



From the Editor:

As we wrap up another year, we would like to extend a heartfelt thank you to Rick Godbolt for compiling this final newsletter, and to all the contributors throughout the year who have kept it both informative and entertaining.

This December marks a significant milestone for EBG as we celebrate our **25th Anniversary**. It's been a year of progress and exciting changes, and we are thrilled to announce that we are embarking on a major move. **Our flight school team will be relocating to Hangar 6, with the transition expected to be completed by March 31st, 2025.**

In addition to the move, we're expanding our facilities. We will be constructing two smaller classrooms, a large classroom, and a dedicated **CFI/Accounts office**. Above these rooms, a **clubroom** with a viewing balcony will offer a fantastic space for members to relax and enjoy the views. All of this is set to be built within Hangar 6, and we are aiming to have it ready for occupancy by the end of **February 2025**, with the move to be completed in March.

Our maintenance team has been incredibly busy this year, which has unfortunately delayed the completion of our new R44, **G-LYRA**. However, we anticipate having more engineering time after the Christmas break, making this project a top priority for the new year.

We would like to express our sincere gratitude to all our supporters—PPL(H) and CPL(H) students, self-fly hirers, instructors, examiners, engineers, and staff—whose dedication has helped us reach this incredible 25-year milestone.

Wishing you all...

Merry Christmas! and safe,
happy flying in 2025!

Ken



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

Le Touquet or Bust:

I have been learning to fly in the Cabri G2 for over a year and a half now and loving every minute of it. The team at EBG have been so welcoming. One of the things I like the most is there is always various events over the year that you get invited to including the chance to fly to Le Touquet (weather permitting) which was on the 19th July this year. EBG has a great community feel not just a flying school.

I have to say, so far this event was the most amazing thing I have done in a Helicopter to date although I did just do my cross country to Rochester so that was up there. One of the best parts of the trip was meeting like-minded people who also have a true passion for flying and happy to share experiences which hopefully will help me be a better pilot moving forward.

We started around 8:30am the weather was perfect, we all looked excited and for me nervous at the same time as I had not flown that far before in the G2. We all had our briefing which was very formal showing the serious side of the flying and importance of planning and risks. It was at this point you realise just how much time and effort the team had taken to make this event happen (although I do want to single Bob out here on the pre-flight planning).

We all took off at different times, trying to take photos and videos so we can share them at the end of the day. I was a passenger on the way there in an R44 which was a first for me it was nice to be able to relax but appreciating the effort and concentration it takes for the pilot to fly, navigate our journey while I was enjoying the views and taking in the adventure I was about to embark on and how lucky I was.

Coming over across the Channel was amazing it was such a perfect day, the flight there was flown with precision with Anne-Marie as Co Pilot/Trainer. We landed and wore some very fancy hi viz jackets and headed over to passport control which was an experience all in itself.

As soon as we arrived at the Airport, we were all given bikes to cycle into the town. We chained the bikes up and walked over to a beautiful fish restaurant where we all got to know each other a bit more and catch up on the trip so far.

After Lunch we took a leisurely stroll down to the beach and finished off with some ice creams, more photos and watched the world go by.

As we started to make our way back on the bikes, I was getting more excited as it was now my turn to fly! We added some more fuel and set off for my experience flying back to Redhill. All I can say is if you didn't have the bug for flying before you do a trip like this then you will definitely have it after. The journey back was for me surreal and felt like a dream come true.

I can't recommend this trip enough if you get the chance to do it as a fully qualified pilot or pilot in training it is a must do on the event calendar.

Chris C



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Le Touquet or Bust:



Neil H on way to Le Touquet



Neil, Ken and Chris at Le Touquet



Collecting Bikes



On the Beach



Chris C returning to Redhill



Strolling through town

November Fireworks Display Lights Up the Night Sky!

We held our annual fireworks display, bringing together students, friends, families, and staff for a celebration of Guy Fawkes Night (well we held it a few days later on the 9th). This year's turnout was fantastic! There was a buzzing crowd eager to enjoy an evening of lights, food, and camaraderie.

The fireworks display was organised into a two-part event, giving everyone a chance to truly enjoy the show. The first half featured an impressive array of large "cake" fireworks that illuminated the sky in brilliant bursts of colour. With each loud explosion, the crowd "oohed" and "ahhed," making for an electric atmosphere.

Midway through the display, we took a break for food and refreshments—an essential part of our annual celebration! Linda and Nic were kind enough to provide hot food for everyone, with a classic menu of sausages in buns or burgers in baps. As the crowd lined up for their meals, the aroma of grilled food filled the air, adding to the festive atmosphere; admittedly heightened by the rather bitter temperature. The sausages and burgers were a big hit, helping everyone to warm up and recharge before the second part of the show.



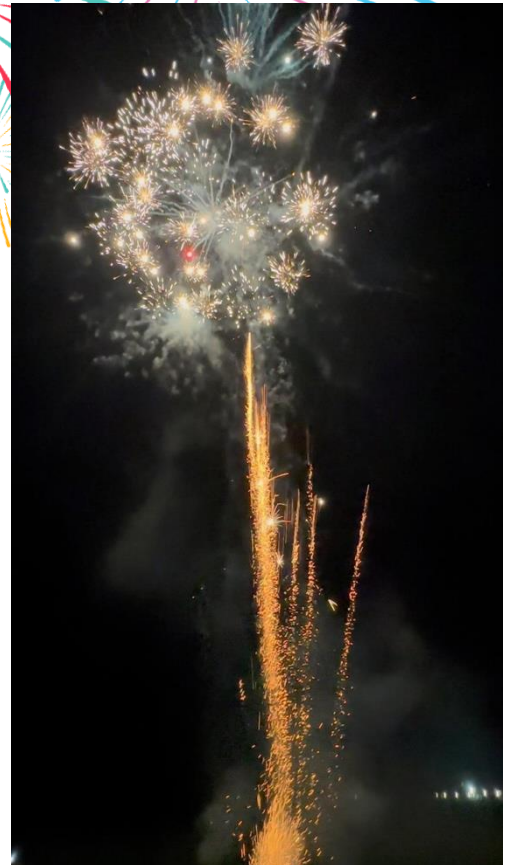
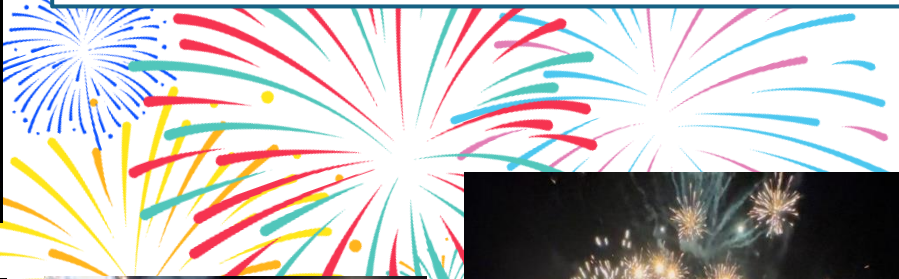
November Fireworks Display Lights Up the Night Sky!



After everyone had their fill, the display resumed, kicking off with one particularly spectacular firework that really lit up the sky and brought gasps of awe from the audience (if you were there, I'm sure you know the one I mean). The second half was equally packed with vibrant colours and high-flying bursts that seemed to fill the entire night sky, ending with a finale that left everyone clapping.

A big thank you goes out to everyone who helped make this event possible, including the volunteering staff, and especially Linda and Nic for providing the delicious food. And of course, thank you to all the members, families, and friends who attended and made this celebration so enjoyable.

We're thrilled to have had such a fantastic turnout and can't wait to bring everyone together again for future exciting events.



Pilot Noticeboard – Bob Gorman CFI

Zone Busts

We got to over a year, but I guess it had to happen. Solo student forgetting to drop to 1200 before Bough Beech. There but for the grace of god etc, ... please do remember to report your altitude and QNH (an altitude is nothing without a QNH) in all initial call sequences and in all position reports. Even you thinking “1800 on 1234 at Bough Beech” may trigger a change in your actions, but if you don’t even think it? The Tower will from time to time pick up pilots on non-standard radio but they don’t always and to be fair to them any “picking up” is sometimes met with sarcasm from the pilot concerned. Remember we all have a part to play in Safe Skies.

Usual mantra - please keep checking and double checking your plans for Take 2 compliance and do go have a look at <https://airspace-safety.com/> it’s still packed full of useful info.

Float Safety Master Pin in the 44s

As noted in the previous Noticeboards please do not remove or replace the pin under the seat yourself – get an FI or Ops to do it. The last accidental discharge cost around 7k to fix.

Starting GSWNS

If you fly this 44 you will know what a pain it is to start. This has been ongoing for over a year but after much effort Daz now feels he has got to the bottom of it – new fuel injectors required. We hope these will be fitted and the next service and I for one look forward to a more relaxed start to flights.

Weather Forecast Quality

Only last week we had a wind warning ending at 0900 another starting at 1600 no significant change in the synoptic but not even a tempo in the intervening TAF about gusts and guess what it was gusty. I’m not sure what’s going on at the MET Office, perhaps they are not subject any regulatory oversight. We must use what they tell us though but beware both the wind element and BCMGs if you are relying on them to fly.

Checklists in the 22 and 44

Earlier in the year I revised the checklists in the aircraft to ensure they match the current POH/FM. There are several changes so please continue to use the list and let us know if there is anything you don’t understand or doesn’t look right. Spotting mistakes is part of continual improvement.

On this subject an interesting point came up after one of the Robinson CPL Tests – we had a check after the engine starts to see all CBs are in. The examiner pointed out this check should be done after the clutch light has gone out and before taking the rpms up to the next stage. This is because if the clutch activation pops the CB the light will be out without the clutch being fully engaged. If that were the case what would happen further down the checklist and what would be the worst-case scenario?

Cold weather starting and the G2

Whilst the Robinsons do sometimes struggle to start in the cold the G2s don’t seem to have the problem. They do however use engine oil to power the clutch, and we have seen situations where the clutch light goes out before the clutch is fully engaged. This is like the CB pop in the Robinsons so again Pilots you own the problem and think through the threat. We all want to minimise belt wear after a successful start so tend to engage clutch almost straight away. It may be better on cold days to wait a while (10 seconds or so) before engaging.

Next Year Flyouts

This is my current thinking: Shuttleworth, Enstone (Spitfire simulator), Le Touquet, The Ferry Inn. Let us know if you have other suggestions!

Congratulations to:



9th May: Tim G- PPL(H) skills test pass



11th May: Doug J – R44 Type Rating Pass



11th May: Tom W – R44 Type Rating pass



16th May: Chris C – First Solo Flight



23rd May - Rob P – Solo Cross Country Qualifier



3rd June: Pierre Y – Solo Cross Country Qualifier

Congratulations to:



22nd June: Fahad Z – First Solo Flight



21st July: Lewis G – First Solo Flight
30th July – Solo Cross Country Qualifier



11th Sept: Duncan M – EC120 Type Rating



13th Sep: Alex P – CPL(H) pass



17th Oct: Will T – CPL(H) pass



28th Aug: Jon A – First Solo flight
13th Nov: – Solo Cross Country Qualifier