



BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005



CLUB AND AIRPORT NEWS

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A NEWLY QUALIFIED PILOT

A proud moment for Christina Willis who qualified on the 4th March 2008, husband John has been a pilot for many years at Biggin, also his daughter Joanna is a pilot and also an Air Traffic Controller – seems like a bit of a family takeover, the editor thinks ! Christina asked us to thank all the staff at S&K for their support in gaining her PPL.

CRASH BANG IN THE NIGHT



It was the still of the night, 0330am deathly still, not a sound, then, *crash bang wollop!* The Old Jail

premises shook, startling the manager quietly sleeping upstairs. The occupants of the vehicle hobbled away into the night without a sound and vanished from view within the still of the night.

LARGER THAN LIFE STORY



We at the Bugle feel that this catch is some kind of an ‘April Fools’ joke sent in by the effervescent ‘Keston Pond Angler’, his face has been edited to protect his identity pending investigations by the Ministry of Agriculture and Fisheries Environmental Agency.

THE REGGIE SAYS IT BEST



What else could you say – oops ! *Brake failure is probably your best defence*, for a momentary lapse in concentration whilst writing down your flight clearance instructions as you taxi along the perimeter track.



Whatever the excuse you are in big trouble, so this may be a good time to reconsider your previous emigration plans for a greener land. It may be prudent to cross Australia off your list if this final picture is anything to go by.

FLYING CLUBS AT BIGGIN

Over the years there have been many changes but a few remain despite the increase in prices and other restrictions brought about by the expansion of General Aviation Biz Jets. Biggin Hill’s location is ideal for these business users with streamlined security / immigration and transport to London, the South East etc., and its close proximity to the M20 / M25

AIRFIELD PERSONALITIES



Gary Duncan first came to Biggin Hill Airport as a young man in 1973 (at 18 years of age) with a keen interest in aviation. He started his aviation career with Fairflight who operated air charter services using DH Dove twin engine aircraft. . Gary was there a

short time before moving on, to Avtech and Cobaircraft. During this time he saved his money to achieve another dream. He bought a Lotus Europa sports car which stood about 3 feet high – how he got into it we will never know as he stands 6 feet 3 inches tall. He ran this car until 1980 when he purchased a Caterham 7 – this one at least had an open top, so getting in was a little easier, but was a nightmare coming to work during the winter, colder than a motorcycle. In 1986 following an advertisement in *'Flight Magazine'* for a Cessna 152 which was for sale in Canada he flew to Toronto to see the owner, a Wardair Captain. He subsequently purchased the aircraft as an investment. The aircraft was dismantled and flown to Gatwick in one of the Wardair freighters. This aircraft is still operated by him to this day. He would fly solo in this aircraft in 1989, but never continued his flying career. Gary also purchased two more Cessna 152's which he leased to flying clubs at Biggin Hill, one of which was with Civil Air Flying Club, which folded over night in January 2006 leaving Gary with a large financial debt. He survived this setback. He would purchase another 152 which he rebuilt and sold. Gary currently works for Shipping and Airlines and maintains the aircraft himself, in his spare time. Gary married Sue in 1982 and they have two children, Georgina and Michael. Like all enthusiasts Gary has retained the Europa which has undergone a 5 year rebuild. The Caterham 7 is resting in his shed pending re-furbishment. In the meantime he drives around in a little old Citroen with broken wing mirrors, one hangs on the ends of the heating element wires, but the aircraft are maintained to the highest standard, rest assured. 35 years at Biggin Hill is pure dedication toward the cause of aviation and remembrance of the

halcyon days of the aviation era. .
A UNIQUE AVIATION BOND
 This story is from an old 'Bigginite' as he calls himself, but the strong bond with Biggin Hill and the friends he made during this period and his progress with aviation remains as strong as ever, and we that remain are not forgotten, although he may have drifted of course a little, he is now pleased to be on track again.



Harry Harris (real name Laurie) pictured here with his latest student Sally Pickles who runs the Bowie Inn, which overlooks the beautiful Crantock Beach, near Newquay. He was one of the originals that moved from Croydon in 1959. Rex Nicholls trained him for his Assistant Flying Instructor Rating and Alan (Bunny) Bramson upgraded him to a Full Instructor. Harry was one of the original directors of Air Touring Club and CFI before moving across to Vendair Flying Club as CFI to take the place of John Richardson who had just landed a job with BEA. In the early 60's he took Tony Machin and Richard Elles under his wing. They were then two young schoolboys doing various jobs in return for 20 minutes flying time. By the time they were 17 they had gained their Pilots Licences, and in turn they too would become Flying Instructors. Harry would hand the Vendair Flying Club over to Ron Brown, and moved on to a job with Lloyd International flying

DC4's. Eventually he joined Malaysia Singapore Airlines, where he would remain for 20 years until retirement at 60. (*now we are beginning to give his age away*). Harry returned to flying with Channel Express, meeting up with the late Graham Jackson. After this excursion he went to Saudi Arabia for 5 years and a further stint in Sudan until he reached 70. Harry is currently the CFI at Perranporth at 78 years of age and still going strong. Harry says he has many more stories to tell, mentioning several names of the characters he met at Biggin Hill. If you are about to have your story published, be aware of the past, and those who know the real story. We at the Bugle only print the truth. In the meantime if anyone is visiting Perranporth, Harry would be pleased to see you.

GLOBAL WARMING THEORY

Following a discussion at the bar, it is a well known fact that the earth we live on is a floating crust on a molten core. Well the crust is slowly moving and the reason that England is getting warmer is because we are slipping down toward where South America was, that country of course will move toward Antarctica and the Mediterranean will move toward Norway. So there will be no more sunny holidays in the Mediterranean. Australia will move to the Pacific retaining its warm environment. In conclusion, poor people living in hot countries, could be in for even harder times, as they will end up living in colder conditions and need to start wearing warm clothes. The sands



of time can be stopped by turning the glass the other way up. The Bugle will continue despite all this.
See page 3 – out tomorrow.

APRIL

FOOL