



# BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005

CLUB AND AIRPORT NEWS

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### WHICH WAY IS LEGOLAND ?

If it is any help to you Mr Pres'y the Chinese have built their own Lego Land factory, you may get a good deal as long as you haven't upset them in the meantime. Could get a 50% discount if you are smart !?

Easy to build, just clip together with a touch of Super Glue and topped with some Legoland, razor wire.

### SNOW / ICE AT BIGGIN HILL

The Editor boarded the 464 bus for a short journey home. The driver soon realised it was icy under the layer of snow, so he had to drive with care. I disembarked the bus where my wife was waiting for me with her Toyota 4X4, by this time there were cars all over the road we managed to get up Stock Hill, but the buses couldn't get up the hill.

We waited for a couple of 4X4's to assault the hill and followed them as some people were trying to drive down without much control. We know of one person en-route to Tatsfield had to walk because the 320 bus couldn't get beyond Keston Ponds. I managed to return home via Chestnut ave Tatsfield, Biggin again. JB

### SURELY THERE WAS ROOM

What are the rules on overtaking another aircraft on the ground?? Luckily no one was injured.

### TWO RULE BOOKS BELOW



The preachings of the Muslims don't need a rule book because, not one of them are on the same page of the Karan during their chantings. During Ramadan, most of them leave their home country to avoid the restrictions on eating during this supposed celebration period.

### NO BIKINIS AT RAMADAN



We will remove them for you so that you may gaze over the forbidden fruits for which they could get a flogging, in their country. Seems in order to me.

### DONALD'S GREAT WALL.

I wonder if he has got a very long tape-measure. This exercise of building his dream could be like the 'Great Wall of China, or the Egyptian 'Pyramids'



**Birds are the ‘masters’ when it comes to low flying....!**

They have the uncanny ability to avoid hitting objects and high ground during flight....**unlike human flyers**, who will fly into a mountain/high masts/sand dunes/ Even the sea which is relatively low - you can’t get much lower than sea level.

**Birds can land anywhere they desire – therefore respect their ability and their talent.**

Do not try to emulate this unique and skilful –gift they go **solo** on their first attempt at flying – how about that for a budding career in aviation?

They also understand **‘the economics of formation flying’** on long distance flights and the best position for the best lift, off each others wing tip vortex. They can do this effortlessly for hours on end and never bump into each others. Large Eagles will lock Talons and and spin dangerously earthward daring the other to release, before crashing into the ground at the last possible second resuming normal flight. Let us consider the plight (or flight) of the human flyer.

**Formation flying** – over long distance will produce economical flight behind the leader. All aircraft should be of the same make and model for best results. The best position is slightly above and behind the others wing-tip, where the vortex is rising, and you will find that you will require less power to maintain position, **not only that, but the leader is the navigator**, therefore relieving you of navigation responsibilities. - **provided the leader doesn’t get lost ....!**

There was a classic disaster near Cape Town, South Africa with a formation of 3 HSA 125 aircraft called Mecurius, arriving to display The Leader misjudged his proximity to Table Mountain (6,000ft) with the loss of 11 people.



The leader of a formation should be aware of the size of the flight group considering the implications of flying low with a virtually large aircraft, with the individual bits being controlled by individuals trying to keep it all together as one large unit.

**Low flying...!** Whilst this can be fun, has the effect of making time go quickly, you become fully occupied at what is coming toward you, - **but, do not become complacent** – as this form of flying can end suddenly with disastrous results.

Flying low over Sand Dunes which rise up and down can be hypnotic as you chase your fast moving shadow as it too rises up and down at an alarming rate as did a pilot

flying a helicopter as they followed the ‘Paris Dakar Rally’, south west of Agadez. They crashed into a sand dune.

This pilot lost concentration and paid the ultimate price along with his camera man.

If you practice this form of flying over a long distance, your navigation skills need to be second to none, also you should have exquisite knowledge of the Topographical features and likely obstacles within your country of transit, very hazy conditions often exist, which can hide a very tall radio mast, but you wont see the wires supporting this feature, it is time to climb higher and survive another day. Avoiding a wing being sliced off by the unseen wire Flying in the higher latitudes at the wrong time of the year, during a **‘white out’** a combination of snow and blowing snow.

Especially in mountainous regions this has caught out people with serious consequences.

An Aero Commander crashed in Greenland with 3 people on board, although two survived the co-pilot and an engineer who was seriously injured and unconscious until a drip of cold water on his head aroused him. They were rescued. They were rescued by the USAF later and lived to tell the tale.

Another classic tale was that of an Islander crew flying in a white out condition suddenly became aware had no airspeed indication, but for all intents and purposes were flying quite normally when in fact they had landed on a very deep snow drift and had gradually slowed to a stop with engines running normally, when the co-pilot wiped his side window, they too were rescued a couple of days later and keep warm by running the engines at intervals to keep warm.

**How lucky can you get??**  
Blowing snow can be very deep.