



# BIGGIN HILL AIRPORT BUGLE

*News from our Airport at Biggin Hill - established 2005*



CLUB AND AIRPORT NEWS

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## EXCITING NEW YEAR AHEAD

Antarctic holidays are being sponsored for the pets of Bugle readers. The picture below shows Tufty the Goose taking a stroll with some Penguins along the beach of Antarctica, several pilots from Biggin have flown to and around the Antarctic region and will have



already spotted the deliberate mistake in the above picture.

## DEREK WHITE ..... RETURNS

to the UK after 40 plus years plus living in the USA and operating a very successful Flying School called Anglo American out of Fort Worth Texas at Meecham Field which was a wonderful place with a variety of Mexican restaurants nearby. Meecham Field was of course surrounded by several bars (shades of the old days at Biggin). Flying from this airfield was slick and non restrictive, join downwind at 45 deg, and you were given one of the parallel runways to land on, no following the one in front, the controller had it all worked out once you called your downwind joining position. So simple Derek eventually sold the flying school and moved to Seattle until the present time. They had been trying to sell their property in the USA for some time.



Derek, Pat his wife and JB at a coffee bar in Oxted last year.

Derek and Pat have settled in Trevowham near Morval which is near the north coast of Cornwall almost out of the country according to the editor. They arrived back to Cornwall on the 4<sup>th</sup> October and Derek spent a week in hospital to get him orientated to driving on the left again. They only have a mobile phone number at the moment, 07580 804 555 if anyone would like to call he would be pleased to hear from them. The Bugle has his address for those venturing that far west.

## QUANTAS ADDED SECURITY

Following the recent in-flight engine failure of their newly acquired Bigbus 8,000 seat aircraft, they have made some major modification to enhance the reliability of this sky liner.



However, the design department of the Bugle has come up with the enhanced performance calculations with a take-off run of just 600 metres. The performance

department admits that the fuselage (including pilots and passengers) would be left behind on the runway wondering what happened...!

Bigger wing bolts would be a good start to help the cabin to keep up with the engines. One other small problem has become evident, during further aerodynamic calculations in that the engines huge consumption of air will deplete the normal high pressure beneath the wings resulting in serious downward flight. Aaah..! Back to the drawing board, or better still put the engines on top of the wing.

This may restore the balance of low pressure airflow over the top of the wing. However it was pointed out that mounting the engines thus may produce a serious nose down tendency during take-off with the wings skidding along the ground the empennage remaining at the take-off run as before with everyone safely strapped to their seats.

Sounds like a jolly safe aircraft to our design department and to those with a fear of flying.

There is a lot to be said for the huge Titanic type sea going vessel, totally unsinkable of course, where one could have an illicit affair during the month long journey to Australia or a three day romp on a trip to the USA. This vessel would of course be carrying in the region of 80,000 passengers.

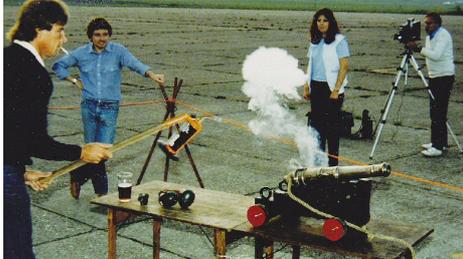
With a Formula One race track within its cavernous lower deck space and a huge shopping precinct on the deck above complete with a tramway transport system to move

people from the shopping precinct to their cabin corridors with multiple escalators.

One final thought, would you rather be killed instantly, trampled to death or slowly drowned far out to sea. Just a minute this vessel is sink proof..! What if it capsizes? The rescue services will eventually arrive on the scene cut a hole in the bottom to let people out. The air will rush out and the whole thing will sink like the Titanic. Oh dear..!

## 2012 OLYMPICS....

Good news for the older Biggin Hill attendees, of the 1<sup>st</sup> and only Perathon Race 'for charity' of 20<sup>th</sup> July 1984 (held after the evening closure of the airfield). This could possibly be reinstated to coincide with the 2012 Olympics!



F1 World Champion, James Hunt, started this famous race firing a replica canon provided by Lt Commander Tom Sergeant ex Fleet Air Arm, Walrus pilot. The jazz band of Acker Bilk provided music for the party afterwards.

This could be another walkover for the professional runners who fail to achieve their Olympic goals. Not quite sure of the medal qualities though. But it could be a good crowd puller with a traffic jam all the way back to Bromley and beyond.

The Woolwich Harriers descended on the last event in 1984 sweeping the slate clean and collecting all the top prizes.

Read news article dated 2<sup>nd</sup> December attached on last page, about Biggin Hill's plans for the 2012 Olympics.

## HORTON KIRBY MYSTERY

Whilst strolling through the snow covered woods of Horton Kirby

recently our photographer spotted something unusual. Concealing



his person behind a bush focusing on an unidentified creature as it swam in the freezing waters in search of food.



Our photographer, having captured a super sharp image stealthily fled the scene with these words ringing in his ears.

*'If you go down in the woods today,  
You'd better go in disguise'*  
and so on.

It is said the words are from a song written by Enid Blyton ...??

The apparent monster has become as elusive as the truthfulness of these writings.

However, all reports in the Bugle's pages have an archive element of truth and therefore should be considered to be accurate.

But, beware of deceptive information carefully hidden within the text.

## PILOT: FUEL MANAGEMENT

Running out of fuel is careless and irresponsible on the part of the pilot in command.

Light aircraft (singles / twins) have a variety of systems from simple to confusing if rational thinking is not applied.

Understanding the fuel system and the operation of tank selection and additional fuel pumps should be fully understood and adhered to.

Some of the older aircraft have only one fuel tank, often mounted above the level of the carburetor with a simple gravity feed and an ON / OFF fuel cock. This requires knowledge of the fuel consumption from previous flights and careful fuel / flight time management planning for flight safety

Most high wing aircraft have a simple gravity feed to the engine most have two fuel tanks which are selected individually LEFT / RIGHT or both ON.

Selection of BOTH for long distance or endurance does not equate to safe fuel consumption management. One modern twin employed a simple fuel system where the wing tanks were fed to a small collector tank and the fuel cock selected ON.

Whilst this system was supposed to make fuel management simple for the ab-initio pilot this took away any cross-feed issues.

However additional electric powered fuel pumps were fitted to most aircraft to back up the engine mechanical fuel pumps. These additional pumps were fitted to any aircraft where the main fuel tanks were lower than the engine/s for safety during critical stages of flight such as take-off and landing and very high altitude and according to the pilot notes should be ON during these phases of flight.

Some well known high wing aircraft had 4 tanks (two each side). The inner tank being the main, the outer a reserve, which is transferred by electric pump into the inner when it was empty.

A rather clumsy situation if the electric transfer pump failed..!

Why not connect them with an adequate pipe, gravity will do the rest. Unfortunately this would revert to the all ON situation reverting to a common fuel tank with no assured consumption for a given tank.

Presentation of the fuel system in most light twins can be simple, to colourful, to tricky, and should be thoroughly understood before flight is attempted, because it will be too late when a tank is empty or an engine fails and you have loads of fuel to deal with. *What about the engine failure??* Listen..! I am too busy managing my fuel status.

Whilst most twins have an asymmetric presentation of fuel cocks which is self evident, the Beech 18 had what seemed a little odd when first observed, but was so simple. All fuel cocks were presented in the same direction for each fuel tank – they all turned from left to right which included cross-feed.

Another well known fast twin has a main wing tip tank which should be used first because the unused fuel to the injection system is returned to the tank. The other two tanks (in each side) are transferred to the main only as required. This system is fine, but should be supported by fast flowing centrifugal pumps for speedy transfer

With multiple fuel tank selection fuel endurance can become very exact over long distances and decision making becomes definite, assuring safe flight. Therefore, a careful flight log of fuel endurance will also assist the flight journey log in respect of varying wind speeds en-route to calculate a final fuel to empty time.

**One final comment;** Additional fuel pumps when fitted to aircraft should be activated as recommended in the pilots notes for take-off and landing modes or high altitude modes if required and during fuel transfer phases.

Serious engine failures will produce some serious noises and top. Fuel starved engines go quiet leave the casual pilot wondering..!!

## AVIATORS CHARITY BALL

The Aviators ball was held at Sofitel Heathrow on 27th November 2010 in aid of Aerobility. For those of you who are not aware of Aerobility's activities, it is the leading flying related charity in the UK and it owns and operates customised aircraft and equipment to facilitate flying lessons and support for the disabled and terminally ill. All disabilities and conditions are covered allowing the gift of flight to so many deserving people. The Aviators Ball is the main fundraising event for Aerobility each year, with the money raised contributing enormously to the charity's annual running costs

The Aviators Ball once again was a glamorous event attracting a diverse range of people all connected by aviation in some way. The event was a great success, raising £82,000 for the charity. Over 400 people attended the evening, with notable guests including Gerald Howarth, Minister for International Security Strategy, TV entertainer Jon Culshaw and the RAF Red Arrows aerobatic team. After a gourmet three course meal guests had the chance to bid on some incredible auction prizes, including a VIP day with the Red Arrows, a chance to take the right hand seat in Vulcan XH558, a flight with the Breitling Jet Team and a flight in a Hawker Hunter.

A key moment in the evening came when Mr Howarth read out a personal message of support for Aerobility sent to him by the Prime Minister. John Culshaw then entertained the audience with humorous celebrity impressions and the night was rounded off with dancing to live music from the Big Kahuna Band.

Gerald Howarth MP, who is also a Patron of Aerobility said:

*"Aerobility is doing a remarkable job in affording those with a disability the opportunity to engage their passion for flying. I am particularly pleased that we are able to include a number of those who have suffered serious injury on recent military operations.*

*The amazing generosity of the guests at the Aviators Ball reflects the huge support there is for this project and will enable us to fund many hours of flying instruction. The Ball has established itself as one of the highlights of the aviation calendar."*



A truly wonderful presentation, these are just a couple of many quality pictures taken during the evening.

**HAPPY NEW YEAR FOR 2011**



THE WHITE STUFF: A snowplough clears the runway at Biggin Hill, which hopes to attract Olympic traffic, yesterday

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# OLYMPICS BID FOR AIRPORT

## Gateway hope as chiefs criticised for planes' near-miss

By Amy Andrew

reporters@sevenoaks-chronicle.co.uk

BIGGIN Hill Airport has officially entered the bid to become a gateway for the London Olympics in 2012.

Feelings are mixed, with some enthusiastic about the prospect of the town enjoying a high-profile status once again.

Others fear disruption and high costs, saying it could lead the way to a future of longer opening hours, heavy traffic and an increase in commercial aircraft.

The news comes after a report criticised the airport after two planes narrowly missed each other in mid-air.

Airport chiefs, who attempted to downplay the incident at the time, have been under fire from the UK

Airprox Board, which told them to tighten up on their guidance to pilots.

While Biggin Hill Airport stated the incident was "minor," a report produced by the board said the safety of two pilots had been "compromised" and one in particular had been "very shaken" after realising a collision could be seconds away.

### Failing

Those living in the area have criticised the airport and Bromley Council for failing to act in a transparent way on both matters.

Campaigner Colin Cadman said: "It would appear Bromley Council have been hoping to keep the gateway application quiet for as long as possible."

He criticised the plans, which

come as part of an application to renegotiate the current contract with landowner Bromley Council, adding: "It could put at risk the tight lease - underwritten by the Law Lords - that currently denies the airport the right to bring in fare-paying passengers.

"This is obviously part of a longer-term plan, which is why they are so nervous about the gateway application. The revenue they would get from a few weeks during the Olympics does not seem worth it - they want to use it to change the lease. In terms of the near-miss, if the airport is struggling with two aircraft, there is no way they can handle 100 aircraft a day - and helicopters flying in and out.

"Clearly, if Olympic Gateway status was given to the airport and

an air traffic control accident occurred, then Bromley Council would have some explaining to do as to how a small local airport with this sort of track record could have been given the privilege of serving the Olympics."

### Examine

Bromley Council leader Stephen Carr said: "We have received a request from Biggin Hill Airport and as their landlord, we need to carefully examine their proposals.

"Mindful of our landlord tenant responsibilities, we are not revealing details of the application at this stage. We appreciate this is a sensitive issue. It is also a matter of public record and, when it is appropriate, we will seek views from residents."