



From The Editor

A warm welcome to pilots past and present. Thank you for your continued support of us at EBG Helicopters. This is a relaunch of our quarterly newsletter which we will be emailing to all past and present pilots and also anyone who would like a copy. Anyone we missed, please ask them to email ops@ebghelicopters.co.uk and we will add them to our mailing list.

Firstly, we must say a big thank you to Linda who put together all our previous newsletters. We would also like to thank Rick Godbolt for taking on the mantle going forward. Rick, also an EBG trained PPL(H), will be publishing the quarterly newsletter and acting as Social Secretary. Please help him by providing details of your helicopter adventures, make sure you take some photos, if it was interesting to you it will also be interesting to the other pilots. Send photos and descriptions to newsletter@ebghelicopters.co.uk

This December EBG starts its 25th Year. Hard to believe but we started in December 1999, fought through several recessions and even survived a PPL training shutdown over Covid, we must be doing something right! Our company's year starts on 1st November so we would like to start it with a bang, literally. You are all invited to our annual fireworks party on Saturday 4th November, details later in this newsletter.

Our plan for next year is to organise more group events. With this in mind, look out for the next newsletter, which should be out in December. As well as news from the previous three months, we will give you details of the coming years fly outs and activities. Put them in your diary and give yourself a Christmas present.

Look forward to seeing you all on November 4th, see details below.

Ken Faria - Head of Training



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Upcoming Club Events.

FIREWORKS with EBG Helicopters

Date: 4th November. Time: 18:00 - 21:00

(Fireworks start 19:00) Food & Drink on us!

Open to all Club Members, Students, EBG Staff and your families & friends.

You are asked to bring at least one large firework per family. Please no small ones or mixed boxes; they will not be used. All firework contributions will be set off as part of the two part display so you can relax and enjoy the show!

Put it in your family diary now!

The EBG Team



Helicopter Humour

You're in a car heading North.
You see a Red Fire Engine, to your right,
a fence to your left, there's a horse in front
of you and a Helicopter behind you. What
do you do?

Put your drink down. And carefully get off
the Merry-Go-Round...

Caption Competition

A bottle of wine from Bob for the best caption.
Email to newsletter@ebghelicopters.co.uk with
subject "caption"



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

newsletter@ebghelicopters.co.uk



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EBG Flying Staff.



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CPL(H) FI(H) FE(H)



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Tim Walker
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Simon Hewitt
CPL(H) FI(H)



Mark Jeffries
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CPL(H) FI(H)



Nick Brown
CPL(H)

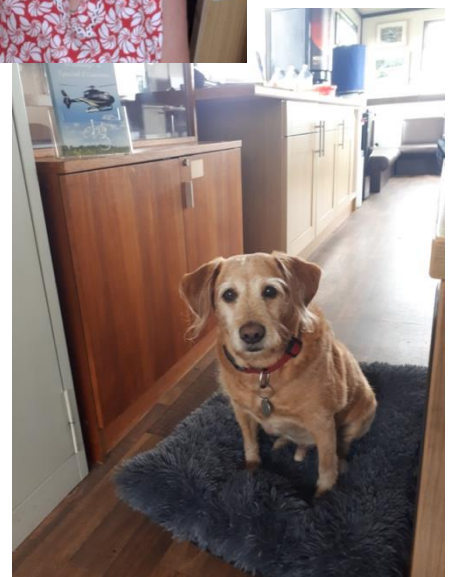


Operations Support.

With Linda taking a well-earned back seat we now have Amanda and Geoff answering the phones, dealing with emails, opening the barrier (!) and trying to keep things organised in the office. Their email is ops@ebghelicopters.co.uk. Of course, Geoff, in between emails is still a great help with moving and fuelling the aircraft and cheering the place up generally. His life is much easier since the easy wheels.

Amanda likes 80's music and has a lovely dog called Buddy. You may come across Buddy when you pop by the office as he loves meeting new people and sometimes gets to visit the airfield too.

Geoff is man of many talents, modelling for pics isn't one, but photography is. The jug is AVGAS approved honest. The lightning pic he took at the airfield in June.





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EBG's Helicopter Fleet.



R44: G-SWNS



R44: G-PGGY



R22: G-NDIA



R22: G-EERY



G2: G-CKRK

G2: G-LYZA



Fly out for lunch.

Friday 22nd September saw a “Fly out for lunch” outing for several members of EBG. Organised by Captain Bob, 3 of the EBG fleet flew in formation to the Ferry Inn near Tenterden in Kent.

After meeting at Hangar 1, Stuart, Malcolm, James, Doug, Rick and Geoff were briefed by Bob on the plan to lift together, air taxi in formation and take-off at 10 second intervals. We flew in line to Bough Beech Reservoir to then moved into a “half V” formation for the cruise to Tenterden. Bob did all the radio work using “Redhill 03 formation” as the callsign of us all.

Well, we’re not exactly the Red Arrows but there was some good formation flying at times, with Doug, Stuart and Rick at the controls on the way out.

The Ferry Inn is a great little pub/restaurant with really nice food and loads of local fish on the menu. They have a large landing area in an adjacent field (with a windsock to help) and the landlord was telling me that they have about 100 landings a year.

After lunch, time for the return trip, we swapped pilots so on the return Malcolm led in the G2, with James flying the R22 and Bob in command of the R44, lifting and departing together must have been quite a sight for the customers in the pub garden! Having synchronised our approach to the 26 Helistrip back at Redhill we landed together (ish) then air taxied together back to Hangar 1 for a debrief.

A great trip with some useful learning points along the way.

Rick Godbolt





Helicopter Museum visit – Weston-super-Mare



Helicopter Collection



Speed Record



Black Widow

I have long wanted to visit the Helicopter Museum at Weston and in August finally managed to get down there along with Paul T in a 44.

It was well worth it, a good 2 hours' worth of speed viewing (all pilots speed view at Museums, surely?) or 4 hours if you take your time, 10 hours for Geoff with his camera. Lots and lots of helicopters and other than the fact they got the formula for lift wrong in a diagram (!) and Scarlett Johanssen wasn't there in person we had no complaints.

Of course, there is a Café as its only at Redhill that is seen as not beneficial to the visitors. We were welcomed straight into the site in person so again no barrier and no phone to call and wait, amazing – customer service and we actually felt valued!

It's about 100 nm and the direct route includes 2 Class D Transits, one across the north side of Farnborough and one across the south side of Bristol. You can't blag your way through this but with a reasonable application of the 6P's no problems and both sets of ATC were very helpful as they always are if you follow the correct procedures as per CAP413 and my many rants on the subject.

Across Farnborough it was Worplesdon Railway Station, M3J4, Fleet Pond, Hook and across Bristol it was Bradford on Avon, Chew Valley, Blagdon Lake, Churchill. Bristol Radar of course knows about the museum, so no extra explanation required in the TRPACER.

The Museum's website shows you the landing area and it's easy to spot from a distance. There is plenty of space to make a safe approach and a windsock so all good in that respect.

In a 44 its doable with full fuel and favourable wind, just. We landed back at Redhill with just over a quarter tank so https://robinsonheli.com/wp-content/uploads/2015/12/rhc_sn15.pdf complied with as I'm sure you always do. If going in a 22 or G2 you will need to plan in a stop for fuel at some point. We used Thruxton as a contingency on return and they were supportive of a 'perhaps' call on the visit to the extent the ATC watched us go past on radar. How do I know that because of course I rang him up afterwards to let them know we landed safely and didn't need to stop.

Any questions about doing it yourself give me a shout. **Bob Gorman**



Early G2 Prototype



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Hangar 666

In case you didn't know EBG Group International PLC also comprises an Engineering Company based at H6. This is the team that looks after the incredible machines you fly, and we would be lost without them. Certainly, when I started to fly having direct access to Engineering Support made a big difference to my confidence in the aircraft. They are a great bunch.

Most of them are called Matt and like the dark but these 2 are called Charlie and Daz and I caught them unaware out just before sunset.

What is day to day for them is to most of us very interesting so you can expect to see and hear the odd story to aid your understanding of the aircraft.

Its pictures this time.....

See below a new (2022 model) R44 with a bar across the front, new look/moved buttons and guarded hydraulics switch.



R44 Mast exposed, look closely to see the items that are most likely to cause a fire in the case of a lightning strike. Knowledge of what those are will be used as a tie breaker if 2 captions are equal.



This one is to remind you what happens if the throttle isn't off at start up. The face of the shaft beneath the threaded area should be smooth!



Pilot Noticeboard (By Bob Gorman).

Safety

The main thing for me is Safety First.

The primary cause of accidents is nearly always the pilot and nearly always the accident is at the end of a chain of events that could have been broken at any point. Take this on board and try to apply it to your flying and what you see around you.

For me this means always considering the MATED brief before flying – we have used this at EBG since I have been here but those of you trained elsewhere may not be familiar with it – so any questions about the process I go through every time I fly then please ask.

In addition, painful as it is I force myself to regularly review the Manuals for the aircraft I fly – when is the last time you read the PoH or FM?. Robinson have excellent Safety Notices many of which are applicable to all aircraft type.

When you struggle to start the 44 what does the manual say?.

Forcing myself to do stuff that can often be skipped worked yesterday as whilst doing the preflight on a G2 I discovered a major oil leak from the freewheel unit/MRG GB area which grounded the ac. It wasn't there on the previous flight. Checks and sigs are there for a reason. To be honest I considered kicking the tyres as I have very thoroughly checked it the previous day, I'm glad I didn't.

Outside the Manuals and the Aircraft then my next port of call is the AAIB to get whatever learns I can from their excellent reports, if you don't subscribe to their feed then at least go do a search in the database of reports for the type of aircraft you fly. The UK Airprox Board is also full of useful reads so go have a look for some learns to improve your flying.

We are all different, so you are free to work up your own model as an approach to being safe and by all means share it. As pilots its enshrined in law (Part 5, Section 2 of the ANO) that you are responsible for the safety of the flight so whatever approach you take to planning and executing your flight make sure its Safety First.



Pilot Noticeboard.....contd

Current Issues

Zone Busts

Main one now is Airspace Infringements, aka Zone Busts. Even I have done one! – no one is immune from error. These are usually minor however they are taken very seriously by the CAA and NATS so we all need to try to reduce the number.

Please do go look at Airspacesafety.com and always plan to avoid CAS by at least 2 miles / 200' if at all possible. Expect any straight lines on your RHD or SD plan to be challenged!

Floats on the 44s

It has come to light that the activation trigger on the collective in GSWNS is very sensitive. Luckily it came to light when it was on the ground. A loud BANG, and everyone thinking I'm glad it wasn't me (after we checked Geoff wasn't under a 22 with a broken wheel).

The net result of this is we are now leaving the master safety pin in the tank that's under the front pax seat – this means that if you were to remove the pin on the collective and pull the floats would not work.

So – if you are doing London, the Isle of Wight or an Atlantic crossing please talk to a member of staff to ensure the pin is in the correct position for your requirements – you are not allowed to remove the master pin yourself. Whilst checking the aircraft If you see a red key fob in the front left plastic pocket then please let a member of staff know.



Congratulations to all of the following:



John C
R44 Type Rating – July 22



Nick C
PPL Pass – July 22



David R
PPL Pass – Sept 22



David C
R44 Type Rating – Sept



Simon M
R44 Type Rating – Oct 22



Doug B
PPL Pass – Nov 22
R44 Type Rating Apr 23



More congratulations:



James M
PPL Pass – Dec 22



Doug J
PPL Pass – Jan 23



Mike H
PPL Pass – Mar 23



James F
PPL Pass – Mar 23



Todd M
PPL Pass – May 23



Jeremy S
PPL Pass – May 2023



More congratulations:



Lulu A
PPL Pass – May 2023



Paul T
R44 Type Rating – May 23



Andy M
PPL Pass – June 2023



Shao
PPL Pass – July 2023



Mark M
PPL Pass - August 2023



Ryan B-H
PPL – August 2023



...and finally, congratulations to:



Phil G
PPL Pass – Sep 2023



Richard W
Jet Ranger Type Rating –
Sep 2023