



BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005



CLUB AND AIRPORT NEWS

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THE END OF OUR AIR SHOW ?

48 Years of wonderful air shows followed by hundreds of thousands of spectators, some traveling half way around the world to attend, such is their enthusiasm for coming to Biggin Hill.

The memories from this wartime airfield are still inspired by many who can remember those dark days. Unfortunately today's young people don't understand the ferocity of modern warfare which is fought miles away in foreign lands with a TV camera on the nose of a bomb or missile and doesn't seem to pose the same threat to the nation as it did in the 1940's when the Luftwaffe was bombing the UK and other countries. Those were desperate times. Young people of today, therefore probably find it a little hard to understand the nature of the distress in those far off days.

A press release regarding the future Air Shows at Biggin Hill is published at the end of this newsletter, along with a survey letter / request which closes on the 2nd August 2010

The context of the survey letter gives little time for adequate response.

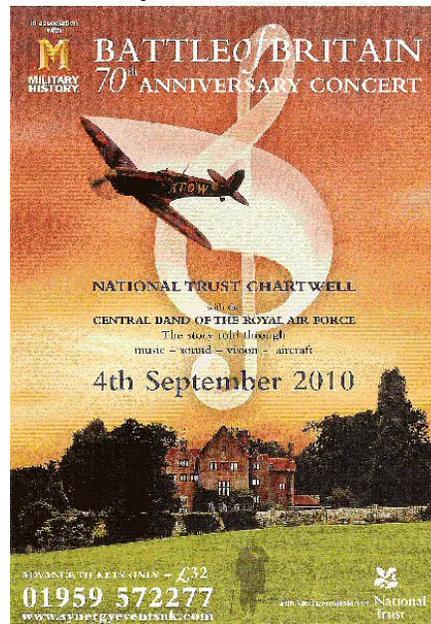
Monsieur, un 'fait accompli'

A CONCERT AT CHARTWELL

Battle of Britain
70th Anniversary Concert
4th September at the
National Trust Chartwell

The former home of Sir Winston Churchill, Britain's famous war time Prime Minister.

The Central Band of The Royal Air Force will provide the music.



Chartwell, is a poignant setting for this special anniversary.

On the 20th August the BBMF will be visiting a number of Battle of Britain stations and overflying the cabinet war rooms to mark the 70th anniversary of the speech 'The Few' by Winston Churchill. They will be landing at Biggin Hill around 15.00hrs and stay on the ground for 1:1/2 to 2 hrs then depart for London via Chartwell.

BHAL will host the aircraft in the original B of B pens.

BIGGIN HILL FIRE & RESCUE

The editor gained an informative insight into the very professional fire and rescue services at the airfield – although there has been a fire and rescue for many years at Biggin, it was never as professional as it is today - a credit to their

training and dedication to the duties of a fire and rescue service.



Two of the Fire and Rescue vehicles stand ready for immediate call out. The Yellow vehicle is a light foam/rapid intervention tender, Carmichael Jet Ranger, Scammell propelled by a Cummins VTA 903 V8 Turbo Charged Intercooled Diesel Developing 500BHP with an Allison Automatic Four Wheel Driven with Super Low Gear and diff lock.

These tenders carry 4546 litres of water, 682 litres (AFFF). The other tender under cover has a foam spray which can reach 36m throw.

Up close these are impressive vehicles and they can operate up to a 1,000m from the airfield boundary, and perhaps further at the discretion of the Senior Fire Officer.

In 91 / 92 a commercial dedicated fire and rescue service was set up at Biggin Hill with fully trained operatives who are capable of first aid, and have full knowledge of fire fighting and rescue techniques. Each officer attends a six week basic training course at the International Fire Training Centre at Teeside Airport; this includes training with breathing apparatus and first aid. On completion they receive a certificate of competence issued by the CAA. Unlike their

local Authority colleagues, aerodrome fire fighters have to revalidate their qualifications every four years; this is to enable them to keep up to date with new aircraft, production materials and fire fighting tactics and techniques.

It is worth noting at this point that two of Biggin Hill's fire fighters achieved the top UK student award for the highest marks ever recorded on a Fire Fighting Basic course and Breathing Apparatus Instructors course.

This should instill confidence should you need their services.

The airport FFRS vehicles consist of one Land Rover Discovery



Fire command vehicle, driven by the senior officer of the day.



The fire tender above has just been refurbished and returned to service. Fire 2 is a Carmichael 6 X 6 Jet Ranger tender. (no picture).

It is worth noting that the fire fighters at the airfield also carry out training for students from Bromley College, one of which was chosen to join the airport facility following his training.

They also provide training for Transco – Gas Training – First Aid and Staff training, all part of their on going work

Just to prove their fitness four of the fire fighters are entering the 'Three Peaks Challenge' in Scotland on the 14th August – they start at the foot of Ben Nevis and climb to the top and back 1,343m

then they are transported to Scafell Pike which is only 978m to the top. retreating to the bottom they are then whisked to the foot of Snowden which is only 1,058m to the top, and back down of course. All this climbing is to be completed in 24 hours.



They are left to right, Mick O'Brien 41, Nathan Bright 20, Steve Taylor 41, Pete Glossop 38.

(The editor says he will never compete in this event, as the day is not long enough).

Prior to the day's duties at the airfield, all tenders and equipment are thoroughly checked with nothing left to chance and this is recorded on a daily check list.

The fire fighters have six vehicles standing by at any one time.

The fire crew number 21 in all, operating two shifts, Red and Blue.

This comprises 2 X 9 with 3 on 3 off. A fire fighting service has operated at Biggin Hill since the very early days for the safety of the light aircraft that were operated by most of the flying clubs of the day.

During Air Shows professional equipment was seconded from Gatwick and other airports. However, one of the airfield rescue vehicles was on station (literally) during the 1977 air show when a helicopter crashed almost on top of them.



They sprang into action within seconds and did what they could for the occupants amid leaking fuel

and the risk of fire with no thought for their own safety.



Norman Nibloc, Cobby Moore, Ian Dalziel (Doctor), and Patrick Tricker, heroes to the core.



They were manning the Green Goddess above (since painted Yellow) which stands by another acquisition to the fire services.

These were operated from the locality of the hangar which had an alarm fitted inside. On sounding of the alarm, those within would down tools and scramble.

Later on a Willies Jeep Foam Tender was acquired which was a little quicker of the mark and operated in all weathers.

The key was always in the ignition, ready to start – do that today and it would be stolen within hours.



The ever vigil crew stand by the Jeep on a snow covered airfield sometime during the eighties.

These halcyon days of a rescue are long gone, it's hard to imagine, but they may have trampled you in their enthusiasm as they thundered to the rescue.

For the time, they were all we had.!

GA ELECTRICAL FAILURES

Most modern day light aircraft generally, have reliable electrical systems, however, there comes an occasion when a failure will occur

and if left unattended or ignored will rapidly develop into a complete loss of electrical power.

During day VFR conditions you may think this is not too bad, you can map read your way.

Consider some of these simple facts. If you leave your car headlights on full beam for 30 mins without the engine running the battery will go flat and you will not be able to start the engine.

If the alternator has failed on your vehicle and the battery is in good condition (fully charged) you can probably start the vehicle several times and providing you keep the lights and radio and fans switched off you will be able to drive for a very long way, however, modern cars have computerised fuel metering systems and electric fuel pumps, so expect the battery to go flat by the end of the day.

Light aircraft too have alternators and a battery as the means of producing and storing electrical power. Twin engine aircraft have two alternators, but only one battery. One of the alternators could be faulty and not doing its best and will only reveal its deficiency when it is too late.

Let us deal with single engine aircraft with one battery and one alternator.

Most of these (British registered aircraft) are fitted with a low volts warning light and an alternator failure light.



Should these lights illuminate during flight, check that the alternator field switch is ON, next



check for any circuit breakers that may have popped out, which can be reset after a short time, being allowed to cool down.

If all appears in order and the fault persists, consider switching off all electrical appliances that are not required, navigation aids, electric trim, auto pilot, lights, leaving just one radio on providing you are within 15 minutes of an airfield and declare your emergency and intentions, after which it is possible to switch this radio off to save power provided ATC is aware of your predicament and you have advised them you will call again 'field in sight' this is not a problem.

The problem arises when you are traversing a vast distance with no hope of rectification at the next landing field. (If you suspect an alternator failure the Field Switch can be turned OFF for safety.)

Under these circumstances, power saving is critical and the most immediate task is to be able to start the engine again once you have landed safely and you wish to depart for the next destination.

The starter motor, is one of the biggest drains on the battery. Do not use more than one radio for departure. Transmitting draws quite a lot of power so keep messages to a minimum and switch off this one radio, when clear of the ATZ only transmitting for 'operation normal' messages at pre-determined times.

Remember, if you are out of radio range it is possible to relay a message from another aircraft.

Even on 121.5 – someone is always listening in very remote areas.

Checking on a navigation aid (VOR) (ADF) is possible to confirm a position or bearing, once achieved, switch OFF.

Some very modern singles are fitted with two alternators and two batteries reducing the possibility of such distress, but some caution should be considered, just in case. Know your limitations, and understand the aircrafts electrical capacity.

Some aircraft have electrically operated undercarriages and electric flaps. Without, electrical power – **emergency**

procedures should be fully understood for a wheels down landing.

Night Flying: One thing for sure, is the need to carry a good torch, not a key ring torch, a big one. Bigger the better, even they will go flat, quicker than you ever imagined in a crisis.

The very best, emergency light to carry today, are LED Inspection Lamps used in garages from cheap to expensive. Rechargeable, bright, brilliant light without glare, the best will provide consistent light for 8 hours.

How good is that? Better than the average endurance of most light aircraft, these lights are a very good investment for the serious night flyers.



Perkert's Equation, understanding what do **Amp hours and Beer**, have in common.

Look this up on the Internet. It gives a simple understanding of how a battery works.



The editor had to drink this experiment, but couldn't decide, a Negative or Positive conclusion.

AIR SHOW CONTROVERSY

Devastating news for the Biggin Hill air show supporters, and potential participants following 48 successful years statements have been hastily issued which almost certainly condemn future shows.

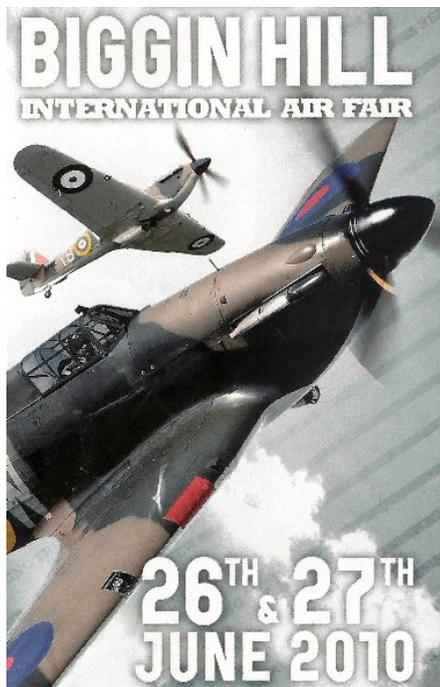
These statements / letters can be read by following the links below:

[BH Airport Press Release](#)

[Andrew Walters email re survey](#)

[Airport Users Market Research \(til 2nd August only\)](#)

[ADI Press Release](#)



Is this the end of the our Air Shows



and, these dramatic air show pic's



Here are some historic pictures of a



bygone era, when we led the world



in aviation technology. The spirit



of which, was kept alive by the



air show presenters and pilots who enjoyed these collective moments in time, along with the spectators.



Which way do we go from here..?



No more meeting the pilots, who in turn enjoyed being with the public.



Are we all destined for the scrap heap, which seems to be the price of progress..!



All credit for the Biggin Hill Air shows go to Jock Maitland, MBE.