



### FROM THE EDITOR

After a dismal start to the year we have been reasonably buoyant with students and self fly hirers making the most of the sunny weather.

We have recruited Steven McCormick (Anne-Marie's husband) to develop our website and he is always looking for relevant photographs etc., so if you have any please forward care of:

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

In addition he has kindly contributed article on Drones from the 'other point of view'.

In the meantime, don't forget to book your places for the End of Season BBQ!

See you there come rain or shine.....

### Don't miss the next Club Events



#### End of Season BBQ 30<sup>th</sup> September 2018

We end the season on a high with excellent food, drink and the chance to meet old friends. A definite date for the diary. This event is turning out to be quite popular so make sure to let us know your numbers in good time!



#### Fireworks Display 3<sup>rd</sup> November 2018

We haven't quite worked out whether it is the BIG kids that enjoy this event the most or the little ones! Whichever, you don't want to miss the fun. Come and see the wonderful firework display enjoy some of Linda's great food and then toast marshmallows on the fire pit – what more could you ask for?



*The Dark Crystal: Age of Resistance* is an upcoming prequel series to *The Dark Crystal*. The ten-episode series is set to debut on Netflix in 2019.

The Club Mascot thought she should audition for one of the roles as a Mystic, what do you think? Not a bad attempt Mollie!

### Just when you think it's safe....

In the words of Captain Buck,

*"I come all the way to Goodwood, find a nice comfy JetRanger in the shade for some peace and quiet and who should come and sit alongside in a blatant invasion of my personal space?"*

None other than our old 'Pocket Pilot' Joe Searles.



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

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



PUTTING ON THE  
**GLTZY**

Back into the spotlight flies G-LTZY following her repaint.  
She's definitely a classy dame and ready for charter

*Did you know?*



Stewardess is the longest word in the English language typed with just the left hand.



New drone laws come in to affect this August making it illegal to fly within 1km of protected airfields without prior permission or to fly above 400ft. Check out the free [#DroneAssist](#) app to make sure you continue to fly safely and legally <http://bit.ly/2iTPxK7>



## **Drones – A Different Type of Aircraft**

Some of you may know my good lady wife, Anne-Marie, who is a PPL(H) and working very nicely towards her commercial helicopter qualification. I tend to be happy sitting in the passenger seat with a camera which is fine by me.

Photography is a great interest for me and gaining a different perspective is always a challenge. I like my techy toys and gadgets so put together gadgets and photography and you come up with a camera enabled drone.

Technically known as a remotely piloted aircraft systems (RPAS) or unmanned aerial vehicles (UAV) per the CAA.

The mere mention of being a 'pilot' of a drone usually results with Anne-Marie bursting into laughter with shrieks of that's not a proper aircraft etc. etc. I am sure you get the picture.

With the huge increase in drones, the drop-in prices, the increase in capabilities they are more and more popular and more of a problem for regulation and controls. Anyone can go and buy one, charge it up and fly, no training or license required.

The CAA has guidelines to fly drones for fun (non-commercial flights). Basic guidelines state a drone should not fly higher than 400ft (120m), can't be within 150m of a building and 50m of people. There is a Drone safe website and an app for download which is supported by NATS. A set of guidelines exist, always fly your drone in line of sight. Some drones can be flown for miles and still be in range of the radio controller. Failure to fly responsibly can result in criminal prosecution.

Where you want to fly for commercial reasons, paid work etc., this is where it does get more complex and involved. You need to find a course to take you through to being registered with the CAA and to obtain your Permission to Fly Commercially (PfCO) license.

Contained within the course you must study Air Navigation Order 2016 (ANO 2016), article 241, endangering safety of any person or property, article 94, small unmanned aircraft requirements, article 94A, small unmanned aircraft; height restrictions on flights, article 94B, small unmanned aircraft; restrictions on flights that are over or near aerodromes and article 95, small unmanned surveillance aircraft.

When I started the course, I thought I may as well start the training route to a PPL(H) as it looks like some of this is shared information. There is a lot to cover for PfCO and even more on a PPL(H) course.

More recently there has been an amendment made to the Air Navigation Order (2016) which contains its changes to the legislation regarding the operation of small unmanned aircraft. The summary of changes includes reducing the maximum operating height of 400ft (previously this was 1000ft), limitation of the closest distance a small unmanned aircraft can fly to an aerodrome (1km from outer zone), requirement for SUA operators to register and a requirement for competency of remote pilots to be tested.



Having talked about the requirements and regulations a little why bother with a drone at all? The photography aspect is very appealing, combined with options to capture some amazing video footage with a drone you can fit in a backpack, why wouldn't you?

DJI is one of the main players in this market and drone made by them. It folds up, is very small, need a hangar...yet.



I have a Mavic Pro light and doesn't

I think drones are here to stay and if these are responsibly all will be fine. There are always the which usually cause the problems. A snippet postage recently showed a drone flying 200ft taking off from an airport. The pilots saw it and issues however it could have been a very different story.

used sensibly and exceptions of course of YouTube footage away from an A380 reported it and no

Some drone control systems allow for a first-person view which means you'll see a person on the ground with a pair of goggles on and a controller in their hands. They are flying the drone from the drone's camera point of view. I don't think that's a great idea but usually these are the commercial pilots and you should see a second person with them who is a spotter looking out for other stuff the drone pilot can't see.



So, for all you "proper" pilots keep your eyes peeled for drones, most are tiny, some are rather large (No drone should be more than 7kg in weight otherwise it is in a different class.). Keep a look out for folks on the ground looking up who may have a controller in their hands who may be flying a drone.



***Don't you just love it when a plan comes together.....***

All our preparations were in place for the annual Club trip to Le Touquet, everyone was primed and ready to go until the weather Gods played their final blow. You won't believe it considering the scorching weather we have had, there were storms clouds over France. Alas, an aborted mission for our intrepid pilots.



However, with pilots ready, helicopters checked, and good weather to start off, heads together and keen determination from Club members Plan B was hatched – Duxford was the target!

A great visit, although the return trip to get to the pub for lunch had to be curtailed. All pilots made good calls and returned to base for beer and pizza!



*Le Touquet – Pas Deux is already planned and due to lift next week*



**O**ne day my husband said to me,  
if you could do anything, what would it  
be?

I said that I would learn how to fly,  
in a helicopter, high in the sky/

He said go do it, that idea's not bad,  
I said no way, you must be mad!  
He said, go do it, you'll do really well  
Go on, go learn, get your PPL.

Now I could've learnt how to fly a fixed wing  
but why would anyone do such a thing.  
The flying spider's the one for me,  
the rotary wing, the angry palm tree.

I booked myself on a 2-day course  
at EBG, they're like Redhill's Air Force.  
met my instructor, an odd bloke called Tim,  
God knows how I ended up with him (I suspect  
he felt the same)!

I didn't get off to a fabulous start,  
after my first lesson I was quick to depart,  
felt sick and looked green from the swooping  
around,  
I was bloody glad to get back on the ground.

So next day Tim took me to see London Town,  
it looks great from the air when you're looking  
down.

It was a good way to get me back on track,  
I began to enjoy it and haven't looked back.

First goal was to hold her level and straight,  
then mastering turns, holding just the right rate.  
We learnt how to control changes in height,  
practiced take offs and landings til I got it right

I did really well with the radio calling,  
less so with autorotations - controlled free falling,  
that took a bit of time to master,  
without the engine you reach the ground faster.

My first lesson trying to hold a hover,  
yeah, that caused me a fair bit of bother.  
A second was about the best I could do  
before Tim took control as I turned the air blue.

It felt like forever before I got it sorted,  
I'm amazed my bad language wasn't reported.  
I just wanted a moment, however brief,  
then I finally nailed it, what a relief.

I went with Ken, the boss, so he could see  
I was ready to fly without my training monkey.  
We were out there for ages, the lesson was long,  
I felt like I got a lot of things wrong

We set down in the hover square after a while,  
Ken said, "I'll get out now", with a wry little smile.  
He was sending me solo, this couldn't be true,  
wow little Ndia, just me and you.

I lifted her up and held her steady  
and started to believe I just might be ready.  
I got the signal to take to the air,  
went up in the circuit on a wing and a prayer.

I came back down with a massive grin,  
it's hard to explain, it feels amazing,  
back to the hangar all hell broke loose,  
dancing round like a demented moose.

Once back down to earth it was time to study,  
9 exams to pass is really quite bloody,  
then there are flights you must do and a radio  
test,  
all in the name of your flying quest

As part of your hours you must fly solo track,  
I flew off to Rochester, Lydd, then back.  
I bought a prawn sandwich for Tim, to go -  
Helicopter takeaway, don't you know.

And so, the test day started to loom,  
oh God, not ready, it's much too soon.  
A lot of planning and two hours of flying,  
it was so exhausting I felt like crying.

But I'm a Pilot, I won't cry like a girl,  
I can now take passengers up for a whirl,  
fly over London or down to the coast,  
I'm a PPL(H) and we're cooler than most!

<https://youtu.be/kcngQhvm7Ts>

*Captn Anne-Marie Goodwill*



**LYDD KART CIRCUIT CLUB TRIP**

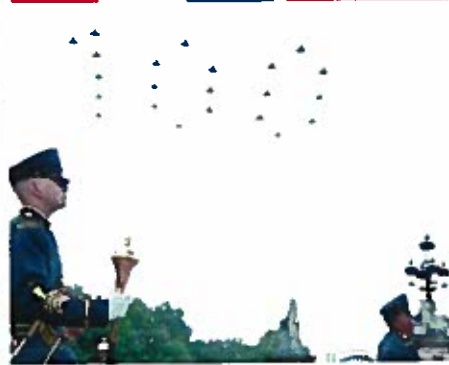
***Fly Away Day Go-Karting at Lydd - 4<sup>th</sup> May***

This years challenge sees Geoff Christian top of the leaderboard knocking Tim Piper off First Place – Well done Geoff, great driving!

The strong competition didn't stop the heli buddy bonding and provided a great excuse to get back to base at Hangar One for the inevitable beer and BBQ and to plan next years visit.

**The Challenge is already on for the return visit!**

*With the annual competition hotting up perhaps we should have a Go-Karting trophy – any ideas?*



### ***Happy Birthday to the RAF***

On 1<sup>st</sup> April 2018, the Royal Air Force celebrated its 100<sup>th</sup> birthday.

To mark the centenary the RAF have put together a full calendar of events and invite you to celebrate with them. The events run from April to the end of November 2018.

For events information: [www.raf.mod.uk/raf100/whats-on/](http://www.raf.mod.uk/raf100/whats-on/)

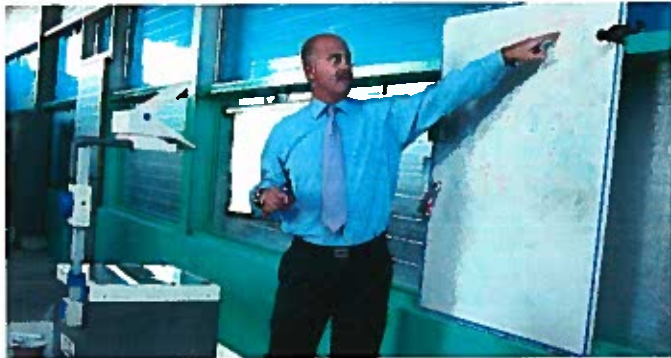
*The bottom right hand photograph is Ex-Spitfire pilot Victor Stollery, 94, who was joined by serving RAF officers dressed as Battle of Britain pilots*





The two-day Robinson safety course organised by EBG Helicopters was first class. Captain Richard Sandford who presented the course has over 11,000 flying hours and has been involved with Robinson helicopters since 1982. As the official Robinson accident and technical investigator, he has first-hand experience of the common errors leading to accidents. It was a jam packed two days full of information and advice all invaluable to students, commercial pilots and all in between. The course has increased my overall confidence flying and improved my safety awareness. I would highly recommend this course.

*Paul Hawtin*



Thanks to Paul for his comments which are fully supported by Captain Grumpy who also attended the course and hasn't stopped raving about it!

Definitely a must for those who didn't participate this time. Get your names on the list for the next one you'll be surprised at what you can learn!

### ***Dad can you tell me the difference between potential and reality? .....***

A kid comes home from school with a writing assignment. He asks his father for help. "Dad, can you tell me the difference between potential and reality?" His father looks up, thoughtfully, and then says, "I'll demonstrate. Go ask your mother if she would sleep with Robert Redford for a million pounds. Then go ask your sister if she would sleep with Brad Pitt for a million pounds. Then come back and tell me what you've learned." The kid is puzzled but decides to ask his mother. "Mum, if someone gave you a million pounds, would you sleep with Robert Redford?" "Don't tell your father, but yes, I would," she replies. He then goes to his sister's room. "Sis, if someone gave you a million pounds, would you sleep with Brad Pitt?" She replies, "Omigod! Definitely!"

The kid goes back to his father. "Dad, I think I've figured it out. Potentially, we are sitting on two million quid, but in reality, we are living with two sluts



# PILOT NOTICEBOARD

## SATCO Redhill Aerodrome – IMPORTANT NOTICE

Would all pilots note the dates of the planned changes of the ATIS and the Tower to 8.33kHz channels.

ICAO	Airfield	Service	25kHz(old) Frequency	8.33kHz (new) Channel	Date Change	Listening Squawk
EGKR	REDHILL	TWR	119.600	119.605	01/12/18	3767
EGKR	REDHILL	ATIS	125.300	125.305	01/10/18	

## Helicopter Departure and Arrival Altitude - Clarification

Following a great debate and continual confusion amongst the pilots on the correct altitude to depart the airfield at [from the ATZ to the VRP] and to join the airfield at [from the VRP to the circuit] Phil Wright, SATCO has kindly provided a clarification

*“Normally helicopters arrive and depart at 1200ft QNH, however, we may get helicopters to climb not above 1400ft QNH for noise abatement; ATCOs should take into account any conflicting fixed-wing. You can expect to receive “Not above” altitudes, we would expect you to climb to the maximum altitude subject to the weather conditions.”*

## 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)

## 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>

# PILOT NOTICEBOARD

## CAP 1590 - Cost Sharing Flights: GA Guide

CAP 1590 provides information and guidance on the circumstances under which the direct costs of a private flight may be shared between up to six occupants (including the pilot) of an aircraft.

All pilots are requested to familiarise themselves with CAP 1590 by downloading the document from the CAA website:

<http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=8053>

## And finally, Congratulations to

The students below have achieved the following passes:



**Chris Hunter**  
*First Solo in G2*



**Paul Reid**  
*PPL(H) in R44*



**David Wilmer**  
*First Solo in R44*



**Gavin Mullard**  
*PPL(H) in G2*



**Richard Jackson**  
*First Solo in G2*



**Malcolm Harding**  
*First Solo in G2*



**Nicolas Rehbein**  
*Type Rating in G2*



**Hsiang Lee**  
*PPL(H) Skills Test in G2*



**Anne Marie Goodwill**  
*Type Rating in G2 and R44*



**Alex Lucas**  
*First Solo in R44*



**Josh Bishop**  
*First Solo in R22*



**Paul Michael**  
*First Solo in G2*

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