



# BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005



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## TRAFFIC CHAOS AT AIRFAIR

Sunday 8<sup>th</sup> June dawned a nice sunny day with cars swarming to Biggin Hill Air Show. The traffic becoming backed up towards Bromley. Some buses took 3 hours to get to the airfield. Later on in the afternoon the gates were closed to all cars trying to enter the show as there was no space left. It has been some years since this amount of traffic has been seen at the Air Show. The early Air Shows attracted a lot of traffic and it would take 3 or 4 hours to get out after the end of the display.

## SOME SHOW HIGHLIGHTS



Two famous aircraft put on a nostalgic display for the spectators.



Two ends of the aviation spectrum a French Mirage 2000 fighter and an Apache attack Helicopter keep the crowds attention. The next picture shows an old favourite from the Korean War the F86 Sabre Jet which performed very well against the Russian built MIG fighters.



The heat from the Mirage engine gives off another mirage as it starts its take-off run for a solo display.



The Tornado gave a rather noisy display with its bombing run



causing an impressive loud bang.



## SCENES BEHIND THE SHOW

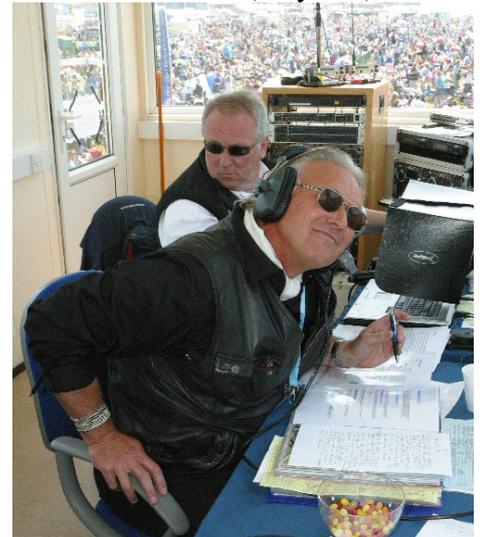
Some of the people that help to organize the air show into a presentable event for the public.



Barry Sergeant, Air Show Ramp Controller, Colin Hitchin, Chief Executive for *Air Displays International* and Bill Robinson, SATCO and display co-ordinator.



Simon Aimes, the Flying Display Director. A job that Simon has done since 1963. (45 years)



The Air Show commentators, unseen, but heard by many. Brendon O'Brien and Trevor Brown in their ivory tower high above the spectators, many of which can be seen from their vantage point, Brendon, is well known at Biggin.



Capt Francois Rallét, Mirage 2000 receives the award for the best solo display from Colin Hitchin ADI's Chief Executive. *Below:* The best duo display. Nigel Lamb and Paul Bonhome



**DENNIS KENYON CRASHES**  
 Whilst demonstrating a Hughes helicopter at West Desert Air Park, Fairfield, near Utah Lake, USA on Friday 13<sup>th</sup> June, Dennis crashed following a kind of half roll which became a loop from which he would require another 12 inches of altitude, which he didn't have. The crash was spectacular. Dennis survived without a scratch. He escaped very quickly from the wreckage. This accident can be seen on Youtube.



Dennis was based at Biggin Hill during his time with Starline Helicopters. He was also an importer for the Enstrom Helicopter at Shoreham. Dennis has been flying helicopters for the past 30 years, prior to helicopter flying he was a fixed wing pilot with the RAF. Dennis also

displayed at the Biggin Hill Air Show several times in the past, and also at Farnborough where the briefing officer congratulated him on his display, then asked if he could go a little higher so the people at the back could see. *Laughter followed this comment.*

**THE AERO EXPO WYCOMBE**  
 Wycombe Air Park was the scene for the 'AeroExpo' 2008. This is a static show and was well presented.



This event followed the Biggin Hill Air Show and was quite interesting

**MOONEY M20T ACCLAIM**  
 Air Touring Services at Biggin Hill have acquired the latest Mooney aircraft which will cruise at over 212 knots and climb to 25,000 feet. Fuel capacity is 102 US gallons an optional fuel capacity of 130 US gallons is also available. This aircraft will make Cannes (Mandileu) in 2 hours 45 minutes.



The aircraft was ferried from Texas by Graham Corbin and the editor JB The journey took 5 major stops



following the bad weather which was ravaging the mid west of America with severe flooding. The

glass cockpit Garmin 1000 equipment is a fantastic piece of wizardry projecting many variables for safe navigation.



The Mooney Acclaim rests at a brand new airport in Greenland ('Paamiut') carved from solid rock. 899 metres, in length. We were the third aircraft to land here.

### AIRFIELD PERSONALITIES



Roger Patterson appeared at Biggin Hill airfield precisely in the month of October 1977. He only came to learn to fly at Air Touring Flying Club, and never seemed to go home. Working his way up the ladder, Roger obtained his PPL, and then his Instructors Rating, and finally becoming a PPL Examiner. After 11 years at Air Touring Club he would move to Surrey & Kent Flying Club in 1998. Wearing out several pairs of Chamois Leather Gloves in the past 10 years spent at Surrey & Kent. Roger bought a share in YAK52 aerobatic training aircraft which he enjoys flying. During the last severe snowstorm in 1986 the editor saw Roger approaching on ski's with a cheery smile, *that is, a dedicated aviator.*