



BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005

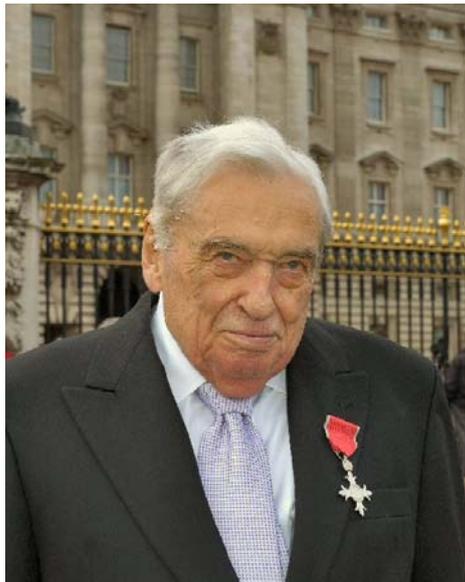


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SQR LDR JOCK MAITLAND



Jock died on the 16th March aged 87 is pictured above outside Buckingham after receiving his MBE from Her Majesty Queen Elizabeth.

Jock was a Korea veteran shooting down two MIG 15's, for which he was awarded the DFC, but will probably be remembered by many for his development of some 48 wonderful Air Shows at Biggin Hill from 1963 – 2010.



The Red Arrows ended the Air Show in 2010 not knowing which way to go – this would be the end of a wonderful Air Show era at Biggin Hill.

Finally Jock was honoured for his long association with Biggin Hill Airport on 26th February 2009 by naming a short section of road near the entrance to the airport.

MAITLAND VIEW



ESSENTIAL WAR SUPPLIES

We don't know from which airfield this ingenious modification was applied to this Spitfire which didn't have any ME109's to shoot down as most of the Germans were on the run at the end of WWII, but there were a lot of thirsty soldiers across the channel, desperate for a good quality British beer supply.

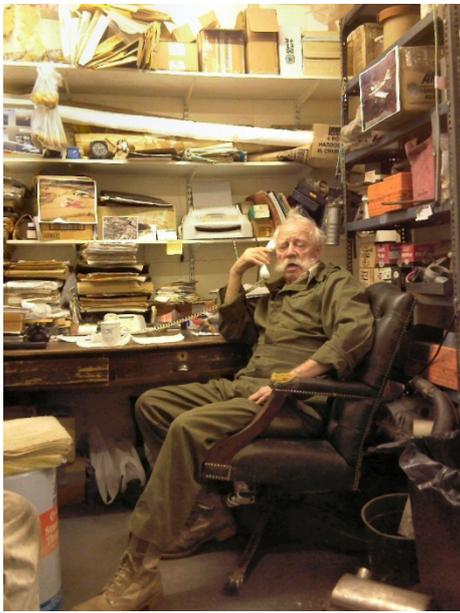


Another method was to transfer the supply to sterile drop tanks.



AIRCRAFT MAINTENANCE

Requires considerable patience within a calm tranquil setting, comfortable well worn leather chair, a 20 litre drum topped with foam padding acts as a foot stool. The centre piece of this environment, is the telephone / fax answer machine where you can leave your urgent request.



All relevant paperwork at arms



length. The method of operation remains the same, only subtle changes can be observed between these two pictures just 12 weeks apart. (no prizes for spotting the differences).



A 'Spiritual Blessing' will solve unanswerable questions and life will continue as before. The sun always shines on the blessed..!The combined experience of these two un-named aviation

Guru's of Biggin Hill is in excess of 80 years.

The Wright brothers (*unbeknown to them at the time*) would create a whole new world of aviation workshops from their desire to fly. Wood and fabric aircraft are becoming a rarity nowadays with fewer and fewer having the expertise to maintain them, also the many tea-breaks required during the slow process of watching glue dry.



A recent picture of the Darford Crossing sent in by Air Search on one of their recent flood surveys for Kent County, indicates the flooding of the Thames in this area is something to be considered.



Canterbury Cathedral appears to quite safe from flooding from this shot.

AN AIRLINER FOR A HOME

A reader of the Bugle sent this picture of a Boeing 727 which has been turned into a wonderful coastal resort. With stunning views



Featuring an outdoor balcony each side of the fuselage, a bedroom within



The view from the cockpit is great.



Some facts pertaining to this unusual dwelling – Fuselage cost \$2,000 – transporting fuselage to



the present site.\$4,000 – renovation cost some \$24,000.

Not a bad home for \$30,000 US.



We wonder how many motorists get a sudden shock as they pass by.

AIRFIELD PERSONALITIES



DAVID GOLD:

A gentleman of many variables, but first and foremost a quietly spoken pilot, who has taken flying seriously as indicated by his many trophies achieved at the Malta Air Rally's as runner up in 1977 – 78 – 79 & 1982.

He won the Rally outright in 1980 and 1981



He won the Maltese Falcon trophy five times for navigation and flight planning.

One of David's cherished prizes was the Gozo Beacon trophy which was for a timed trial arrival from the starting point (in this case Biggin Hill). He was most disappointed, that he arrived 2 seconds late.

This was before the days of GPS navigation systems – this was real seat of the pants and map reading technology, correlated with a watch over time and distance and calculated ground speed with distance to run.



Above: receiving the magnificent Gozo Beacon Trophy which stands in his house to this day



David's aviation career extends to 41 years. The editor has known David for most of these years and found it a little difficult as to where to start this article of his flying achievements during this long period.

His flying training started at the famous Flairavia Club which was, in those days situated in a small building against the old black 'T' hangar – it even had a small bar..! Very essential, for the social activities at the end of the days flying.

David eventually moved to BHFC and continued training on a Cherokee 140 which he found comfortable, bit like a car.

He would buy his own Cherokee 140, which meant he could fly when he liked and gain experience.

This club was experiencing some financial problems, so he promptly bought the club.

Sadly his Cherokee 140 would be lost at sea on a flight from Rotterdam trying to divert to Southend due to fuel shortage.

David then purchased a Piper Aztec G-AYMO in which he could gain



valuable twin engine experience flying it to the Malta Air Rally in 1977

He followed this aircraft with the Cessna 337 G-BFIZ (Push / Pull)



Which he flew to Malta Rally of 78 and 79.

During 1980 David attended a course at Oxford Air Training and gained his Instrument Rating.



G-MAGS Cessna 340 was his next aircraft which he flew to the Malta for 4 years which amounts to 7 years attendance of the famous Malta Rally.

The Malta Rally of 1982 had been one of the best events with Ted White winning the Concourse de Elegance with his NA Harvard. 'However', tragedy struck during a celebratory flight with Ted White

and Mark Campbell on board with the aircraft crashing near their hotel at Rabat.

A dark cloud descended over the Biggin Hill participants.

The following year a close friend Stuart Patterson was lost in a freak accident on the 8th December 1983 whilst approaching Stornoway on the Isle of Lewis at night in company with a similar aircraft.

David withdrew from flying for a period after this incident.

During this lull in his flying career he hired an Air Taxi for a business trip which didn't go as well as he expected – he walked away totally disillusioned..!!

This prompted him to buy a Beechcraft 200 and a hangar to house it. This would be the formation of Goldair and would add another two aircraft to this stable.



David tells a lovely story of how he became attached to the Lear Jet.

He was standing outside the hangar when a Lear Jet taxied up and stopped outside the hangar.

The door opened, and the most drop dead gorgeous looking woman stepped out, absolutely stunning..!!

Totally jaw dropping, she was shortly followed by an older man. Not wishing to intrude, David stood back and waited for the pilot to appear. This couple promptly closed the door. 'They, were the pilots'.

From this chance meeting he got a look inside this beautiful aircraft.

This would lead to the acquisition of six Learjets.



Eventually after several years of Gold Air International operation this company was sold in 2007.

David has kept one Learjet G-OLDT for his personal use.

Flying to Birmingham City football training grounds in his beloved Cessna 182 one day where he had landed many times, he admitted for some reason he made a mistake which amounted to over running his landing area he hit a bank and damaged the aircraft beyond economic repair.



David's favourite Cessna 182 stands at his home landing strip which is religiously maintained, along with his 19 hole golf course.

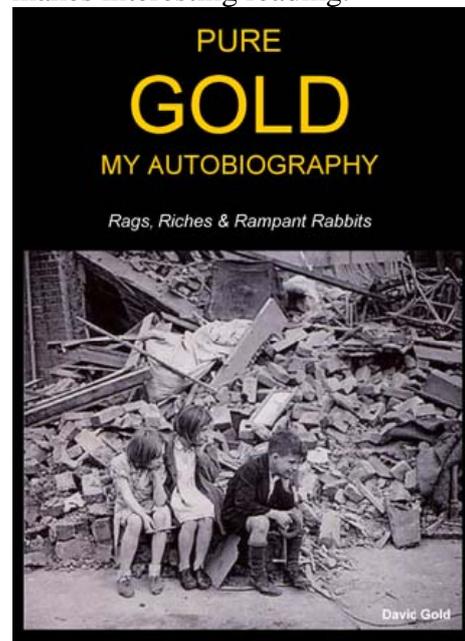
The editor who knows nothing about golf questioned the fact that he thought big golf courses only have 18 holes. David just shrugged his shoulders..!

Following the small landing incident David bought a Gazelle helicopter which has distinct advantages for landing in confined spaces.



Finally, for those who wish to read more about this gentleman pilot from Biggin Hill and his interesting life look up the following website www.davidgold.co.uk and read the free version of his autobiography.

This publication is well written and makes interesting reading.



An archive picture from the Malta Rally achievements shows David with the outright winners trophy, the 'Maltese Falcon'.

