



BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005



CLUB AND AIRPORT NEWS

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Learning to fly had always been your dream – after a couple of lessons you return home elated, your neighbour is unaware of your new found ability. You will keep it that way so as to surprise him as to your prowess at a more opportune moment. He will be enthralled at your ability..!

As the flying lessons progress and your flying ability improves you find yourself somewhat involved with the other members of the flying club.

Before you know it, you are sitting at the club bar after the days flying listening to an older experienced member of the club and his version of flying an aeroplane, which sounds quite good to your receptive ears in the intriguing art of flying.

How come you instructor has never mentioned some of these techniques ? they sound quite good.

You are becoming a good listener – BUT – never make a comment for fear of upsetting this rather experienced pilot.

He has 100 hours in his log book, so he must be quite good – he flies all the club aircraft – **especially the ones with the tail wheel, they are the most difficult according to his expertise** - this is interesting, because you are learning on a tail aeroplane and so far have found it relatively easy. **However, you listen to his stories with intent**, because there is obviously something you are not aware of and your instructor has not hinted of any difficulty that you may encounter during these early flying lessons. Your 100 hour expert will always beat a hasty retreat to the rear of the bar when your instructor walks in and pretends to chat up some female who is clearly disinterested in his approaches, which is a pity, because you would like to ask him some questions as to why a tail wheel is so difficult to handle !

You never did find out why a tail wheel aircraft was so difficult to handle !

In those far off days the bars around the airfield were many, and all had more than one or two aces who would be telling stories of their expertise.

Their professions were far and wide and varied and all, had their own version of operating a flying machine.

It was difficult to know who to believe – but you would learn much from their tales and ultimate demise.

Weight and Balance – *misunderstanding the importance of the calculations related to these vital elements has lead to some inevitable accidents.*

These pilots never came back to explain why they fastened their seat belt, but assumed the heavy load would not move.

Go a little negative in flight and your heavy load will float...!!!

Invariably rearward as you and your aircraft proceed forward beneath it.

Remember to tie it down, no matter how fickle it may be to your onlookers who scoff at your caution.

At least you will have safe secure flight.

The weekend owner flyers – These expert flyers would flock to the ‘airfield café’ where they would discuss the performance of their individual aircraft. Although they all owned the same make and model, each was faster, had more range and performance.

None of them were capable of extracting the maximum performance as they couldn’t fly straight and level for more than five minutes in any direction.

Their arrival at destination would be an epic disorientated affair...!

BUT, they had an uncanny ability to arrive at the ‘airfield café’ just as the last person had entered, who would of course would ‘**be in the chair**’ for buying the current round of tea and coffee.

If you casually approached the café at this moment in time there wouldn't be a sole to be seen within a 1,000 yards of the airfield café.

You are about to be encumbered –



Buying a very large round of beverages, for all and sundry.

It seems that *these are the in crowd..!* The tables were end to end and their stories blended into the slops on the tables and always a demand for a top up from those who entered.

If the weather was a *'bit gloomy'* they would sit and discuss their *'instrument rating'* abilities and their procedural abilities which were a bit puzzling because they always made some excuse of a prior appointment they had to keep and would depart the airfield.

(must get one of those instrument thingamy's).

They would of course return to the airfield some time afterwards, saying it was too late to go flying.

The weather of course was perfect by now.

However it isn't long before you are invited for a flight with one of these fellow pilots that have become your friend.

This flight will be interesting and totally unforgettable and will leave you totally amazed as to their flying ability and confused they have survived as long as they have. None of them seemed to have had any formal instrument training as they had their own aircraft and they could practice by themselves..!!!

They had developed their own method of approaching an

airfield, but were totally incapable of following any procedural approach at another airfield when confronted with a real weather situation as they had not studied the approach procedure, nor understood how it worked and furthermore didn't carry the charts because they cost too much money – anyway they had an ILS in the aircraft...*Really..!!*

Finally there was the *'had a few lessons, come spotter'* who knew everything about every aircraft that was ever built and he could advise any unsuspecting aviator about all of these varied machines.

Must take more notes...!

APOLOGISE FROM EDITOR

This issue is a little late as we had a good month and a bad one all rolled into one.



A new addition to the family was born on the 31st August.

Isa Bella Mae Jamie Spanyol presented here with proud parents Briony and Perry Spanyol.

The editor is now practicing alzheimers so that he does not have to be responsible for any baby care duties.

I can still take care of Yummy Mummy's as the alzheimers doesn't cause any problems with older babies..!

The following sign is rather amusing, not very well thought out.



A little bit like an instruction book for most foreign imports.

The translation was probably produced by one of the same people employed at the NHS.