



BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005



CLUB AND AIRPORT NEWS

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THE RED WHITE AND BLUE



THE TORTOISE & THE HARE

The colour scheme is the only thing in common with this shoe box image, taken in 1976.

These two aircraft had little in common, the Rallye STOL aircraft was a very popular French aircraft built by Aerospatiale at Tarbes Oussun Lourdes, Haute Pyrenees.

The Rallye aircraft is no longer made in France. A few are produced under licence in Poland

The Concorde had a magnificent career in aviation until an accident at Charles de Gaulle Airport, Paris, 25th July 2000. This being the ultimate demise, of the Concorde aircrafts 30 year safety record.



FRIENDS OF THE SCOUT AVIATION CENTRE NEWS LETTER No 17 JUNE 2016

Yes you are right – it has been ages since the last edition (September 2014). In fact this edition was meant to be issued in January and was 90% complete when fate intervened. But despite a very challenging 12 months we are still active and running an exciting air activities programme!

In January we received notice from our landlords, Biggin Hill Airport Ltd (BHAL) that they planned to terminate our lease, which had been due to run until 2018. The reason – so they could extend the car park that adjoins the SAC.

The January 2016 bombshell

Thankfully, they offered us alternative premises on the airport, albeit at 7x the rent we were paying for the SAC (ouch indeed!). But by ending the lease early it means we would have no security of tenure, something essential for

charitable trusts to donate funds (who provided the majority of funding for the current SAC back in 2001). With this enormous extra cost for the rent, the future looked really bleak. In the hope that something might come up, we looked carefully at the premises on offer – Building 701, also in the East Camp, previously used as a flying club (in the top centre of photo).



From a floorspace viewpoint, it is bigger than the SAC and would be suitable for our needs – *provided that* the Comet Flight simulator can be made to fit. So if we could find the money and if the Comet sim would fit, then it looked like the SAC might still have a future.

Quite simply, it would be a huge loss to all members of the Scout Association, as well as to the other youth groups who have used our facilities, if the SAC had to close. We estimate that since we first moved to the East Camp in 1985, in excess of 10,000 young people have been through our doors, many of them gaining their first experience of aviation. They are the future of aviation!

The verdict?

With enormous relief we can tell you that:

- After taking careful measurements **the Simulator can fit.** As it happens the external wall to the room where we would locate the simulator needs to be replaced because it is rotten, which will enable us to get the Simulator inside; and
- GLS Scout County have made clear how much they value the work we do at the SAC and want to see us continue. As a result **they have very generously pledged the majority of the funding we need to cover the cost of the move and our additional rent for up to three years.**

So with this encouraging news we are now starting detailed negotiations with BHAL with a view to securing the new premises and moving before the end of September. We have formed a Building Replacement Group (about which, more later) to take forward the project.

In the meantime what else has been happening at the SAC?

Very importantly – and despite the distraction - we have still managed to run an exciting air activities programme for young people

Despite the challenges, we have run a very creditable number of Groups across GLS and GLSE activities for all sections. In 2015 these included 17 badge courses and 14 tours; and we welcomed 940 users to the SAC, including members from 18 different. Badge courses to April 2015 flying during explorer.



Our programme of air experience flights has continued. Particular thanks go to volunteer pilot John Willis, and to Henk and Tom for, organizing/providing free seats for our young people.

And in 2016 we are organising activities through to the end of August. During this time we expect to have organised 6 air badge courses and taken 8 Groups around on airfield tours. Not to mention activities such as the half-term simulator sessions day when families from 5 different Groups booked sessions! Operate throughout the year – here Beavers



from 9th Sydenham sit in a real aircraft for the first time on 27 February 2016, well wrapped up against the cold! Our thanks to Falcon Flying Services for the use of the aircraft.

Team Changes

Since the last edition in 2014 we had said farewell to a number of experienced helpers:

- Dave Smith-Lachie, one of our key instructors, decided to step down in order to concentrate on his own

Group (1st Balham Air Scouts) commitments.

- Terry Robinson, our long-serving tours bookings secretary and representative on the Airport User Group, decided he could no longer continue as he felt badly treated by Scout Association HQ (not because he had any issues with the SAC).
- Henk van Welsenens, our lead pilot and GLSE's County Air Adviser has moved to Norfolk, so he will be available on a much less frequent basis

But on the plus side we have welcomed:

- A new Badge Courses Booking Secretary – Pauline Deacon – who is doing an excellent job.
- Carol Ivany kindly volunteered to take over the bookings role from Terry as well as running the Flight Deck shop.
- And Grant Scott is doing sterling work as a skills instructor, working with aircraft rather than his previous role of shooting at them with the Royal Artillery.

Added to that, Ian Ford now represents us on the Airport User Group.

We are also delighted that Tom Wheeler, recently the Scout Association's HQ Adviser for Air Scouts, has agreed to take over from Ian Piper in managing the air activities programme at the SAC.

So - what plans for the SAC building/site?

We have formed a Building Replacement Group (BRG) to oversee the project of clearing our current site; and moving to new premises. This is the same model

as in 2000 when the project to raise funds and build the current SAC was underway. It worked then, and was seen as the most appropriate way forward on this occasion. It will be a time consuming job, and Ian Piper will concentrate on leading the BRG at this vital time.

What is BRG's role? In a nutshell it is to:

- Negotiate the details of the new lease and liaise with BHAL;
- Oversee any building works to the new premises;
- Liaise with GLS County on funding and pursue opportunities for additional funds;
- Arrange the move of all equipment
- Dispose of surplus and the current buildings
- Ensure the current site is cleared by end September equipment



unique Comet simulator is a real asset but will also be a problem to move due to its steel framework and its 1.5 tonne weight!

Shopping List

Not so much what as who!

Our Building Replacement Group will be operational for the next few

months and is looking for three people who can fill the following key roles:

- **Someone with experience of building industry:** we are not necessarily looking for someone to undertake building work – its more we are looking for someone who can advise on the best way to get things done; who can suggest the most practical way to do things; and who can tell us if something won't work!

- **Fund raiser/salesperson:** we need to get the best return on disposing of unused or underused assets at the SAC. For example when the Simulator went 'glass cockpit' we were left with a number of surplus original aircraft instruments. And because the mobility scooter failed to materialise, we have a high spec 'garage' that is now surplus to requirements. And we also want to dispose of the existing SAC buildings. Therefore we need a canny person who can sell these off for the best return we can get.
- **Transport manager:** Whilst the distance from the SAC to the new building is only a few hundred yards, there are some challenging items to move and place, especially the Flight Simulator which weighs 1.5 tonnes. We need someone who is comfortable with arranging the movement of all our equipment.

Could that person be you? Or do you know someone who is suited for one of the roles? Please get in contact with Ian Piper ASAP if you can help!

We have had a constructive meetings with the BHAL team which gave them a better understanding of the activities we do, the way we work and the pressures on a voluntary organisation with no paid staff (as opposed to other businesses on the Airport).

And for our part we gained a better understanding of the external security pressures that BHAL are under; and ways that we could improve our briefing on safety measures to take better account of the layout and specific hazards at Biggin Hill.

As a result we have carefully examined, procedures and training for our instructors and guides. Whilst we already met the *Access to Airfields* requirements of the Scout Association (POR), we and made a number of improvements to satisfy the additional requirements of BHAL .

A detailed briefing given to the SAC team in December 2015 to set us up for the 2016 season (and was communicated to the few who could not make it). It was great to see a very positive attitude shown by everyone in the team at that meeting, and it is clear that we have emerged stronger as a result



SCOUT AVIATION CENTRE BIGGIN HILL

The Scout Hut has been on the airfield from the days of Croydon's closure and credit must go to the early pioneers who organised and ran the aviation division of the SAC at the airfield.

Scott-Chard (ex British Airways) founder member and all the team leaders should be congratulated for their leadership over many years., long live the SAC.

DEREK WHITE 1933 – 2016



Derek lived at Fort Worth Texas in a large wooden house, with huge pillars at the front, which he called the 'The White House' it had many rooms and a couple of rooms upstairs with their own external stair case to the entrance door.

The main building had an underfloor gas warm air heating with a grating (30"X 30") very effective, but almost a lethal system with these grills directing hot air to each room controlled by a lever.

Many times he had JB under the floor which was about 3' high with trunking for ever slung beneath the floor, you didn't want to be down under the floor boards when it was activated.

Above was Derek's favourite spot for breakfast looking directly at the morning sunshine, draped in his dressing gown before departing for Meecham Field, Fort Worth and the Anglo American Flite School.

Meecham Field was a good place to operate from with its numerous runways and minimum radio traffic everyone followed the procedures and air traffic would identify you and transmit your final clearance.



XMAS AT THE WHITE HOUSE

This was a wonderful gathering for the students and others who were homeless at this time of year.

However this year (English Pilot) Carrie Carrington (Carrie, centre top) was banned from the kitchen, because the previous year he dropped one of the turkeys on the floor, which then skidded across the length of the kitchen.

CARRIE CARRINGTON: 1980

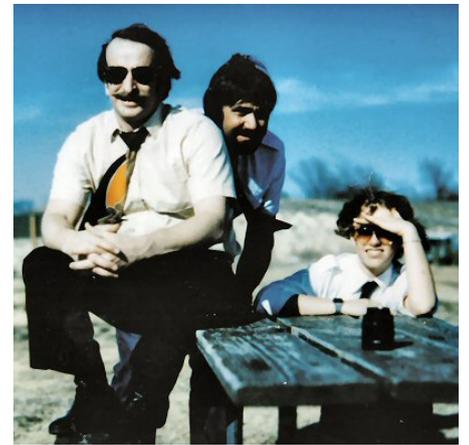


An exquisite English gentleman, he came to visit often and was the owner of an immaculate Gipsy Moth in the UK. He too has passed on to the airfield in the sky.

THE WHITE HOUSE



ANGLO AMERICAN PILOTS



Nico Vertog, (Dutch)
John Bryan, (Tasmania)
Jo Riggs, (Isle of Man)

CARSWELL B52 AIRBASE



This was a slightly noisy place to be as five B52's were always in the air at any one time.

NEW YEARS EVE 1980 / 1981



NEW YEARS EVE OUTSIDE



Outside was rather cold, whilst inside the Burgandy Tree Night Club it was a hot night well into the early hours of 1981

1981 JB - JOHANNESBERG



Having spent 6 months in Texas with Derek, JB packs his grip and heads for South Africa

His flight journey was Fort Worth, Houston, Amsterdam, London to change luggage, back to Amsterdam, then a KLM flight to Johannesburg and a tour by car of the state of South Africa.

I wouldn't see Derek for a few years until he shipped some of his Flite School aircraft to sell at Biggin Hill, just when the Dollar took an all time low. Ahh!

I forgot to mention that Derek flew a Beaver out in Libya for an Oil Company for a couple of years.

Then we all began to move in different directions (must be a failing of the aviation industry)

It was probably 1986 before I saw Derek again when he came to live with me at Biggin Hill.

Following the Storm of 1987 we both flew to Tarbes to collect a TB20 that had minor damage.



Derek White and John Bryan.

A visit to the Aerospatiale Factory
And a complimentary lunch.



This lamp burnt 24 / 7 outside 'The White House' as some kind of relief valve - We would hope, it is still burning for Derek...