

KHF Airfield Railway & Motorway Document

For the Attn of: Rt Hon Mr Patrick McLoughlin (Secretary of State for Transport)

RE: Possible unlawful use of aircraft landing at KHF Airfield & crashing on LPL-MAN Railway.

Request: Expert risk assessment prior to further (heavier-than-microlight) aircraft landing at KHF.



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NB: This document has been constructed in the sole interest of promoting Safety for the General Public using the Liverpool-Manchester Railway east of Newton-le-Willows and the M6 Motorway. Every attempt has been made to provide an accurate & unbiased document, without the intent to criticise any individual or any organisation.

Document constructed by: Stephen Billington

Ashcroft Airfield, Wettenhall, Winsford CW7 4DQ **Email:** ashcroftair@btinternet.com

Primary Recipients

- * **Rt Hon Mr Patrick McLoughlin** Secretary of State for Transport
- * **Sir David Higgins** Chairman of Network Rail
- * **Mike Carr** National Operations Safety Manager, Network Rail
- * **Wendy Welsh** Air Operations, Network Rail
- * **Sion Owen-Ellis** Highways Agency
- * **Chris Blackham** AREE, Civil Aviation Authority
- * **Mark Simmons** AREE, Civil Aviation Authority
- * **Graham Dickman** Development Control Manager, WBC
- * **Emma Breheny** Planning Department, Wigan Borough Council
- * **James Grundy** Councillor for Lowton East
- * **Members** of AWG, LHSRG ... and ... LENDF

Secondary recipients (involved with Flight Operations at KHF Airfield)

- * **Tod Bulmer**, Lessor of KHF Airfield Kenyon Hall Farm, Warrington
- * **Clifford Mort**, Chairman of the [Lancashire Aero Club](#)
- * **Christopher Barham**, Communications Officerof the [Lancashire Aero Club](#)
- * **John B Coxon**, Safety Officer of the [Lancashire Aero Club](#)
[Contact details for this organisation are](#) [The Secretary, PO BOX 472, Sale, M33 0BU](#)

- * **Anna Adamson** (*not involved with the running of KHF Airfield*).....Owner of KHF Airfield

Over 50 Safety concerns have been raised with the operators of KHF Airfield but they have declined to comment

To: The Rt Hon Patrick McLoughlin
Secretary of State for Transport
House of Commons
London SW1A 0AA

From: Stephen Billington
Ashcroft Airfield
Wettenhall, Winsford
Cheshire CW7 4DQ

RE: Concerns over possible unlawful activities at Kenyon Hall Farm Airfield near Wigan.

Reason for this Document: The operators of KHF have ignored **50** safety concerns over **24** months.

Dear Sir,

I represent LHSRG & LENDF who are seriously concerned about safety issues near KHF Airfield

I am aware that you must be *'up to your neck'* in high priority matters but I would like to draw to your attention, to what we consider to be *'life threatening'* issues related to KHF operations.

The relatively new KHF Airfield is unfortunately *sandwiched* between 2 primary transport links.

The primary concern is regarding KHF aircraft flying just a few feet above the Liverpool-Manchester Railway. This Railway has been recently modified for **25,000 Volts** overhead electrification.

A secondary concern is regarding KHF aircraft flying low over the **M6** Motorway, near Jn 22.

Rather than take up your time with excessive dialogue, can you please consider these points:

- (1) Network rail have expressed concerns regarding the repeated low overflying of the LPL-MAN Railway.
- (2) The CAA have commented that Network Rail have no legal power to restrict aviation activity over the Railway.
- (3) The Highways Agency have expressed concerns regarding low over-flights of the **M6** but have no legal powers.
- (4) **Only yourself** (Secretary of State for Transport) **currently has the legal power to restrict flying in this manner.**
- (5) KHF Airfield is unlicensed (operated for less than 100 days) and has already experienced a serious crash.
- (6) The aircraft shown on the front page experienced an engine failure just 30 seconds after crossing the Railway
- (7) A study at Brunel University showed that the approach & landing phase of flight was of the highest risk.
- (8) Crashing short of the Runway is not uncommon ... this could cause catastrophic loss of life on the Railway.
- (9) KHF have told Network Rail that aircraft would cross the Railway at **500ft** but the reality is more like **45ft**.
- (10) KHF have promulgated website arrival procedures that are non standard and believed to be dangerous..
- (11) The local Community are *'uneasy'* with KHF's apparent *'disengaged'* attitude to multiple safety concerns.
- (12) Dozens of safety concerns & documents have been passed to the KHF operator's ... all have been ignored.
- (13) Only a few days ago, KHF aircraft were observed flying low over houses & low over the LPL-MAN Railway.
- (14) KHF Airstrip is only 2km from the proposed **HS2** route. What is your policy on new Airfields near to **HS2**?

As a matter of urgency, we request that someone from your department contacts the operators of KHF Airfield and urges them, in the strongest terms, that all aviation activity should cease (apart from lightweight Microlight aircraft) until an Independent Aviation Expert has conducted a risk assessment of all aviation activities at KHF Airfield. On behalf of LHSRG & LENDF, we hope that you have more luck communicating with this organisation, than we've had over the past 2 years.

For the avoidance of doubt, it is our belief that by deliberately promoting low over-flights of the LPL-MAN electrified Railway, the operators of KHF may be committing an unlawful act.

The organisation responsible for conducting flying activities at KHF Airfield has chosen not to comment.

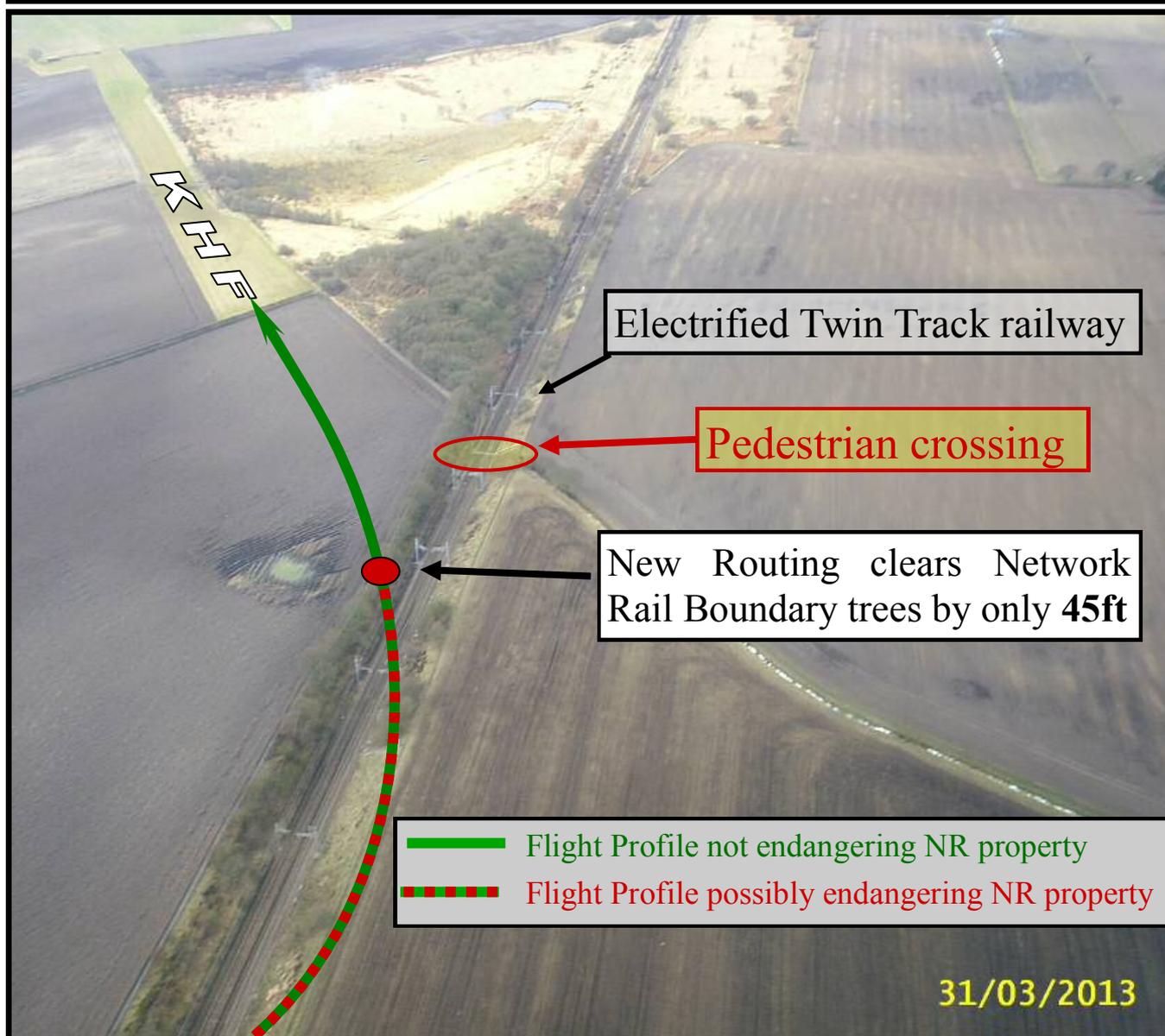
Yours faithfully

Stephen Billington 10 May 2013

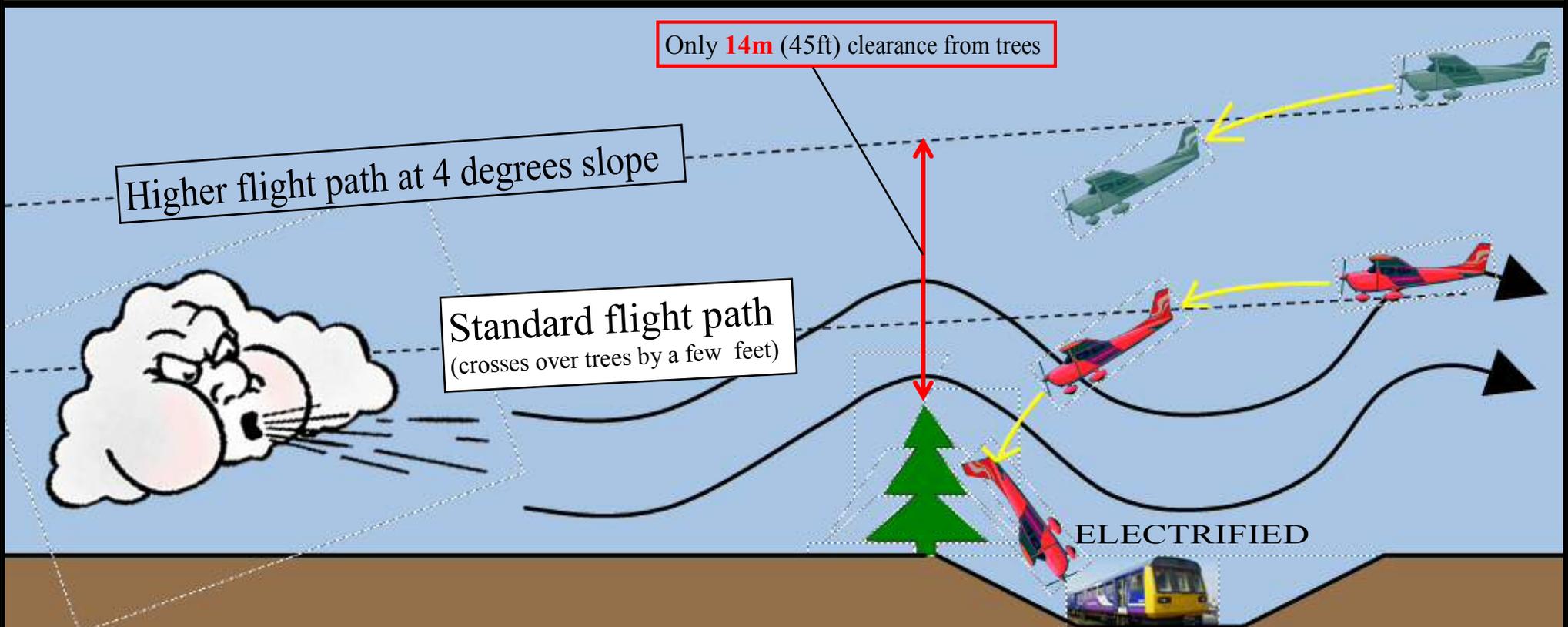
Despite what the operators of KHF may have assured Network Rail, the reality is that the actual arrival Flight Paths do not conform to the procedures published on their website (even 'tweaking' these procedures will not result in sufficient safe height clearance over the tall trees on the embankment of the Liverpool-Manchester Railway).

The simple facts are that these new flight arrival procedures, that the operators of KHF Airfield have devised, now cross over this electrified Railway at low level, **twice**, in the space of a few minutes. The steeper than normal descent dictated by these new arrivals and the restrictive low level turn, only adds to the risk of aircraft stalling (falling out of the sky) onto the Railway below.

In my opinion, further flights into KHF Airfield, using this Runway, without an Expert assessment would seriously jeopardise Network Rail operations.

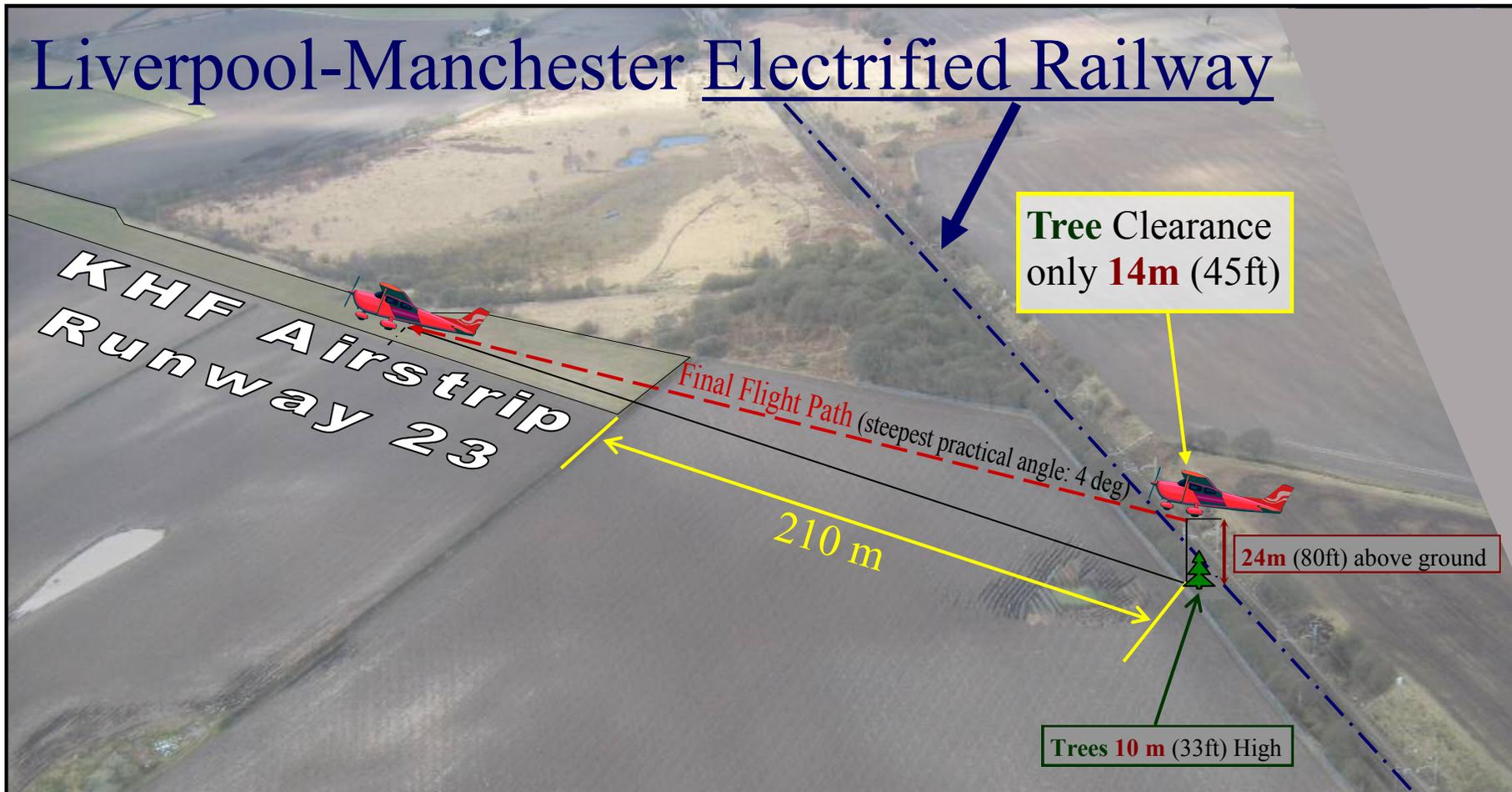


There are 2 main reasons why KHF aircraft may crash onto Network Rail property:
(1) An engine failure when coming in to land at KHF (as has happened previously).
(2) Wind blowing over the tall trees on the railway embankment causing turbulence.
Since the operators of KHF Airfield are now planning to increase aircraft movements by a factor of **ten**, the risk of KHF aircraft '*contaminating*' this Railway can not be ignored.



Eastbound & Westbound Northern Rail trains can pass KHF airfield every **8 minutes**
The Highway agency recently accepted a **1,000 foot** vertical restriction (for Rixton Airfield) on aircraft overflying the M6 Motorway.
The operators of KHF have given safety assurances to NR but independent expert assessment is vital.

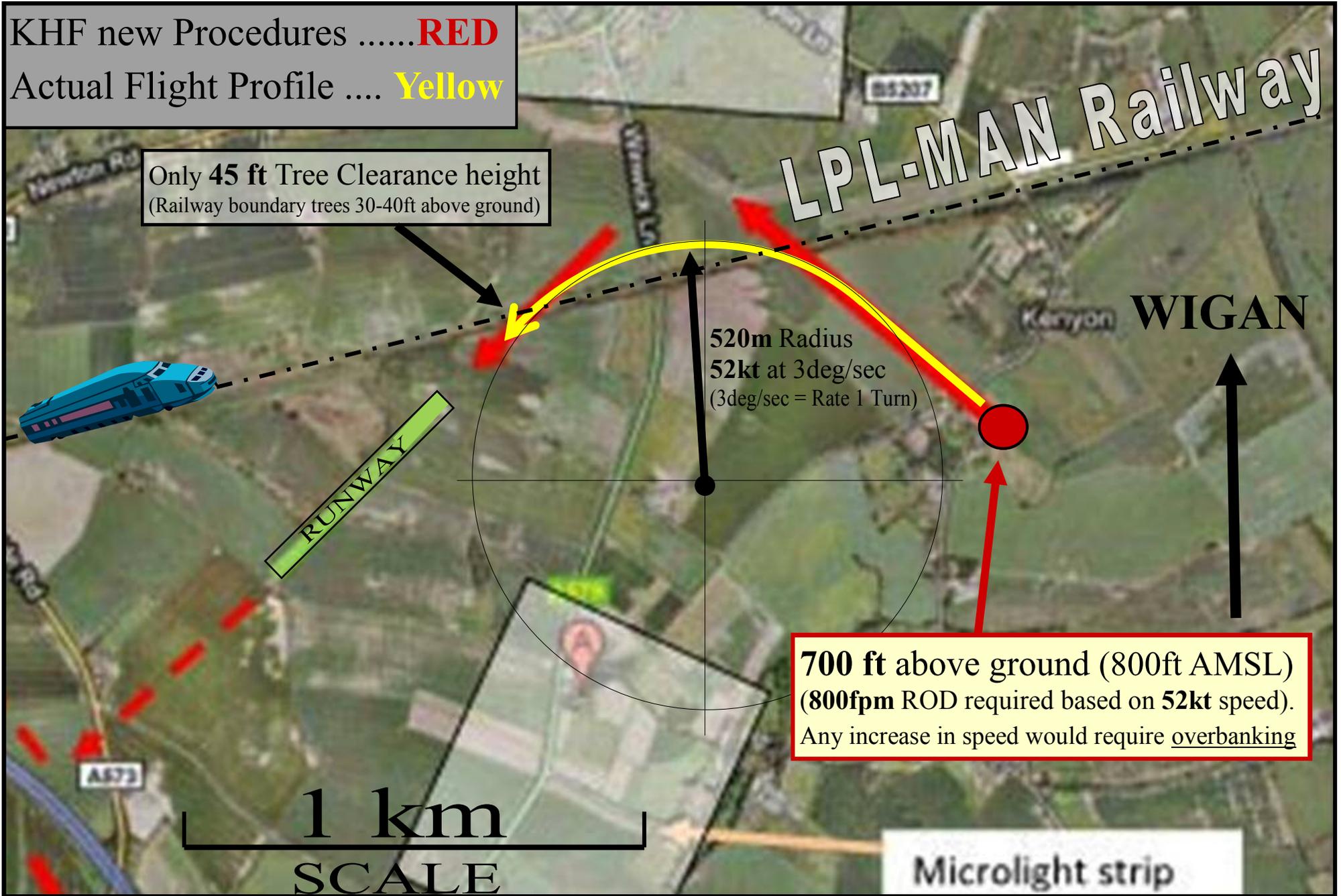
Liverpool-Manchester Electrified Railway



The operators of KHF *assurances* to Network Rail that a steeper flight path will provide adequate clearance over the Railway appear unsustainable. The mathematics show that the tree clearance height, over the tall trees on the top of the Railway Embankment is only **14m** (45ft). In aviation terms this clearance is very small. Any failure of a 'Power Unit' (see ANO Rule 5(3)) or any turbulence experienced on Final Approach to Runway 23 could result in serious damage to the electrified Twin track Liverpool - Manchester Railway..... These facts can not be ignored.

KHF new Procedures **RED**

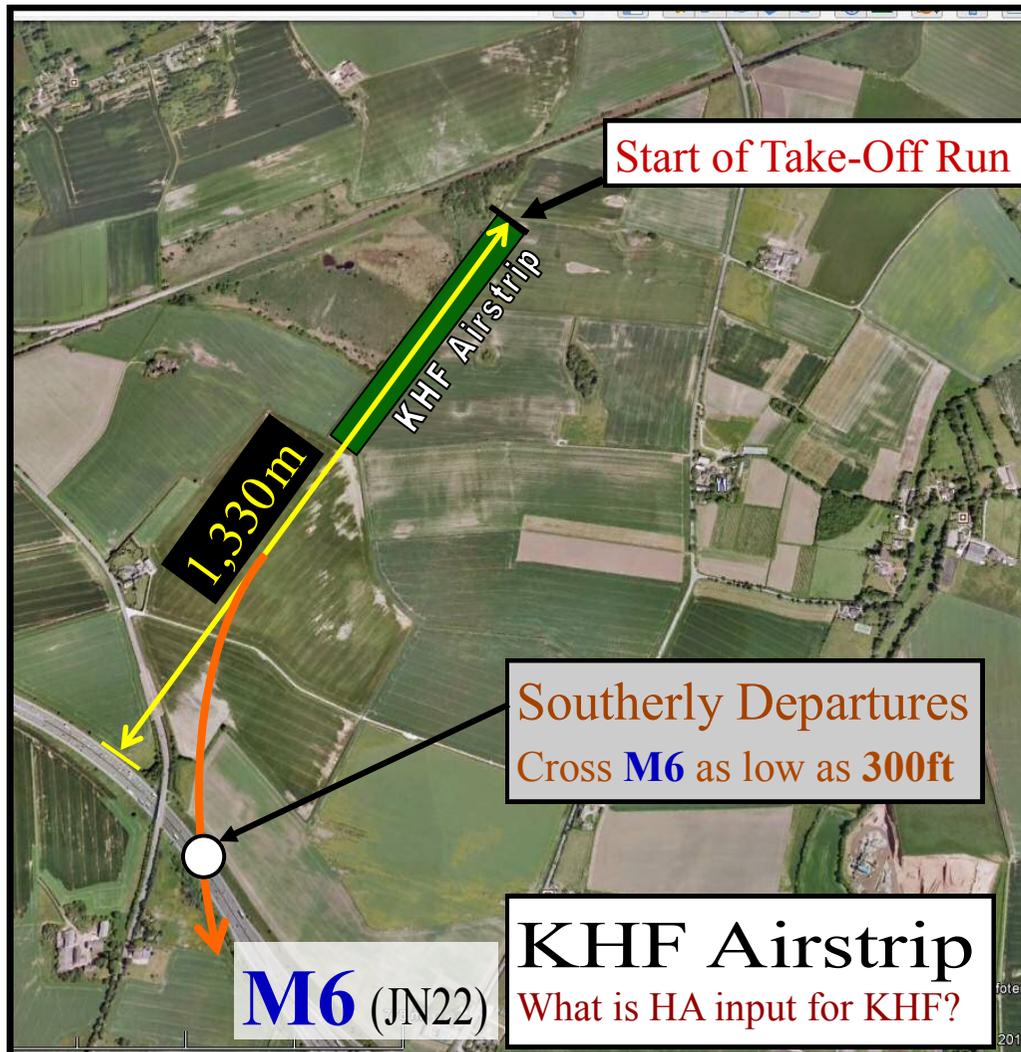
Actual Flight Profile **Yellow**



KHF Airstrip is just a few miles away from Rixton Airfield. The Highways Agency has accepted a **1,000 ft Vertical No-Fly zone** over the **M6** for Rixton arriving and departing aircraft (save for emergencies).

Aircraft departing KHF Airfield on Runway 23 do so at a closer distance to the **M6** than Rixton departures.

KHF Southerly departures on Runway 23 are instructed to cross the busy **M6** Motorway (resulting in possible heights of approximately **300ft**well below the Rixton *No-Fly* height of 1,000ft). **What is the Highway Agency's input on KHF?**



Correspondence from LHSRG

Mr Billington,

On behalf of the Airfield Watch Group, a sub-Committee of Lane Head South Residents Group, we would like to express our concerns and worries about the safety procedures in place on Farm-land used as an Airfield at Kenyon Hall Farm Winwick Lane, Lowton.

A number of our members use the Rail Service into Manchester from Newton-le-Willows Station as well as some who use the M6 Motorway joining at Junction 22 travelling north. A majority of the local residents are worried and concerned at your findings regarding safety procedures, or the lack of them and trust that the Secretary for State, who happens to be a Minister in the Government who many of us support, will decide upon action to ideally stop the use of this very unsuitable located airfield in the interests of safety, before there is a fatal accident.

As a PPL (Holder of a Private Pilots Licence), I would normally be the last one to object to a local airfield, but, my flying knowledge and experience indicate to me just how unsuitable this location is for this activity. Again, many thanks for your support which is most appreciated.

We just hope and pray that action is taken to prohibit further use of this Airfield by LAC.

Kind regards

Brian H Lobell
AWG, LHSRG

21 April 2013

Correspondence from LENDF

Dear Sirs

As a local residents forum we have discussed the operations of Kenyon Hall Farm Airfield at our meetings and all members voiced various concerns on the grounds of health and safety and nuisance flying over residential properties.

LENDF support the Airfield Watch Group and Lane Head South Residents Group.

Yours faithfully

Ed Thwaite, and Irene Thomson
Chairman, and Secretary.

08 May 2013

LENDF

www.lendf.co.uk

Lowton East

Neighbourhood Development Forum

