



BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005

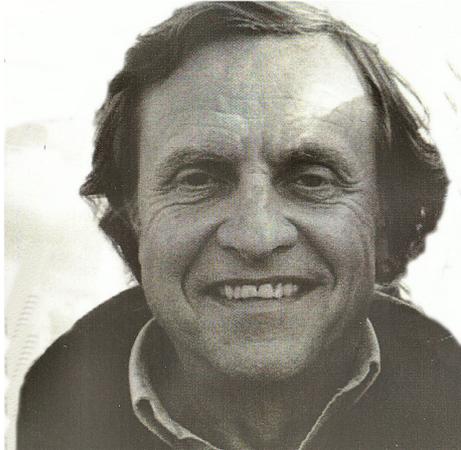


CLUB AND AIRPORT NEWS
ISSUE No. 70

BIGGIN HILL AIRPORT SOCIAL CLUB LTD
www.bigginhillclub.co.uk

In Ass. with BigginHillReunited.co.uk
1st DECEMBER 2010

AIRFIELD PERSONALITIES



MICHAEL WENNINK:

A truly great shock to the flying fraternity of Biggin Hill was the death of Michael Leendert Wennink on the 13th November 2010 following a sudden devastating illness.

Michael appeared at Biggin Hill in the early 70's, a truly great charismatic individual with a huge smile and a very pleasant manner. He always greeted everyone as if they were a long lost friend.

Prior to his arrival at Biggin Hill Michael was involved in acting and TV film advertising.

He actually starred in several films from Enid Blyton's 'Famous Five' to a TV series of 'Wuthering Heights' and many others.

Michael learned to fly at the South London Aero Club.

He gained his PPL, then his Instructors Rating, progressing to his CPL and Instrument Rating.

Michael was also one of the first people to own one of those new fangled 'Mobile Phones' of the day. Basically a huge heavy battery, and a life size car phone fitted on the top.

He carried it everywhere "Hello, I'm calling on my mobile" - everyone around at that time was enthralled by this device - it was the first one ever on the airfield in those far off days.

Michael did a lot of his own personal flying training at the Oxford Air training College, and subsequently became, at that time, the UK's youngest Type Rating Examiner and Instrument Rating Examiner.

Michael's energetic character never wavered. He taught several well known personalities to fly, amongst them David Gilmour and Nick Mason, lead guitar and drummer of Pink Floyd. They later bought two aircraft - a twin engine Cessna Golden Eagle and a Robin aircraft.

Another old Biggin Hill'ite, Ian Hay, came to Biggin Hill in those early days, where he met and was taught to fly by Michael, and the two became great friends. Ian eventually bought his own aircraft, a Cessna 310. Between them they decided to operate this aircraft commercially, forming a company which was named, 'Michian Aviation Ltd' A combination of their Christian names (Michael & Ian), Michian Aviation would go from strength to strength and the business moved to offices at Gatwick. The company still continues to operate to this day, specialising in many different aspects of Aviation, including aircraft sales and management, and charter brokerage, etc.

Michael also flew many different aircraft types both commercially

and privately, working for many different companies, latterly as Chief Pilot for Interflight on the HS125's, which he continued to fly until just 5 weeks before his untimely death.

Michael celebrated his 60th birthday just in April this year, and it will take a very, very long time for his memory to fade, such was his endearing manner.

CHRISTMAS DECORATIONS

Christmas lights through Biggin Hill were erected in October this year. At this rate Easter & Christmas will become as one.



Household decorations are well underway around the village.



Including, the many businesses, which get into the spirit of Christmas.

performance and operating technique.

Carburettor Heat-Hot Air Control

This is a difficult subject requiring infinite knowledge of meteorology understanding how humidity and temperature can lead to carb-icing.

Unfortunately during your early instructional training the use of carb-heat was probably never fully explained, as it is quite complex, and Carb-Ice can form at any time, quite suddenly and unexpectedly.

The drop in temperature within the carburetor venturi is around -13C.

The critical range of venturi icing is between -5C and +15C.

Therefore operating this one control can bring the temperature into to the icing range, or a rich mixture cut.

Next time you are about to check carb-heat downwind, ask the question *why?*

Zero temperature and clear blue skies is probably ideal for carburation as humidity is often low, but an injection of warm air will absorb moisture (fuel / air mixture) ideal for the formation of ice within the carburetor venturi. What a dilemma..!

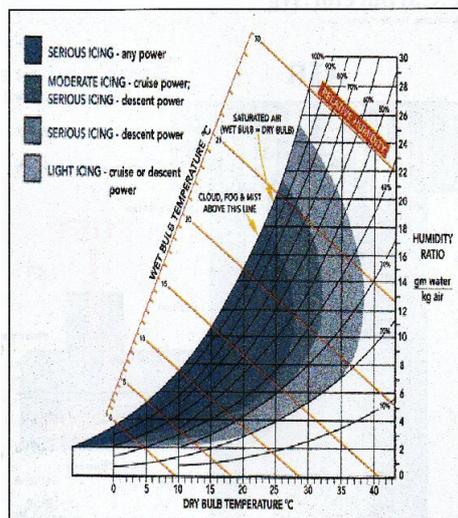
Carburettor heat and Mixture tend to go hand in hand as they are both affected by density, temperature and humidity. The older British engine manufacturers tended to draw intake air from within the cowling (warm air) which usually prevented carb-icing, but increased fuel consumption. Efficiency is increased with **Fuel Injected Engines** using a **Ram Air System** enhancing engine performance. **Impact Icing** may occur in the induction system or on the air filter which is protected by a spring balanced flap or manual control to allow warm air to be drawn from within the engine cowling.

Some adjustment to the mixture control may be required to re-balance the smooth running of the engine. Many graphs have been designed to emphasize of the areas of

carburetor icing But you will have little time to study these graphs when it matters...!!

A very good rule of thumb is – you the pilot, is the only person who has it in mind to close the throttle – **SELECT HOT AIR FIRST** before reducing power.

On a go around – overshoot, **OPEN THE THROTTLE FIRST** then return carb-heat control to cold.



Don't overlook the electric fuel pump – to be published later

THIEVES ON THE AIRFIELD

There have been various thefts and attempted break-ins over recent months on the Southern and eastern side of the airport.

These attempted robberies or whatever - have played into the hands of the airport authority as another reason for removing the Private owners who quite obviously are a bunch of rogues and should be banned from mixing with jet traffic which is reported to be bringing in loads of 'wonga.' Most of these activities have taken place at night under cover of darkness which could be quite dangerous as the thief may trip over a load of scrap metal and suffer an injury and end up suing the airport.

The airport latest proposal is to have a manned gate (24hrs) at the Old Armoury. (Make a note Miss Jones: Must join Cherry Lodge Golf Club – which would give unlimited access to the airfield after dark). This is probably a

good time to involve 'Green Peace' if this proposed security barrier is implemented.

They are a wonderful organisation for disrupting normal life and achieving a no advantage result.

It seems that the airport is going down the same road instead of first understanding the core of the problem.

Here is a true story:- several years ago during the cooler months, a group of airfield technicians were having morning tea (*in a building behind closed doors*) huddled around an electric heater which was powered by an electric generator, running outside.

Here is the cool bit – thieves lift the running generator onto a truck They unplug the cables, the generator splutters and stops. The tea sipping bunch within discuss whose turn it is to replenish the fuel tank. The thieves are long gone in broad daylight.

What chance a very expensive 24hr barrier miles from the action??



The Bugle would like to take this opportunity to wish all its readers a very Merry Christmas and hope you have enjoyed our monthly news items as we enter our sixth year.

With Sincere Wishes: from JB and JW.