

BLACKPOOL FLYER



following the grounding of Van Air. We continue to explore options to find a suitable viable operator to continue with the Blackpool Isle of Man route.

On a more positive note, The Energy College is on target and is due to be handed over to Blackpool and Fylde College during May. There will then be a period of internal fitting out ready for the start of course inductions during August for the beginning of term in September.

We are working hard to put the airport back on the map with the general aviation community, encouraging more light aircraft to use the airport. The Fish 'n' Chip Fly-In on April 30th, managed in conjunction with Hangar 3 (H3), was successful in bringing in new GA visitors to the airport. While the weather did put off some, the event will help to put us back on the map. Thanks to all airport and H3 staff that helped make the day a great success. We have another event planned in August with the Light Aircraft Association which will also help to promote the airport with the general aviation community.

Finally thank you all for the very warm welcome back. I hope you enjoy the newsletter.

IT'S GREAT TO BE BACK AT BLACKPOOL AIRPORT



Chris Formby
Airport Manager

Since the last issue of the newsletter, Jay Gates decided to leave the airport and move to Bodmin Airport in Cornwall for a new challenge and lifestyle change.

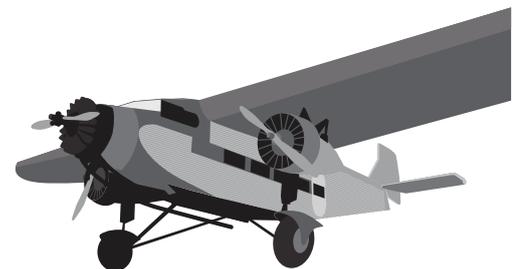
We hear he is now settled and enjoying his new role.

When I left the airport in April 2016, I had great plans to move house, do some alterations to it and take off to see some new places. We got as far as completing the house move before I received a call asking if I would be interested in coming back to the airport as Airport Manager. After a little thought, I decided that a chance to return was too good an opportunity to miss... so the travel plans are on hold for now!

You will all be aware by now that Citywing went into liquidation in March. The following statement was issued by Citywing on March 10th:

"As a result of Van Air losing their route licenses on Friday 24th February 2017, the company has found it difficult to source suitable viable aircraft to fulfill our contracts. The company has tried to offer a service whilst suffering considerable losses but these have proved unfortunately to be commercially unsustainable. It is therefore with much sadness and deep regret that the Directors of Citywing Aviation Services Limited have had to take the difficult decision to close the company today and put the company into liquidation. This decision has not been taken lightly and has been made to protect creditors. Flights on 11th March 2017 onwards have all been cancelled."

This is obviously very disappointing news for all concerned. For our part, the airport did everything it could to support Citywing throughout its time here, particularly when we were made aware of the financial pressure they were under





THE ENERGY COLLEGE

THE COLLEGE BUILDING IS NEARLY COMPLETE

Well it's now the end of April and look at the College now... The signage is up and the living wall is in place and landscaping is well underway. Above you can clearly see the solar panels on the curved roof and the little hats are wind-turbines. Before they were fitted they looked like Lego men heads with hats! (above left). The final touches are being completed before it is ready for hand over.

MORE GOOD NEWS!

The decision to increase the airport's fire category from 2 to 3 has seen increased activity in both military and corporate aviation which is very good news for the airport. We will continue to pursue the opportunities the new fire category provides to secure additional sustainable income for the airport. Another benefit of moving to category 3 operations is the ability to move up to category 4, 5 and even 6 operations on request. This enables larger corporate and military aircraft to operate from the airfield with prior notification. As a result of this new capability, we have approached the Red Arrows to encourage them (and other air show display aircraft) to operate from the airport this summer. The

Red's plan their tours a year in advance so if we're not successful this year, we should certainly be on their list for 2018. The RAF Typhoon display aircraft, the Battle of Britain Memorial Flight, have confirmed that they intend to operate from the airport for the Blackpool Air Show which is also great news.

We have recently had notification from Babcock Offshore that the arrival of a jack up platform operating in the Irish Sea from May 2017 to support the existing offshore operations will result in a temporary increase in their aircraft movements this summer. In addition, we are working closely with Babcock Onshore who, potentially, is looking to operate its EC135 helicopter from Blackpool in support of additional work related to wind farm works in the Irish Sea. All good news for the airport.

Other works

United Utilities Water Works

As many in Blackpool South are aware, United Utilities are working to increase the capacity of the pipe network in the area and works for pipe replacement have now reached Blackpool Airport. Works commenced mid-march and are due to end mid-May.

A new Lidl

The construction of a new Lidl store just by the traffic lights at the entrance to the airport commenced in January 2017 and is due for completion in November 2017. Access to the store will be via Westgate Road. The end of April saw the first pieces of the framework being put into place.

Places for People

The land behind the airport on Westgate Road has been acquired by Places for People from the previous owners, MAR Properties, for a housing project which is moving forward and due for completion Easter 2018. This is a company that provides ethically responsible housing – protecting the environment and working on a 'not for dividend' basis with regards to any profit going back into the business.

For any project, it is vital that appropriate safety precautions are in place and adhered to so that no operations on the airport are affected by any of the works. This includes stringent checks for rubbish (FOD – Foreign Object Debris) that could get into an aircraft engine and cause damage, or in the worst case scenario, cause the aircraft to malfunction and crash. So next time you see a piece of rubbish near the airfield please don't just leave it to blow around as you never know what damage it could do!

FOD – SEE IT –GET IT– BIN IT!



VISITORS

GUESS WHO DROPPED BY...

The Geomatics Group...

Generally the winter months mean that we have fewer visitors but it was great to see the guys from the Geomatics Group. They work closely with The Environment Agency, river trusts and local councils in providing comprehensive and accurate surveys on a huge range of waterways and coastlines. They stopped by in January en-route to the Lake District to undertake the relevant surveys on behalf of the Environmental Agency at various locations along the River Ehen in West Cumbria to help assess flood defences along the river course. This information could be used to identify any deficiencies to those defences and these low points can be used by the Environment Agency to decide whether any remedial work is required.



The Tucanos (above) continue to visit H3 and to the right is the Airbus 400 carrying out low approaches over the airfield.



A rock legend...

This lovely 2007 ECLIPSE AVIATION CORP EA500 (below), a fixed wing multi engine which has 6 seats and 2 engines, is a regular visitor with this great design on the body. Some of you may recognise the name of one of the airline pilots Bruce Dickinson – Lead singer of the heavy metal band Iron Maiden.



Occasional overnights...

An occasional overnight visitor is this British Aerospace 146 (below) which is a short-haul regional airliner, manufactured in the UK by British Aerospace.



Microlights...

David and Colin (above) popped in from Barton on their microlight for a bit of a break on their travels. On a lovely day in March another came in for a picnic on the beach! (left).



This EADS SOCATA TBM 700 Fixed Wing Single-Engine is a regular visitor and has just returned from a trip to Cape Town, South Africa!



Lovely puppy Teddy came to the airport to meet his new mum before flying off with her to his new home in Guernsey.



A bitter sweet flight for Colin O'Neill taking this lovely DHC-1 Chipmunk T.10 built in 1951, retired from RAF Newton in 1992, and flying from Lisbon to Devon to its new owner. His dad and friend who at 83 & 84 think it is time to hang up their goggles!

Helicopters...

The picture below right shows a helicopter used as a support for the wind farms out at sea, using Blackpool as a base whilst in the area. Below left: the Squirrel HTI Helicopter (used for training and supports the Red Arrows) dropped in for a refuel.



... and another with Military history

What a fabulous sight (and sound!) to see Miss Jo – the Huey Helicopter and her crew who dropped in for fuel on their way to Kerry in Southern Ireland. Miss Jo is the only flying Huey in the Europe with Vietnam history!



THE FISH 'N' CHIP FLY-IN

SUNDAY 30 APRIL 2017



Our first Fly-In event – hosted by H3 and sponsored by local businesses. We were really pleased by the response to this by the general aviation community with 19 aircraft registering to attend which was great. We knew that the success of this event would be determined by the weather on the day and unfortunately, while the local weather was ok if not a bit gusty, it was the weather in the South that was not in our favour - so on the day many of them had to cancel. However it was fantastic to welcome the ones that did make it.

First in were Drew, Alan and Andrew who travelled from Newcastle in their Cherokee 180E (above).

They were followed by Andy, John and Andrei from Biggin Hill in their Warrior II Piper (below) – with pilot John winning a prize for his landing nearest the designated spot in the runway – definitely no easy task with the wind!



The event was sponsored by H3, Inciner8, Mears Flooring and EKM and it was great to have Vince and his son Max (who is 12 and already learning to Fly) from Inciner8 here on the day to support the occasion (below).



Boys on tour were Rob and Harry from Staverton, Gloucester in their GROB G115D 2, a great aircraft that can be used for aerobatics (below).



Stephen (below) then came in from White Waltham Airfield in Maidenhead in his Monsun which has been lovingly repainted, resulting in being awarded the 'Aircraft We'd Most Like to Take Home' trophy!



The competitive bunch below consisting of Paul, Louise, John and Phil from Carlisle walked (or should I say flew!) away with the trophies both for best quiz score and more importantly best timed arrival – managing to land within a minute of their declared time in a Cherokee Warrior – wow!



Fish 'n' Chip Fly-in cont.

Philip, Caroline and Anthony came all the way from Hereford West in Wales in a Hawk X PII (below).



Our final arrivals were Rachel and Sam (below) in a Cherokee Archer II from Derby who were making a trip of it complete with overnight stay in Blackpool.



I think it is fair to say that everyone who did attend enjoyed the day, especially the scrummy fish and chips enjoyed at Harrowside Chippy looked after by their team (below).



The day wouldn't have been possible without the teams from H3 Aviation Services, ATC and RFFS and last but not least, John who carried out the judging.



It was a great first event for the airport and it was fabulous to welcome so many first time visitors to Blackpool Airport.

REFUELLING SERVICE

One of the duties that is carried out at all airports but gets little recognition is refuelling of aircraft. Here at Blackpool Airport we have a Senior Refueller who looks after the operation from deliveries, quality checks, training and record keeping to dispensing. He is supported by the Operations Team who carry out the refuelling tasks in his absence.

It is vital that the two types of aviation fuel supplied at Blackpool Airport are maintained in tip top condition so that it can be safely supplied to our customers. The first type of fuel is Jet A1, used for larger aircraft, with turbine engines such as big jets, air ambulance, military aircraft etc. We sell more of this due to the fact that the aircraft are larger. The second type is Avgas, used for piston engines e.g. small privately owned aircraft with propellers and small helicopters. There is a self-service facility on the airport for Avgas that pilots can use to refuel their own aircraft, however all Jet A1 is dispensed by trained personnel.

At the start of each day, stringent quality control checks are carried out on all of the equipment and fuel is contained in the operational tanks before any fuel can be issued. This involves checking that there is no contamination and is carried out visually (by observing its appearance and colour) and using specialist equipment to be sure that the fuel is fit for use in aircraft. One thing is for sure - there's nowhere to pull over in the sky if you have engine trouble!

The Fuel Farm has tanks underground with space for thousands of litres of both fuel types and a mobile bowser that can take Jet A1 fuel to aircraft on the airfield when they require it.

Fuel issued from the bowser can range from a couple of hundred litres to several thousand litres dependant on the size of the aircraft and when full, the bowser holds 18,000 litres of Jet Fuel – in general terms this volume of liquid is equivalent to the following:

90 baths,
37 hours under a shower,
3,333 toilet flushes,
117.6 days of water usage for the average person (that's 153 liters per day).

We are all used to filling up our cars at the local petrol station and refuelling at the airport is carried out in a similar way, however the pressure in the hose is substantially greater at 600-700 litres per minute for a large aircraft and 200 litres per minute for smaller aircraft or helicopter compared to roughly 75 litres per minute from the local garage.

All the refuellers go through extensive training as all refuelling is risky because of the potential of sparks, fires and spills. The aircraft and equipment is bonded (earthed) to prevent sparks and specialist personal protective equipment is worn by the refueller at all times. All spills are cleaned up immediately using special spill kits and disposed of into contaminated waste containers for specialist removal. Due to these dangers, aircraft are rarely refuelled with anyone on board.

We can fill all types of Jet A1 aircraft from small aircraft to large military and Coastguard helicopters with their rotors running, and even fill the offshore tanks which are then transported to Heysham where they are put onto a ship and taken to the rigs in Morecambe Bay.





ON THE AIRPORT

HANGAR 3

ENQUIRIES
www.hangar3blackpool.com
 01253 407 070

H3 was built in 1993 and since then has become an experienced and consistent operation in support of Blackpool Airport manned by enthusiasts and people committed to a successful future of the airport.

Currently, the operation of H3 manages and operates two business jet aircrafts for private shared owners in the North of England and additionally provides hangarage, valeting and support services for another 16 light aircraft, all of which see the benefits of operating from H3 and Blackpool Airport.

Headed up by the MD who learnt to fly here in 1986, the operation also sees recent significant success in attracting corporate and private aircraft from other North West Airports, providing a personal, bespoke and cost effective service with secure and private facilities, helping make Blackpool a state-of-the-art service facility, recently awarded TOP 10 status by top UK Charter Provider ACS PLC.

With its own hangar and facilities which include a VIP Departure Lounge, fully

equipped Meeting Room, Aircraft Support Systems (Ground) and an extensive knowledge of both operations and operators; the team are seeing a steady growth in arranging bespoke Air Charter Services for businesses and individuals throughout the North West of England, utilising a wide range of aircraft to destinations all over the world. As the airport grows, the team at H3 see the new opportunities for larger corporate aircraft to come in, bringing growth opportunities and helping the local economy to thrive.

Approvals for H3 from Special Branch, Border Force and HMRC for oversight and declaration formalities for passengers both from the EU and the rest of the world allows Blackpool to further extend its appeal. Approvals from DEFRA for the transit of pets/animals also makes the airport more attractive to visitors worldwide, allowing pets to be dealt with swiftly, in calm and safe surroundings, with the minimum of anxiety.

The hangar also has an approval as a Line Maintenance Station, approved to Part 145 standards by the UK CAA, allowing

routine maintenance to be carried out for visiting aircraft whilst transiting the airport.

The team operate 24/7, taking it in turns to respond to requests for services, often during the night and at short notice. This is particularly important with medical and repatriation flights as H3 has arrangements with all the top European Providers for Ground Support and Patient Care.

In 2006, H3 was successful in securing approval for the handling and coordinating of Royal Flights on an unrestricted basis. The team has been proud to offer services to most of the royals over the years and has developed relationships with the Royal Protection Branch of the Police and other authorities responsible for the effective care and wellbeing of the Royal Family and Heads of State.

In the last two years, we have welcomed Prime Ministers and Government Ministers, one or two famous artists and actors and several VIPs who choose the discretion and security of Blackpool over

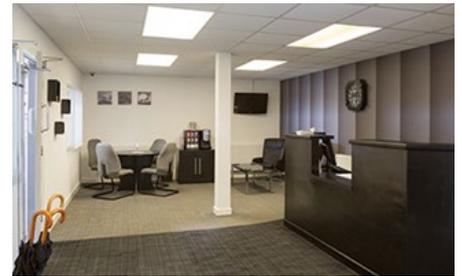
the exposure and activity at the two other larger regional airports in the vicinity. Sports personalities along with Premier League Managers (current and former) often beat a path through the hangar. The discretion, security and privacy makes Blackpool Airport the first choice for many well-known people.

As Aircraft Operators themselves who have travelled all over the world to other facilities at other airports, the team recognises the value of delivery of quality and effective service. Every visiting aircraft is asked to complete a quality questionnaire which recently collated with 10 years' results and a 99.1% total satisfaction survey. The survey was spoilt only by the quality of the biscuits in 2010 and not replacing Sooty the Cat, who

after 17 years of loyal service sadly passed away in 2013.

The capability to support and understand the needs of other operators makes H3 the first choice for Commercial Missions on detached duties. Last year we had a survey aircraft with us for nearly seven weeks and our contacts with the local hotels, car hire companies and other local support made their detachment successful, comfortable and most of all cost effective.

H3 looks forward to welcoming other operators in support of the local wellbeing in the near future and helicopters supporting both onshore and offshore development are key to that opportunity.



EXCEPTIONAL - EXTENSIVE - EXPERTISE

Hangar 3 Blackpool Ltd, Hangar 3, Blackpool Airport, Blackpool, Lancashire, FY4 2QY , Tel: +44 (0) 1253 407 070



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SALES

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Above: Two of the Teams four Spitfires Mark II “Vicky” (L) and Mark IX “Lucy” (R)

HANGAR 42 – THE SPITFIRE MUSEUM

THE REBIRTH OF A HISTORIAL RAF SITE

“What the hell have you done!” was the cry received from the volunteers of the Lytham St Anne’s Spitfire Display Team in July 2015 when I proudly marched them across the apron from the VSP to the Southern end of Hangar 42 (H42) – They say a picture speaks a 1000 words, well the first two included in the newsletter I suppose justified the teams shrieks of amazement!

The mere fact that H42 had only received minimal upgrades since the days of RAF Squires Gate was to eventually prove a blessing. The process of taking over the

Below: Through the keyhole at H42: the first visit room to be opened up – before and after



hangar for our Visitor Centre project started with negotiations back in 2014, following the airport’s 2010 sponsorship of the Spitfire Display Team and through the kind donation of an Exhibition Trailer, which we used to promote fundraising activities in support of the RAF Fighter, Bomber & Coastal Command Memorial at Fairhaven Lake. It is from the memorial project that the idea for a Visitor Centre developed.

The Team moved into the Southern half of H42 on the 1st July 2015. The enormity of the task clear – no windows, doors or power and water and hangar doors which had not operated for many years. The first job was clearing years of rubbish and clearing the blocked drains



The Hangar Floor with old office buildings and bricked up ancillary rooms

before opening up the rooms which had been bricked up years ago after being filled with rubbish! The volunteers took to the task... 48 tonnes of rubbish later, we had opened up the side rooms and managed to get the hangar doors closed. Roof and drainage repairs, installation of windows and doors completed in the winter of 2015, meant that we could look forward to concentrating our efforts on the hangar floor and ancillary rooms.

The project was always to try to return H42 to its original Wartime feel and to fill it with the various office and hangar floor related items that would have been seen during WW2. Team members researched the colour schemes and



By the end of July we had sufficiently cleared the floor space

visited other locations such as East Kirkby to get a feel for how they have developed their own facilities. We of course took the time to have a ride in “Just Jane” who in a former life was part of the Reflectair Museum project, based in H42, which sadly went into administration in 1974. This led to the sale of “Just Jane”, which during her time at Squires Gate was named “Sir Guy Gibson”. I still kick myself every day to think that the Lancaster, Seafire and three Hurricane Fuselages were sold for a mere £17,000 back in the day – what would Blackpool Airport give now to have its own Avro Lancaster on station! Back to the works, the traditional colour schemes were chosen and we set about refurbishing the visiting aircraft office and the briefing rooms.

The history of RAF Squires Gate is well documented and has given us a good basis to develop the project to reflect both Squadron life on the base and also further develop exhibits, including aircraft and vehicles which would have been seen on the airfield at the time. Finding the appropriate furniture is also a challenge. Our first donation came from the airport’s own Air Traffic Team and Air Ministry Chart chest. In May 2016, we opened to the public for the first time. Access issues have proven to be our greatest challenge, but with the assistance of Hangar 8 and the airport management, we have muddled through and on some Sundays we received over 300 visitors in a five hour period.

Into 2017 and we now have the place almost watertight! The main areas are now coming together with the hangar floor space being developed as part of

the replica aircraft display. We have a Mark I Hurricane and a full size Mark II Spitfire which is being developed into a flight simulator using advance software and a full working cockpit. The project being led by Andrew Harper a BAE Systems Engineer will enable both qualified and trainee pilots to take to the air to fly a combat mission, in period uniform, under the watchful eye of our instructor team. It is hoped that the simulator will be operational for hire by the summer. For details, please get in touch.

The Mark IX Spitfire Lucy has been rebuilt and refitted with original parts and is now almost 90% complete, with just the search for the oxygen tap, piping systems and rudder pedal mechanisms being required to complete her. The hangars lead engineer, Keith Maddock has spent hundreds of hours on the rebuild since 2010, his attention now turning to the Mark II project.

Locating original RAF airfield equipment has also been a challenge but over the years, we have managed to acquire a 1944 Bedford QL fuel bowser and a rare and original RAF fighter trailer bowser. The Fordson Tractor has recently been purchased to almost complete the set. Some of you may have seen the Bedford OX and Queen Mary Trailer parked on the apron in recent times, this vehicle being the only roadworthy one of its kind in the UK. As part of the volunteer cadre, we have an MT section which spends its time restoring and maintaining these old girls, but with the added bonus of being allowed to take them out at the weekends! All have required significant works and their return to the public roads is a testament to the hard work of our volunteers.

So what now? April 2017 has seen the Lytham St Anne’s Spitfire Ground Display Team officially open its door to the public. On 15th April, with the assistance and support of the airport team, we hosted our First Light Bash. Our 1940’s era Big Band Dance attracted over 100 fans of the 40’s Swing era to the hangar to dance the night away in support of raising funds for the project.

The need for funds and to keep the project afloat, as well as further developing the hangar space and its exhibits, will mean that we have to keep coming up with new ways of attracting visitors to Blackpool Airport. We are working hard at spreading the word that Squires Gate is still open for business. For the team, the desire to take on an airworthy aircraft project is the next step in the expansion plan and the new volunteer committees will be setting their goals for 2017 and beyond during the Spring. In recent years we have visited Koln in Germany and the Normandy Beaches with our Spitfires, this year it will be Switzerland and Belgium. At every opportunity we are spreading the word that the team is based at Blackpool Airport – so to be able to bring an original and airworthy Warbird to Squires Gate and to regularly see her in the skies above the Fylde Coast has to be a goal worth chasing. We are always in need of advice, support and volunteers and would welcome anyone on the airport to drop in on a Sunday or Tuesday when the hangar will be open from 10:00 – until 16:00.

Telephone us on 07738493573

Email us on enquiries@fcbmpl.co.uk



A HOT TOPIC

A BATTERY OF DANGERS!



We as consumers love the hottest new technology, but we don't associate our latest gadgets with fires burning as hot as 500°C (932°F), in a dangerous battery dynamic known as thermal runaway. In a thermal runaway scenario, when one battery cell fails at a high heat level, that can in turn cause neighbouring cells to fail, creating a thermal chain-reaction. One estimate says that an airliner carrying 100 people could have 500 lithium batteries in the cabin, in cameras, laptops, tablet computers, phones, e-readers, electronic cigarettes etc.

The International Federation of Air Line Pilots' Associations (IFALPA) has also investigated this issue, and in a safety bulletin on the matter, states: "Since 1991, batteries or battery-powered devices have been involved in more than 100 recorded incidents of smoke, fire or explosion in air transportation. In order to be safely transported, batteries are required to undergo testing prescribed by the United Nations (UN) Subcommittee of Experts on the Transport of Dangerous Goods. Additionally, batteries must be designed to prevent short circuit and overcharging, and must be free from damage. Due to the expensive nature of these requirements, there is a substantial and growing supply of counterfeit batteries, particularly in Asia. These batteries have often not undergone the rigorous design and testing requirements prescribed by regulation and have a higher likelihood of overheating, catching fire or exploding."

To be clear, if you buy lithium batteries from a respectable company, they are thoroughly tested and safe, with a one in 10million failure rate. But Capt Cox of IFALPA stated that 'there could be 3.5bn batteries taken on aircraft throughout a year. It only takes one to go wrong, and they pack a hell of a punch'.

And then there are, what are known as, the "grey market" batteries and chargers some people buy on the cheap, which may well not have been safety tested at all.

Modern aircraft have smoke detectors, but the only automatic extinguishers are in the cargo bay. Otherwise, it's down to crew members using a hand-held fire extinguisher. There's one in the bin of each toilet, for example and experience

shows that many fires start in 'inaccessible locations' – places that crew may not be able to reach.

We have been fortunate – so far – that battery fires in the cabin have been containable, and the growth in containment devices can help. We cannot say the same of battery fires that have started in the cargo hold. We can only hope that technology does not wait until a deadly fire takes place in the cabin to reconsider the use of materials that are this dangerous in everyday electronics. Until technology companies take action, however, aviation can only prepare for the worst and hope for the best. So you can do your bit and follow the safety guidelines.

	Portable Electronic Devices		Spare Batteries		E-cigarettes for personal usage
	Using lithium batteries not exceeding 2 grams lithium content for lithium metal or a watt hour rating of 100 Wh	Using lithium batteries between 2-8 grams lithium content for lithium metal or a watt hour rating between 100 -160 Wh	Lithium batteries not exceeding 2 grams lithium content for lithium metal or a watt hour rating of 100 Wh	Lithium batteries between 2-8 grams lithium content for lithium metal or a watt hour rating between 100 -160 Wh	
Check in Luggage	✓	✓ Subject to carrier's approval and conditions of carriage	✗	✗	✗
Hand Luggage	✓	✓ Subject to carrier's approval	✓	✓ Subject to carrier's approval and individually protected from damage or short circuit	✓