management and enjoy your flying.

**If you're not sure about something please ask.**

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Redhill Aerodrome  
New Garden Community

If you haven't heard already the Directors of Redhill Aerodrome have carried out a review of the site and its potential for development and have come up with a scheme to build the Redhill Aerodrome New Garden Community. This development will become a new community of 4,500 homes supported by schools, link roads and open space.

First off the mark to take action against this proposal was 13-year-old Casper Pierce who set up petition to fight plans to replace Redhill Aerodrome with 4,500 homes



The following extract is from his email asking for support to sign the petition against the proposed development.

*"Redhill Aerodrome is very important to me because I work there and if it closed I would lose my job. I won't be the only one affected. Many businesses such as flying schools will lose their place and where will they go? Redhill Aerodrome can inspire young people like myself to possibly go on to getting a job in the aviation industry and living out their dreams. If Redhill Aerodrome was to go it will not only leave a hole in my heart but will leave a huge hole in the sky where I once used to look up as a child and marvel at the planes as they flew over my house."*

To add your name to the petition click on the link below:

<https://you.38degrees.org.uk/petitions/stop-redhill-aerodrome-from-becoming-a-housing-estate>

*Please spread the word!*

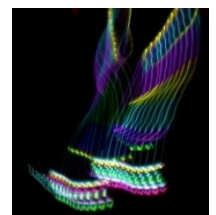


## FIREWORKS DISPLAY

*Rain didn't stop play*



The general consensus is that this years Fireworks Display was one of the best with not only a magnificent firework demonstration but with Emma (aka Howling Mad Murddock) sporting her own personal firework display in the form of her multi-light wellies! Definitely setting a new trend amongst the big kids and little ones. Full tums, courtesy of Linda and Nic's catering expertise, were abundant with obligatory marshmallow toasting and sparklers rounding off the



evening. Thanks also go to our resident pyromaniacs Ken and Tim. A special mention of thanks should be made to Nic for letting two Rugrats sit in Betsy Bentley; they were so excited they responded with "Thank you Santa" – Nic you might have to get the Grecian out!

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## Lydd Kart Circuit Club Trip



This is the message that greeted us from Captain Joe Searles

*"The plan for Friday is for me to completely wipe the floor with all of you, not because of any weight advantage but because of my skill in a kart"*

*Challenge Accepted!*

The sun was already out and a thin layer of radiation fog was draped over the airfield when the first of us arrived at the Redhill Aerodrome, everybody was in high spirits as we all helped to check and ready the helicopters for our trip to Lydd Airport and then on to Lydd Kart Circuit.



Once we'd had a good bit of banter and a briefing from Joe we were already for departure. Little did we know at this point we had a sleeper in our midst! Most of us had spent some time in a kart, however on one side of the coin "as I later found out" Geoff Christian had completed about four races already this year, and on the other side we had John Raistrick. The last time John drove a kart it was most likely still being pulled by a horse!!! We all had our little rivalries and most wanted that top step at the end of the day, Jeff and I were keen to compete again after

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our last little battle at our previous meet; Battling for second and third we both crashed out and ending up coming almost last, however with comments like *"Upon returning to Redhill there will be a BBQ to give us a chance to discuss why I beat you all"* (Another Joe Comment). We all wanted to beat one (1/2 pint sized) man.

The flight down to Lydd was perfect, a beautiful clear day with a high cloud base, perfect for getting some altitude to see the Kent countryside. GSWNS was flown by Andy Raymond, with Jeff, Tim and Rick as passengers. GEERY was flown by John Raistrick with Joe, and I was flown down in GNDIA by Geoff Christian. All landing safely at



Lydd, and with some creative parking on my behalf (when I say creative it means, parked in the wrong place). We all jumped in the mini bus and headed to the Kart circuit.

## The Brief



*"Listen to me; I will say this only once"*

When we arrived, we were directed in to an area to collect our race suits, most opting for the XL to the XXL. However, the odd one or two were directed to the children department (Joe). Once changed, it seems we adopted our manliest stances, some of us deciding to clutch our helmets in a bid to seem even manlier (I of course achieved manliest). The Marshal then proceeded to give us a very thorough but fair brief explaining that the rules were to be abided by at all times and as we were all helicopter pilots we had an element of trust. The rules included no bumping, no rubbing, in fact no contact at all. We were also told to stay within the lines and not go over the curbs as this will damage the karts; two cautions are given and then with the third we would be dragged from the track for a little chat!!! Once the brief was over, I did ask the marshal to go over the whole lot again for Geoff, but this was taken as a joke! Let's just say Geoff was awarded two of his cautions in the 10-minute practice before being plucked from the track 10 laps in for his third violation!

After our qualifying session, we were awarded our grid position.

Tim, Geoff, Richard, Jeff, **JOE**, Bob, Tim, John, Andrew.

Once all lined, the lights went green and we were GO GO GO, with a great start from Geoff he moved straight in to first and put up a great fight for 5 or 6 laps only for the position to be re taken by the pole sitter. Geoff trying to do everything to regain the top position found himself with his final black flag and pulled into the pits!

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Once released he re-joined in last place and was unable to move up the pack. The race was full of battles, all drivers trying to get as close to the podium as possible.



Alas the EBG instructors were awarded the top spots with Joe coming in a pathetic third.



In fact, and despite all his talk, Joe came in 23.529 seconds behind the winner and 7.964 behind Jeff in second place!!! Not even close! The award for the fastest lap goes to Geoff Christian with a time of 50.038.

I must congratulate all for making the whole day brilliant and may it be very much on again next year.



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With all the racing and trash talk over and done with we all had an amazing sunset for our return trip. On landing the BBQ was already to go. A big thanks to Linda for a top bit of grub. Once fed and intoxicated with a beer or two along with the atmosphere of the day; we all decided to listen to Joe on how he beat us! And when I say listen I mean insult and when I say beat us I mean LOST!!! Third is only the Second Loser.



FOR ALL CLUB OUTINGS AND EVENTS YOUR BOOKINGS HOTLINE IS:

[info@ebghelicopters.co.uk](mailto:info@ebghelicopters.co.uk) or [joe@ebghelicopters.co.uk](mailto:joe@ebghelicopters.co.uk)

Alternatively phone Linda or Joe on: 01737 823 282



### *Did you know?*

The internet and on-line check-in was first used by Alaska Airlines in 1999.

### *RED ALERT - Naughty Joke Time*



Husband is walking behind his wife and says, "Your bottom is getting so big it looks like an old washing machine". The woman keeps quiet and keeps walking.

Bedtime comes around, the husband starts getting amorous. Wife says: "I'm not starting the old washing machine for such a small load. You'll have to do it by hand!"

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## AIR SPACE INFRINGEMENTS

### A CAUTIONARY TALE



**Dear Pilots, especially you Self Fly Hirers,**

Please see below an email that I recently received from one of our SFH pilots who had wandered into Gatwick airspace, a little more serious than many of you may think. He got a letter saying that he would have to take an on-line test following being reported by Gatwick ATC.

*“Hi Ken*

*I took the CAA on line test. The way it works is that once you log on you have 20 mins to complete it. I carefully went through the tutorial video and felt confident to take the test. To my amazement when I began the test it looked like only a third of the test was related to the content in the tutorial video. The rest was air law which I hadn't revised. It was multiple choice and I had to answer on the basis of what I remembered. The upshot was I scored 12 out of 20 and failed.*

*I had previously asked what would happen if I failed and was told I would have to complete refresher theoretical knowledge training or retake the test at Gatwick. I delayed telling you about all this because I wanted to know what the CAA reaction would be. However, even though I failed the test on the 4<sup>th</sup> September, I have not heard from them.*

*The CAA sent me an automated email with my test results showing how I answered, against the correct answers. I have forwarded this to you.*

*I think for the time being there is nothing to do but wait and see what the CAA comes up with.”*

The CAA came up with three options that included remedial training and retake of Air Law and Operational Procedures exams which had to be completed within a few weeks. If this was not done the CAA threatened further action.



# PILOT NOTICEBOARD

## CAP 1415-NCO

Would all Pilots make themselves aware of CAP 1415 Part NCO which applies in the UK from 25<sup>th</sup> 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:



Daniel Green  
*CPL Skills test on R22*



Chris Cornish  
*Cross Country Solo in R44*



Tim Piper  
*Type Rating on G2*



Gary Morris  
*Cross Country Solo in R22*



Tino Senge  
*Type Rating in G2*



Hugh McKie  
*Solo flight and Cross  
Country Qualifier in G2*



Riaan Kruger  
*Solo flight in R22*