



BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005

CLUB AND AIRPORT NEWS
ISSUE No. 126

BIGGIN HILL AIRPORT SOCIAL CLUB LTD

www.bigginhillclub.co.uk

In Ass. with BigginHillReunited.co.uk

1st August 2015



G.A. WEATHER SYSTEMS:

Whilst these turbines can be a hazard to low flying aircraft they may have triggered this unique meteorological condition due to an associated cold air-mass. It is prudent to avoid these dense cold air-masses by a safe margin. These systems form quickly, often out of a clear blue sky.

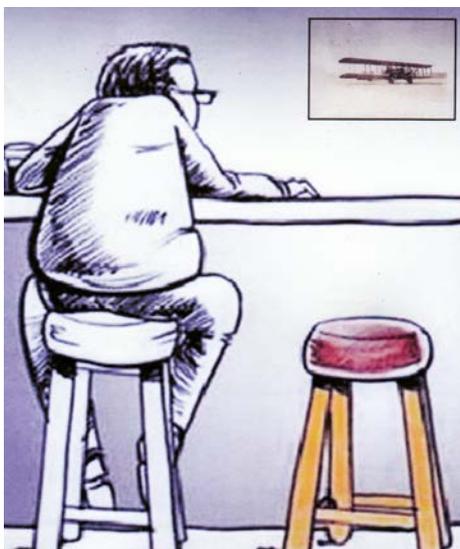


This weather phenomena is usually associated flying in countries with high humidity & temperature.

‘Rule of thumb’ is to be on the ground by mid-afternoon, even if you have blue sky flying conditions for you are about to experience some spectacular weather

Better to be in the hangar with the aeroplane, and a cold beer.

THIS LAYMAN IS A GENIUS



He can be found on a bar stool in any flying club, he knows all the answers but is always disgruntled about change or progress outside of his cocooned life atop the bar stool.

The stool next to him is always empty / unoccupied whilst he remains misunderstood, when in fact he does not wish to be informed of the latest (proposed) adjustment to the booking out / booking in procedures which have already been in existence for ages.



Coordinated Turn

LET'S MAKE A SIMPLE TURN

Most airfields have a requirement for Pilots & their aircraft to book in & out although it was often on photo-copied pieces of paper attached to a pencil on a short string making it difficult to write details clearly.

Flying around Europe 45 years ago was great, airports were upgrading their booking in / out systems.

New machines were appearing (early Fax) which had no instructions as to understanding how it should be used.

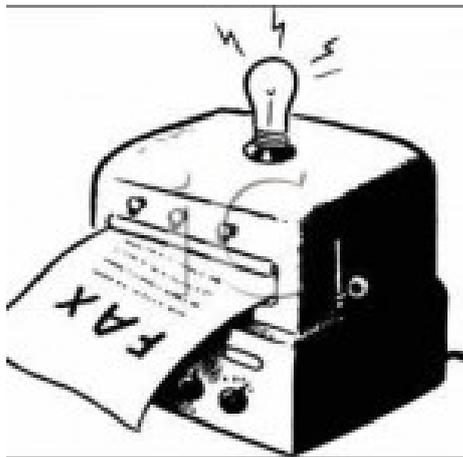
You were somewhat perplexed..!!

Eventually your infinite charm would find someone to show you how it worked. Next time you came across this system or one similar it wouldn't be a mystery anymore, simple..!

Many years ago Ostend's terminal control office had a little Belgian in residence who sat behind a sliding

glass window – he would take your details, ask for BF2.50 taxes then promptly shut the window and have nothing more to do with you, no matter what...!

The next thing that happened at Ostend, was a large fax machine being installed in an adjacent room across the hall from the sliding window.



This machine was connected to someone at Lille (LFQQ). ??

This seemed a little strange, because you are not going anywhere near Lille, you are heading for Holland.

There were no domestic computers around at this time, a few Mobile Phones.....!!



These were large cumbersome heavy units – Meanwhile, Lille continued being set-up as the new Control Centre.

Having fed your fax flight plan into this machine and pressed the send

was followed by some weird screeching, grrr – ing noises.

Now, if you were planning to leave a.s.a.p. this was not possible because we have to wait for a response, not knowing if it has transmitted correctly, or if the operator at the other end wasn't on a tea break.

From this inaugural experience and other such hiccups with these infernal fax machines one learned that it was prudent to file your complete flight plans in advance and stick to the plan, then it worked well.

Whilst others were still trying to file their next individual plan and being frustrated at the delay.?!*



ATC

'Say again Sir, I don't have your details'

A/C A sigh of frustration!

JOIN THE SYSTEM IT'S EASY

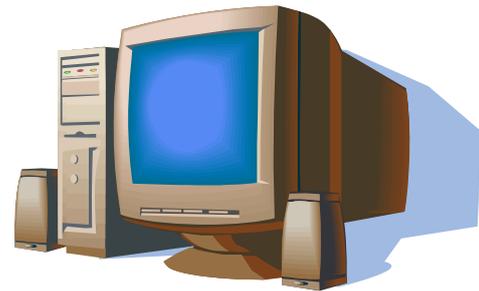
Don't be mis-understood



Basically it seems that there has been some *local mis-interpretation of the written word*, this is a simple process which is being investigated as a sound proposition at EGKB.

Eventually your details will be stored in a database, for your future use and assistance when making plans for a flight.

Reserve your position in the queue.



Don't panic if you do not have a personal computer or mobile phone.



Many people and pilots still use an HB2 Pencil and a piece of Basildon Bond.

This still works as well as the printed circuit board in your cyber tools. This new system could be an advantage later on in your future aviation career. .e.g.

You wake in the morning, pick up your solar panelled flight bag. As you leave the house it will make a remote transmission, your details will be extricated from the database whilst driving to the airport and you are ready to go with your pre-flight details.



SOLAR POWERED FLIGHT



You may giggle at the remarks of the Bugles editor with regard to solar flight – the ultimate achievement will be a non-stop solar powered flight around the world for sure.



This Solar powered aircraft is currently making some extensive flights. It is able to charge its batteries during the day from the 17,000 solar panels on its upper wing surfaces driving the electric engines.

The speed of this aircraft is rather slow at 75kph which means it would take about 22 days travelling West to East at a G./S of 75kph to complete a non stop solar powered flight around the earth.

This Solar Energy Project has been in progress for some 16 years is a vast project.

The object is to promote Clean Energy and prove that this aircraft can fly around the world on Solar Power alone without air pollution.

Due to the fragile nature of this aircraft, 'pit stops' will be made for safety. These legs will be dictated by the critical meteorological conditions for the desired leg and

flight times of perhaps several days over the Pacific Ocean.

There is a wind speed limit of 7 to 8 knots near the ground for the take-off and landing phases.

The basic rule of flight – the aircraft takes off in daylight, climbing to 25,000ft. During the night the engines are switched off and the aircraft will continue gliding losing about 3,500ft throughout the night and hopefully find clear skies at daylight to start re-charging the batteries again when it can switch on the engines re-instating engine power to climb back to cruising altitude.

Each 'pit stop' will have a change of pilot after being alone in the cockpit for several days, replenishing food / oxygen / etc; minor maintenance.

GURKHA KITCHEN OXTED



Surprise Birthday Party for Gary Duncan (60th) was arranged under great secrecy at the Gurkha Kitchen. Gary being the last to become aware of this surprise..

The evening of the 7th July was a great success, continuing late into the evening. The menu is excellent, this restaurant is well worth a visit for an evening out.



Having known Gary for the last forty years the editor took advantage of the situation and got his picture taken.



The Duncan's of Oxted, Surrey.



The editor making sure he gets noticed by Abby. Who's party is it?



Gary explaining the virtues of his beloved Lotus car to his wife Sue. Following a recent breakdown on his way to the Festival of Speed at Goodwood Race Circuit.

He said it only ran out of water, and didn't understand what all the fuss was about.

Well the sequel to the water incident was a second failure a couple of hours later on when the distributor points disintegrated..

Visit of the Honourable Company of Air Pilots to London Biggin Hill Airport (LBHA) Thursday 25 June 2015.



Photography by Carl Ward



As it is the 75th Anniversary of the Battle of Britain in 2015, the RAF Chapel at London Biggin Hill Airport was open for Members and their guests from 10 to 12.30 am for a private viewing. This unique facility contains many records from this famous airfield, as well as exhibiting some specially commissioned stained glass window panels depicting various RAF scenes from this period. It is a very rewarding place to visit and to contemplate our recent modern history. For some of our Members it proved to be very nostalgic too bringing back memories from their previous time spent at Biggin Hill. Over an excellent buffet lunch, kindly hosted by Will Curtis and

given a detailed update on the investment plans and other developments at the airfield. This follows on from the recent consultations with local residents resulting in the new agreement on opening times with Bromley Council.

In the afternoon everyone without exception, enjoyed the perfect flying weather, to fly in Peter Greenyer's Historic Collection of Vintage Aeroplanes. Peter had generously offered the entire fleet to be at the disposal of Members. Shipping and Airlines team of Pilots and helpers organised the event and

flying commenced at 2pm finishing in the early evening.

Members had paid a contribution to fly in these wonderful machines, and Peter had generously decided that all the proceeds would be denoted to the Master's Charity.

A massive four figure sum was raised, including the contribution raised from a Top Gun competition in a WW1 flight simulator.

Don't tell anyone it case it goes to his head, but Jeff Cleary of the Met Police Flying Club won this prize and is now known as Ace!

This was an amazing event as feedback from the Members shows. After two highly successful visits to Biggin Hill, this will now become a biennial calendar from the Hon. Company of Air Pilots, to London Biggin Hill Airport

Shipping & Airlines Historic Collection

UK Fleet

1936 DH Dragonfly 3 Places flt

1931 Civilian Coupe 1 Place flt

1936 DH Hornet Moth 1 Place flt

USA Fleet

1931 Curtiss Wright Travelair (1 Pl)

1944 Piper L4 Grasshopper (1 Pl)

1936 Rearwin Sportster (1 Pl)

