



BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005



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BIGGIN HILL AIRPORT SOCIAL CLUB LTD
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HAPPY NEW YEAR FOR 2009

We certainly had a few miserable cold foggy days leading up to the festivities of New Years Eve binge. However, on the brighter side we can all look forward to longer days and warmer weather and hopefully a little more flying.

JANUARY BUGLE DELAYS

This due in part to the Editor's cold fingers and his brain froze as well for a time. The recent cold weather with temperatures as low as -9C with freezing fog, slowed flying to a crawl – to the nearest bar. There were of course some spectacular scenes of frosted trees which lasted for a week, even spiders webs attracted a lot of frost.



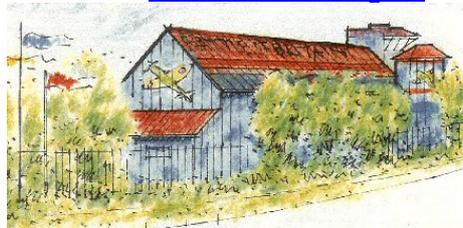
Considering the thickness of the spiders web. Is there someone out there with some mathematical skills who can calculate the torsional or load bearing strength of these fine strands. We know that a big Bumble Bee carry this amount of frost would surely stall and plummet to the ground.

BIGGIN HILL GAS LEAK

A major gas leak in the road by the airfield caused the main road to be closed from the top of Saltbox to the roundabout by the airfield caused confusion recently with traffic being diverted down Saltbox and via Jail Lane the other side. The problem was resolved after a couple of days of continuous work.

BIGGIN HERITAGE CENTRE

This has been a topic of discussion for several years and keenly supported by *'THE BUMP'* published by the *'Biggin Hill Battle of Britain Supporters Club'*. If anyone is interested in their efforts, why not have a look at their website < www.bhbobsc.org.uk >



An artists impression of the proposed building which will be situated within the new housing estate opposite the control tower.

SOCIAL CLUB MEMBERSHIP

Whilst we still have no premises, several people have renewed their membership. Your renewal will bring certain benefits at various restaurants on production of your membership card for 2009. Remember only current cards apply for discounts. These discounts are published in JW's newsletter. There is no need for another photograph. Fees are £10 for single, £15 for a couple, £20 for family membership.

NEW HANGAR APPEARS

The skeletal structure seems to have grown mysteriously out of the recent misty weather conditions.



Nevertheless this new building will improve the environmental outlook of the airfield and hopefully create more work for the community around Biggin Hill

SALLY 'B' PRESERVATION

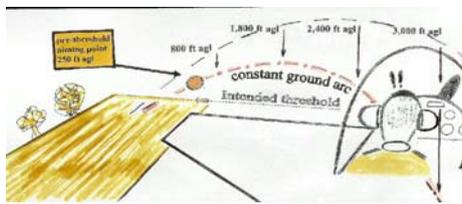


The famous and delightful Elly Sallingboe, writes that *Sally 'B'* will hopefully be appearing at Air Shows in 2009 following a disastrous year in 2008 with two critical engine failures creating considerable difficulties and some very serious management skills which Elly possesses along with her many supporters. They have held together for 33 years to maintain the only B17 Flying Fortress remaining in the UK. This aircraft has starred in several films produced in the UK over the years. If you would like to know more about this aircraft and its history go to < www.sallyb.org.uk > This aircraft has an extensive following and is kept alive in memory of the many gallant B17 crews that flew

in this country during World WarII.. Sadly though, many who flew these magnificent aircraft are becoming fewer year by year. Long live the legend of 'Sally B'

ATTERISSAGE FORCÉ

Having concentrated on your basic flying skills, and in particular '*the glide approach*' you became an expert. This rudimentary skill always amazed your instructor of being able to arrive at the threshold of your chosen field every time, during forced landing practice away from the airfield. *You're an expert.* An engine failure whilst flying cross-country is not as bad as it would appear ..! The day dawns brisk and clear, a cross country flight is beckoning, the aircraft is free, **its all yours for the day.** You are airborne, the green fields sliding below, visibility unlimited, this is the life..! The engine is purring like cat on your lap, you will be back at the club later leaning on the bar having a nice cool beer and talking about your flight – there is a sudden – *bruump, shudder thump...!* You suddenly realise, *you have left your nice warm jacket at the flying club* - concentrate on the known '*gliding speed*' it is your best friend along with your uncanny knowledge of the atmosphere in which there are a myriad of currents and eddies, likened to that of a boiling kettle. This phenomenon will have an effect on your flying machine as it is being carried along on these unforeseen currents – *you are prepared for anything.* You are sinking – **lower the nose** – you have just lost 5 knots of airspeed and will have lost another 5 knots of indicated airspeed by the time you look inside again., forget about your nice warm jacket ! **OH HELL ! - The propeller has stopped !** This never happened before. Anyway, you are an expert, so what is the problem ? Concentrate on the imminent landing you are faced with. **Wow!**



this is a real glide approach. (I wish I had my jacket) **why has the engine stopped ?** You are sinking fast, does anyone know where I am? Remember, you are an expert at glide approaches, so strut your stuff. (That's an aviation pun – get it ?) Here we go, you have chosen a landing sight which looks good for this moment in time – **the altimeter is unwinding like crazy** – your airspeed is nice and steady – concentrate on a nice smooth turn – **not too much bank angle** – maintain a constant ground arc to the intended threshold – try and decide what height you will be at by half distance and quarter distance – **be ready for the wind gradient** – you may have to turn in much earlier than anticipated as you find yourself sinking really fast – **remember also, progressive increases of angles of bank** – as you approach your aiming point. The wind gradient will dictate whether or not to increase your airspeed / or turn in to get to the threshold whilst maintaining a constant glide speed, any increase in airspeed will soon decay as you hold off for the landing...!

A thousand decisions. You are a genius...! Wait until you get back to the flying club – what a story you will have to relate (*I wish I had my warm jacket..!*) You will of course have all the answers for this real life drama that you have experienced. What was it like ? Did you try to start the engine, did you apply carb heat, question after question..? A kind farmer offers you a lift back to the airfield in his open back utility truck. **It is very cold ...! I wish I had taken my nice warm jacket with me.** The moral of this story is, if you fly in these northern latitudes on a summers day, take a nice warm jacket, even though it is nice and warm at your departure airfield.

Even the Sahara Desert gets cold at night. Try flying to Manchester from Biggin Hill on a warm summers day – you will be surprised at the temperature differential in such a short distance. Aircraft are capable of flying from one temperature zone to another in a relatively short time leaving the occupants exposed on exit to a severe temperature differential.

AIRFIELD PERSONALITIES



Patricia Elson has been around Biggin Hill for more years than she cares to remember. Patricia worked for Welkom Laborities at Park Langley before arriving on the airfield to take up a position as a book keeper with Express Aviation in 1978 developing a keen interest in aviation, as a result. She retired for 11 years then returned to the airfield to work for Shipping and Airlines in a similar role and has remained there for the past 13 years. Patricia is one of the Basildon Bond and pencil brigade. Like most things in life Patricia has had to accept computers as an office tool in the latter years. She is also a keen artist and skilful photographer remaining loyal to her tried and tested 35mm camera, swearing never to switch to a digital camera with its many modern attributes enabling instant viewing and printing facilities. Patricia is now the proud owner of three digital cameras and two digital printers. Where is the justice in this kind of decision.