



BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005



CLUB AND AIRPORT NEWS

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BATTLE OF BRITAIN 70th.

G-LIZZ flies with Other Classics. Regulars at Biggin will have noticed that resident Aztec G-LIZZ is wearing a bright new coat. Not that it didn't need it anyway, but the balance was tipped by an opportunity to spend a couple of days with the Battle of Britain Memorial Flight, promoting the work of FSD, the Flying Scholarship for the Disabled. RAS did the paintwork and Larchfield Graphics provided the decals free of charge and Falcon finished the job as their contribution to charity. So this was a real Biggin effort.

G-LIZZ is no stranger to excitement. In an earlier life it acted as an air-sea search and rescue aircraft in the Channel Islands, and since it was bought by the present owner Timothy Nathan it has made several trips to the deep Arctic, including a solo crossing of the North Pole from Spitsbergen to Northern Canada. These trips are typically operated at surface temperatures of -40C, quite a challenge for a 40 year old aircraft

Following an engine failure over Essex last year, resulting in Biggin AFS having to turn out, Timothy combined G-LIZZ's airframe with the engines from Ilya Kazi's G-BCEX resulting in the sad demise of EX. It is a great shame to scrap an Aztec (considered by many to be the best all rounder light twin ever) but it granted a new lease of life for ZZ in difficult financial times. Ilya and Timothy,



now own G-LIZZ in a very happy and co-operative relationship.

And, talking of happy long term relationships, G-LIZZ has been maintained for the last ten years or more by Falcon Flying Services. Singh, Ashley, and Shonu take a special pride ensuring that it performs at its best when flying its exploits in difficult and demanding services.

G-LIZZ flies every year in Project Propeller, which brings together WW2 aircrew veterans from all over the country with today's pilots, for a day out of reminiscences and entertainment.

Last year G-LIZZ took part in a four ship formation (also including Biggin based G-BGST and N646CD, which landed on every

British Isle between dawn and dusk leaving Jersey at 0426L and ending in Shetland some 17 hours later.

Although this was an attempt at the Dawn to Dusk challenge (they came second) it was mainly to raise funds for FSD (£23,000 was raised.) This was the beginning of an extended relationship with FSD. brokered by Biggin based owner of G-BSGT, Edwin Brenninkmeyer who is a Trusty of the charity.

When thinking about how to raise funds and awareness this year, it seemed obvious to a part of the 70th Anniversary celebrations of the Battle of Britain. BBMF are huge supporters of FSD, including funding a full scholarship every year, and wanted to do what they could to help. It was the suggestion of BBMF C.O. Ian Smith ("Smithy") that an FSD

aircraft should join some of the sortie they had planned for the 20th August.... the anniversary of Churchill's "Few" speech.

BBMF planned to visit all the airfields active in the Battle of Britain that day, culminating in a flight over the Cabinet War Rooms; Smithy suggested that the FSD aircraft join the formation into Duxford and Biggin. Part of the suggestion was that the aircraft be painted clearly to represent FSD. Because G-LIZZ's paintwork was overdue a respray, Timothy and Ilya offered to make it the FSD aircraft. Patent Attorneys Mathys & Squire also sponsored the activity, and their logo is on the fin.

Smithy came up with another plan for the day before the big day. One of BBMF Spitfires is a Battle of Britain survivor, painted as the aircraft used by Battle veteran Geoffery Wellum, author of the wonderful "First Flight", one of the truly great aviation books. Peter Vacher's Hurricane 'UPW' was the very machine flown by Bob Foster in the Battle. Smithy suggested they should take the opportunity of a life time to get some aerial shots of Geoffrey with his Spit and Bob with his Hurricane. G-LIZZ was chosen to carry the two pilots between the fighters while another Aztec took the pictures. The results are stunningly evocative.

On the 20th August the weather was awful over most of the South East. Although able to fly the "Guard of Honour" into Duxford (see <http://tinyurl.com/3293uad>) the fighters were unable to land, though the crew and passengers of G-LIZZ made the very best of media opportunity, resulting in national coverage for FSD.

The BBMF flight into Biggin had to be cancelled altogether. Again, there were masses of media and FSD were able to leverage some good cover in the absence of

BBMF. Later, after a low level pass over London, Geoffrey's Spitfire and Bob's Hurricane did come to Biggin and G-LIZZ took the opportunity of playing with 'UPW' doing a short, low-level pass with the Hurricane in tight formation.

Originally it was planned to remove the logos from LIZZIE and paint the more usual cheat lines, but the owners have decide that it is too good an asset for Flying Scholarships for the Disabled to be removed and the aircraft will remain a flying bill board for FSD for the foreseeable future. Details of FSD can be found at www.reachforthesky.org.uk where it is possible to make an on line donation.

G-LIZZ AT THE NORTH POLE



THE ARCTIC ROUTING



GEOFFREY'S HURRICANE



PRE – FLIGHT DISCUSSION



with (l to r) Bruce Dickinson, Edwin Brenninkmeyer, Timothy Nathan, and Nathan Doidge.



It is best that everyone has the same plan in mind for this final picture. Do have a read of the FSD Scholarship website.

OH NO! A FORCED LANDING

This a great attention getter when the purring engine ahead of you suddenly quits...!!

During your early days learning to fly your basic flying skills were quite good 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 practices away from the home airfield.

You are an expert. An engine failure whilst on a cross – country shouldn't be a problem, then without warning the engine dies - what the – 'Oh hell', **you realise that you have left your nice warm jacket at the clubhouse**, concentrate on the known '**gliding speed**' it is your best friend along with your uncanny knowledge of the atmosphere in which there are myriad of currents likened to that of a boiling kettle.

This phenomenon will have an effect on your flying machine as it is carried along on these unseen currents, *you are prepared for anything. You are sinking – lower the nose* – you have just lost 5 knots of indicated airspeed and will have lost another 5 knots by the time you look inside again., forget your warm jacket ! *Oh hell ! – the propeller has stopped !, this never happened before !* Anyway, you are an expert at glide approaches, 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 nice warm jacket) *why has the engine stopped?*

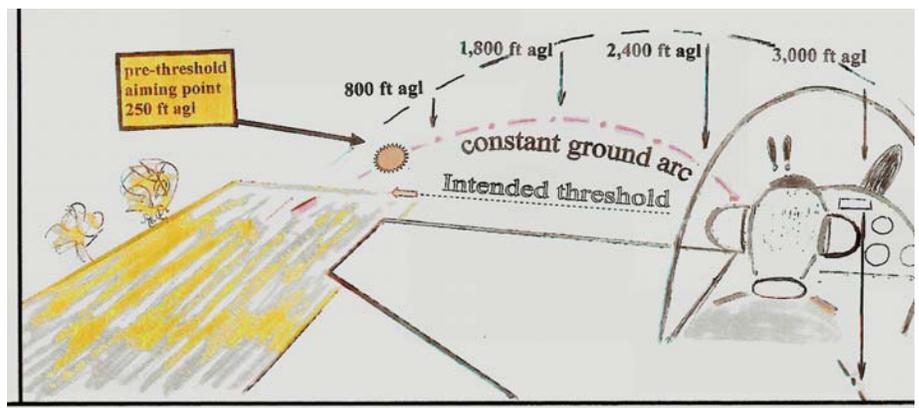
You are sinking fast, does anyone know where you are? Remember, you are the expert at glide approaches so strut your stuff!

(That’s an aviation pun – get it).

here we go, you have chosen a landing site which looks good for now – 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 angles of bank* – as you approach your aimed threshold point.

The wind gradient will dictate whether or not to increase your speed / or turn in to get to the threshold or maintain the glide speed, any increase in speed 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 jacket..!)* You will of course have all the answers for this real life drama that you have just 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 backed utility truck. *It is very cold..!*

Engine failures after take-off or during take-off is simple, land straight ahead, you have little time to carry out remedial conclusions.

Engine failure in a light twin aircraft below VMC, reduce the white knuckle syndrome on the live engine immediately, concentrate on a safe airspeed and land straight ahead. Maintaining a lot of power on one side and insufficient air speed your flying will be extremely exciting for the next few moments of your aviation career.

Consider these facts - engine failure in a single engine aircraft is easy – you are committed to a landing – the classic glide approach.

Light twin engined aircraft are usually twice the weight of a big single engine aircraft, therefore the twin engine aircraft suddenly becomes a very heavy aircraft for one engine.

A 250HP single, with a.u.w. of 2400lb carries useful 1200lb.

A twin with 2 X 250HP engines and a.u.w of 5200lb carries 1200lb.

All of a sudden your twin engine light aircraft becomes a very heavy single engine aircraft with an a.u.w. of 5200lb plus a 1200lb load.

Not a very good situation for the pilot driver ‘Chappie’ left struggling with a one engine twin aircraft.

There are many light twin owners around the bar that will tell you otherwise, they will explain the attributes of their aircrafts performance, each far better than the other, and it’s ability to fly on one engine, bearing in mind they are identical aircraft, each one though is unique. It will be faster, burn less fuel and fly higher.

Quite a few of these pilots are unable to fly in a straight line or maintain height for more than a minute. Nor do many understand the available thermal currents to use to their advantage to maintain a high ground speed and airspeed over a long distance.

Control of the mixture was seldom really understood during their short trips to Le Touquet, but they all claimed to have burnt less fuel than the other.

Alternate air control – that’s the same as Carb Heat...!! Isn’t it??

Editor:

I think it’s your round, you have me over a barrel on that one.

I do know the answer, but for that it will cost you another drink for my final conclusion on your understanding of the alternate air control.