



# BIGGIN HILL AIRPORT BUGLE

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

CLUB AND AIRPORT NEWS

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## TWO LONLEY LANCASTERS STAND FORLORN AND POISED READY TO GO ON A MISSION

The Lancaster pictured left is from the Canadian Warplane Heritage Museum at Hamilton.

This aircraft is known as 'Vera' which was made up from her original registration letters arrived at Biggin Hill at 2.30 pm on the 14<sup>th</sup> August with a low rumble of her 4 Merlin engines.

The other aircraft is from the well known Battle of Britain Memorial Flight (BBMF).

These two aircraft are the last two serviceable Lancasters and will be seen around some UK airshows flying in formation with some other wartime aircraft of the day.

Due to inclement weather, some displays were missed out, one being Kenley near to Biggin Hill to the disappointment of a large crowd which had gathered.

Such was the wartime effort, no less than 7,377 of these particular aircraft were built during WWII and equally, several thousands of various types of bombers as well as the many thousand fighter aircraft.

All these aircraft and their young crews played a role in defeating the enemy during those dark days of WWII.



The aircraft left its home base at Hamilton routing via Goose Bay, Narsarsuaq, Keflavik and finally the UK at RAF Coningsby, a distance of some 3,183nm (approx).



These keen aviation experts found themselves a clear vantage point in the sunshine to view this historic occasion as the two Lancasters departed for the Eastbourne airshow.

L : R Chris Bond, Gary Bickerton, Roger Barham and John Bryan.

Our roving photographer rushed off to Eastbourne to capture the two Lancasters in formation.



The Lancaster pair at Eastbourne,



giving a very good display.



### LIFE AROUND THE HANGAR

With some resplendent aircraft from the Percival Aircraft Company, above a Prentice is flanked by two Proctors.



### EDGAR WICKNER PERCIVAL

Was born 23 Feb 1897 and died 20 Jan 1984. He was born at Albury, NSW in Australia. By the time he was 14 he had built two gliders with his Uncle and learned to fly. The War of 1914 loomed ahead and he joined the AIF (Infantry) as a Private, rising to the rank of Sargeant and then he transferred to the RFC with his gliding experience he was accepted.

## IMAGES FROM THE HANGAR



Cut the legs of a chair, bolt what is left to a set of castor wheels, a large screwdriver a mobile phone, makes multi tasking easy.



The Civilian Coupe 80 years old and still flying...!



The Miles Messenger in the family blue colour scheme.



The DH87B Hornet Moth Bi-plane.



DH 90A Dragon Fly twin.



What is the problem...?



De Havilland 90A Dragonfly. Another of the 'PG' collection.



The spinner of 'Alice' a Cessna 192 reflects some images within the hangar.

Most of these old aircraft can reflect back over 60 years of flying memories.



De Havilland 90A Dragonfly.



The smooth lines of the Messenger.

## OPEN LETTER PUBLICATION

This open letter was distributed around the village of Biggin Hill in August 2014. The Bugle was granted approval to publish this copy for our members / pilots who live a little further out, but keenly interested in airfield information.



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## AN OPEN LETTER FROM THE MANAGING DIRECTOR OF BIGGIN HILL AIRPORT

August 2014

Dear Neighbour,

I'd like to introduce myself as the Managing Director of Biggin Hill Airport. I started my career as an air survey pilot and then as a business jet pilot, before running my own aviation charter business based at Biggin Hill. Since then, I have run overseas companies based in the Middle East, Switzerland, Moscow and Lisbon. I've lived in Biggin Hill for 12 years.

Since I was appointed last year, I've been getting to grips with the job of running an active Business and General Aviation airport and - most importantly - I've been listening to what my neighbours have to say. So far, two things have stood out for me as being important to local residents: bringing back the air show and dealing with unnecessary noise nuisance.

I know many of you were upset when the annual air show was cancelled and I'm delighted we have been able to bring it back to life this year. It puts our community on the map and we're rightly very proud of it. It is one of the perks of living in Biggin Hill. I flew in the air show as an aerobatic pilot in the Honda sponsored Sukhoi 26 for many years, so the air show is close to my heart.

That's why we are **bringing the Festival of Flight back next year to mark the 75th anniversary of the Battle of Britain**. We'll spend the next year working to make the show even better, including working to alleviate the traffic congestion as much as possible.

Since I started this job, I've made a point of personally investigating all noise complaints we receive here at the airport. I know that low flying light aircraft (the 'buzzy' ones as some of my neighbours have described them) can disturb many of you, particularly in the summer months. One way that we can improve this is to ask light aircraft pilots to avoid all built up areas around the airport. I am going to work with our pilots and air traffic controllers to see if we can make such a system work here at Biggin Hill.

**I want to hear what you think about this idea, and how you think we can be a better neighbour to you. Please email me at [noise-action@bigginhillairport.com](mailto:noise-action@bigginhillairport.com).**

My aim is to have a detailed solution by September. Once we have heard from you, and consulted with our light aircraft pilots, I promise to write again with more specific details on how and when a new system can be implemented.

In the past, I don't think the airport has been clear enough about what it wants to do. I know that many of you are concerned that Biggin Hill Airport may grow into a busy commercial hub. I hope that my family and I will be living in Biggin Hill for many years to come. I certainly don't want to live next to a large high volume passenger airport and I'm certain that you don't either.

**So I want to be very clear about what we will not do. I can reassure you, here at Biggin Hill Airport, we will never host the types of scheduled airline traffic or holiday charter flights you see at major airports.**

We want to remain small and nimble, dealing with Business Jet and General Aviation traffic of the type that uses the airport today. There is more information about what we do today, what we don't do and most importantly what we will never do on the reverse of this letter. These are the terms on which I took the job, and by which I am prepared to be held accountable by the local community.

Yours Sincerely,

*Will Curtis*

Will Curtis  
Managing Director

## What we do:

Our main business is about **hosting and maintaining private business jets and helicopters**, often used by companies and individuals. Typically these carry less than 15 passengers, but we are also **home to world famous Formula One Management**, whose aircraft take up to 80 people to and from all the European races. Our facilities are ideal for flights in that size range, particularly now that the big airports have little interest or capacity for smaller aircraft, especially when they are 'one off' like those that use Biggin Hill.



We also host and maintain small training aircraft that the **next generation of pilots** will use to learn to fly.



We host the Biggin Hill Heritage Hangar - which includes a **collection of restored Spitfires and Hurricanes**.

We host 65 aviation companies that provide, service, manage and maintain aircraft on our site, **supporting 1,000 jobs**. These jobs range from skilled carpenters making aircraft interiors to highly skilled aircraft engine technicians. Many of the people who work here live within a few miles of the airport.



We host **military and medical** flights several times a day, and sometimes even the **Red Arrows** (when they're in town).

We are open between **6.30am and 10pm** on weekdays, and between **9am and 8pm** on weekends and Bank Holidays.



## What we don't do:

**We don't allow flights outside our opening hours.** Some people see flights passing overhead Biggin Hill on their way into Heathrow and think they are landing here. This is not the case. In fact, one of the benefits of having an airport on your doorstep is that **air traffic from other airports (including Heathrow traffic which passes overhead Biggin Hill) must avoid the Biggin Hill air traffic zone**. This has the effect of keeping Heathrow traffic considerably higher than it might otherwise be, which in turn means they affect us less.



**We don't allow** any of the older, noisier, jet engine aircraft and can ban any aircraft that is considered to be too noisy.

## What we will never do:

**We will never allow** Biggin Hill to become an airport for the commercial passenger or freight airlines or for holiday charter flights that you see today at airports such as Gatwick, Heathrow, Stansted, Luton or City airports.

**We do not want to be the solution to London's runway capacity problems.** We want to continue in the Business and General Aviation sector. Why? Because world cities like London need small specialist airports that host Business Aviation as well as big busy hub airports to deal with airline flights. We have an opportunity to fill that important role as a Business and General Aviation airport - and it is a much quieter and less busy role that suits our neighbourhood and residents better.



For further information visit [bigginhillairport.com](http://bigginhillairport.com)  
call us on +44 (0) 1959 578 500 or follow us on:

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