



# BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005

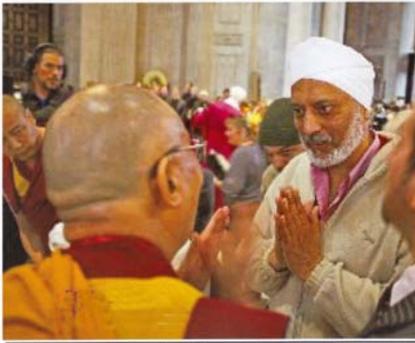


CLUB AND AIRPORT NEWS  
ISSUE No. 88

BIGGIN HILL AIRPORT SOCIAL CLUB LTD  
[www.bigginhillclub.co.uk](http://www.bigginhillclub.co.uk)

In Ass. with BigginHillReunited.co.uk  
1<sup>st</sup> June 2012

## NO MORE APRIL SHOWERS



Hey Singh, my man...! So good to see you, how is that old Tasmanian ?? What's his name, is he here ?

That I can promise my friend, but the sharp rise in business (rites) rights, I will have to delve a little deeper. I will have a word with a good friend of mine high in the heaven.

I'm sure he will have a solution to your many colleagues who have supported the airfield for the last 50 years.

Following the recent bad weather let us hope that the future for the 'airport users' resolves itself quickly, the airport needs business users, particularly maintenance facilities for aircraft. No facility, no jobs available for the future.

## THE MYSTERY LANCASTER

This aircraft arrived mysteriously during the air show 67 and remained for a long time.

It is still one of the few left flying, which is quite amazing when they were probably only expected make a few bombing missions before being shot down.

Whilst they were a well built design with adaptability for carrying a variety of different bomb loads.

The crews were young and did an amazing job in dangerous skies.



This dramatic picture has been produced using young actors dressed as the crews of the day.



Their clothing was bulky because these aircraft were not heated, nor pressurized. Temperatures were often below zero during the long bombing missions.



The comfy cockpit for one. No one breathing down your neck, telling you how to fly this beast.

Just as well, when there are lots of bullets and flack coming your way. This flying job doesn't seem so glamorous after all, I think I will wait for a better time.



It is hard to imagine the size of these aircraft which were able to win the balance of power in Europe.

The big wheels allowed the aircraft to operate from rough grass runways, gravel or otherwise.



A late afternoon preparation for a night bombing raid, the Americans bombed by day with their B17's



The model crew, resting on a very large bomb, which will be transported during the night to Germany.

## **LONG DISTANCE AND LOW:**

Birds are the 'true masters' at 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 their unique and skilful talent. They go solo on their first flight – how about that for a career in flying.?

They also understand the economics of formation flying on long distance flights and the correct position for the best lift of the others wing tip vortice.

They can do this effortlessly for long hours on end and never bump into each other.

Large Eagles will dispute their aerial territory by locking talons and spin dangerously toward the ground – each daring the other – only to release at a safe altitude.

Let us consider flight (formation) for the human flyer over a long distance with other aircraft which will produce economical flight for those behind the leader.

All the aircraft should be of the same make and model for the best results.

The best position is slightly above and behind the others wingtip where the vortex is rising from the aircraft ahead, you will find that slightly less power is required to maintain station – not only that, the leader is the navigator, thereby relieving you of any navigational responsibilities – providing the leader doesn't get lost...!

There was a classic case of a South African Formation Jet Team at Capetown during a loop.

The rest of the team followed the leader into the side of Table Mountain. It is important that the

leader of a formation should be aware of the size of this formation group and consider the implications of flying low with what is technically a very large aircraft with the other bits being controlled by individual drivers trying hard to keep it together.

Low flying can be fun and has the effect of making time pass quickly as you are fully occupied in watching what is coming at 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 find the ground rushing up to you at an alarming rate – as did a helicopter pilot with camera crew found out to his regret whilst following the famous 'Paris – Dakar Rally' This pilot lost concentration whilst performing his piloting skills.

If you practice this form of flying over a long distance, your navigation skills need to be second to none and also you should have exquisite knowledge of the topographical features and likely obstacles of the countryside you are flying within, as this could have an undesirable effect on your future.

Very hazy flight conditions can also present sudden surprises, such as a tall radio mast held aloft by stabilising wires which are totally invisible. You will certainly see the mast, but the invisible wire will slice a wing off.

Flying in the higher latitudes at the wrong time of the year '**during a white out**' which is a combination of cloud, blowing snow in mountainous regions, several people have come to grief under these conditions.

Several years ago an aircraft with three people on board crashed in similar circumstances in Greenland In which two survived the accident. They were eventually rescued by

By the USAF – another incredible story. For the moment classified.

Another tale is that of a BN2 Islander flying in similar 'white out' conditions, became aware of no airspeed indication.

When in fact for all intents and purposes were flying quite normally. They had in fact flown into a level deep snow drift which gradually slowed the aircraft and it came to a stop with the engines running normally.

The co-pilot wiped his window and became aware of their predicament. They too were rescued after a couple of days and survived by running the engines at intervals to keep warm – how lucky can you get...!

There was the case of a well known ferry pilot who landed on a glacier in Greenland and slithered down a crevice.

A rescue helicopter arrived and pulled him to safety during which he lost a shoe and bitterly complained about this event.

He only had one pair of shoes, and hadn't planned on much walking during his ferry flight.

He was a real energetic character, but financially mean..!

**Intent on arrival** – This has led to several avoidable accidents at the final destination with the weather closing in, trying to avoid lowering cloud and staying visual. You are digging a hole for yourself and the pristine aircraft you are delivering is about to be severely damaged as you career off the end of the runway and into the perimeter fence, or making a very hard landing resulting in the windscreens popping out and falling on the runway whilst you casually taxi to the apron and then suffer the embarrassment of the fire services in front of the gathering crowd of aircraft spotters who have become aware of your predicament whilst the new owner is somewhat exasperated at your arrival...!