



# BIGGIN HILL AIRPORT BUGLE

*News from our Airport at Biggin Hill - established 2005*



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## ARROW SPORT A2-60 SAGA Continues.....!

When these airplanes were first constructed they had no wing struts or external flying wires for bracing the wings.

However enough pilots were uncomfortable without some sort of visible wing support, 'N' struts became a standard fitting.

The cantilever wings were originally attached at the top of the fuselage and at the bottom only.

If you could imagine, perhaps the earlier models did look a little naked without the typical bracing wires and struts which appeared on most other bi-planes of the era...!



## REARWIN CLOUDSTER



The final flight, with Capt Bryan at the controls, on its way to Duxford before it was sold to the America's.

## ARROW SPORT G-AARO



Final flight with Capt Faulkner on its way to Duxford.

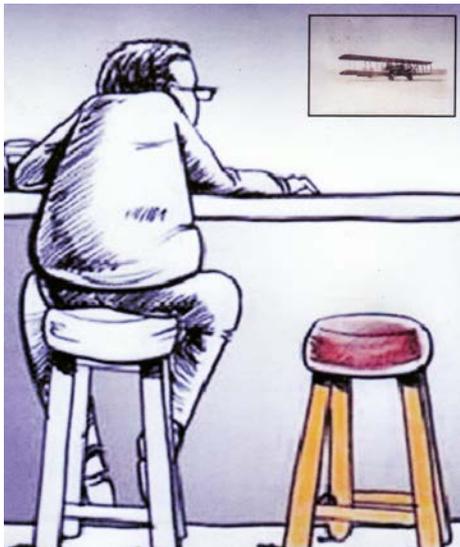
These two aircraft were sold by auction to the States, August 1982. Photography: by Tony Habgood.

## MILES FALCON



With Capt Perraton at the controls returns to Biggin Hill, unsold.

## BAR STOOL PILOTS...!



*Learning to fly had always been your dream.* After a couple of flying lessons you return home elated, your neighbour is unaware of your new found ability.

You will keep it this way, so as to surprise him of 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 blending in with other members of the flying club.

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

*How come your instructor has never mentioned any of these amazing techniques...?*



They sound quite reasonable, and you are becoming a good listener – BUT – never make any comment for fear of upsetting this experienced pilot member.

He has amassed a 100 hours of flying in his logbook, he flies all the club aircraft, therefore he must be good – *especially the ones with a tail wheel, which are more difficult according to his expertise* – this is interesting, because you are learning on a tail wheel 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.

This 100 hour expert will always beat a hasty retreat to the rear of the bar when your instructor walks in, whereupon he will try to chat up a female member who is clearly disinterested in his approaches, which was a pity, because you would have liked to ask him some questions as to why a tail wheel aircraft is so difficult to handle..!

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

In those far off halcyon days there were flying clubs scattered all around, each with their own little bar with many infiltrators from the neighbouring clubs.

These places also seemed to have their own aces within, and their versions of operating aircraft they flown.

Their expertise was wide and varied, it was difficult to know

whom to believe, but you would learn much from their stories and *their ultimate demise...!*

## WEIGHT AND BALANCE



Misunderstanding or ignoring these important calculations prior to flight has led to some inevitable accidents.

These pilots never came back to explain why they fastened their seat belts, but assumed that the heavy load wouldn't move..!

Go a little negative in flight, the heavy load will float whilst the aeroplane is able to move forward, being momentarily relieved of its heavy load and associated drag.

This could lead to a catastrophic and sudden imbalance of flight.

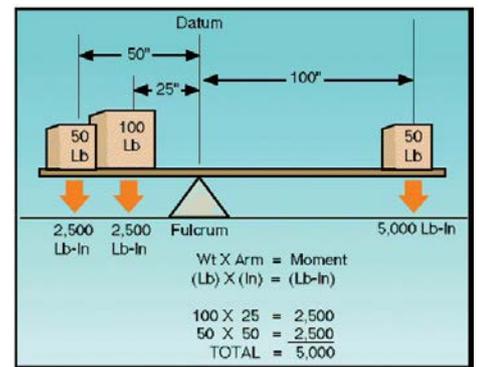
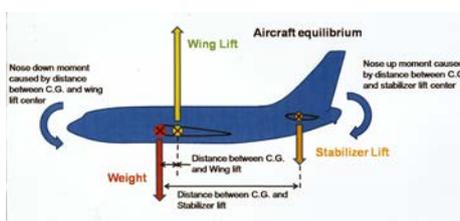
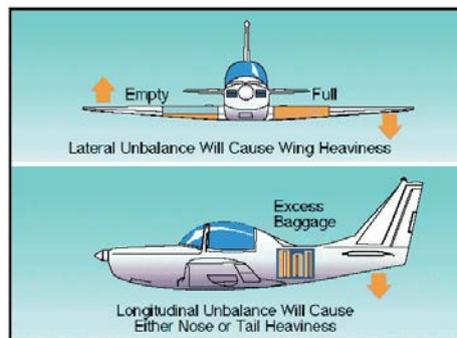
Remember, tie it down, check your calculations are within limits.

If you are not sure of your calculations, ask someone to go through it with you, using the Pilots Notes for the aircraft.

Ignore those onlookers who scoff at your caution as you weigh all and sundry before a long flight.

At least you will have a safe flight and a satisfactory journey.

## SIMPLE C of G SKETCHES



## THE WEEKEND FLYERS

These expert flyers would flock to the 'airfield café' where they would discuss the performance of their respective aircraft, (*all being the same make and model to a 'T'*) Each would be faster, have more range, climb higher whilst carrying a heavier load, yet none of them were capable of flying straight and level for five minutes in any direction.

The arrival at their destination was always an epic disorientated affair..!

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

If you had approached the airfield café at this moment in time there wouldn't have been a visible sole within 1,000 yards of the café.

*You are about to be encumbered..!* buying a very large round of beverages, for all and sundry, where did they come from?

It seems that *'these are the in crowd..!'* the tables inside were placed end to end, the stories blended into the slops swilling on the table tops, with always a demand for a top up from those poor unfortunates who entered.

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

depart the airfield. (*must get one of those instrument thingamies*).

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

The weather by this time was perfect for flying.

However it isn't long before you are invited to take a flight with one of these fellow aviators who had befriended you.

This flight will be interesting and totally unforgettable, leaving a long lasting memory, totally amazed as to their flying skills and wonderment they had survived as long as they have

None of them seemed to have had any formal instrument training, and having their own aircraft, they could practice by themselves..?

***They had also 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 any approach procedures nor understood how they worked.

Furthermore they didn't carry the appropriate charts because they never expected to be forced into a diversion. Claiming the procedural charts cost too much money. The one chart they possessed is out of date and well worn.

Anyway, they have an ILS fitted in their aircraft: ***Really!!***

Through this portal of the 'airfield café' passed many other notable people, from famous film stars, politicians, world champion racing drivers, Fleet Street journalists, artists and many others.

Finally there is the '***plane spotter***' who knows everything about every aircraft that was ever built. He is able to advise any unsuspecting aviator the flying characteristics of all of these varied machines.

***'Must take more notes'.....!***

Whilst these stories have some fictional enhancement for balanced reading, these were nevertheless based on fact, therefore containing a sound element of truth.

Some of the characters went missing, never to be found. Others had some spectacular accidents and walked away, from the scene seemingly unscathed.

## G-AARO HISTORIC FLIGHT

Pictures by Norman Rivett.



16<sup>th</sup> May 1982, David Perrin flies the Arrow Sport in formation with the D.H. 87B Hornet Moth.

David was not impressed with the Arrow – complaining the controls were sloppy, and was he that close to the Hornet (or visa versa)!

## BRISTOL FREIGHTER



This aircraft arrived for servicing at Whittemores, February 1962 on runway 11, it started at the bottom of the dip (of this runway) approx 600 yds left and was 36 ft wide-little wider than the track of the aircraft.



It stopped just before the drop which marked the airfield boundary at that time.

It had to be pushed back before it could proceed to the hangar.

## SNOW AT BIGGIN HILL



Heron F-OANR stands in a cleared space near the main apron.

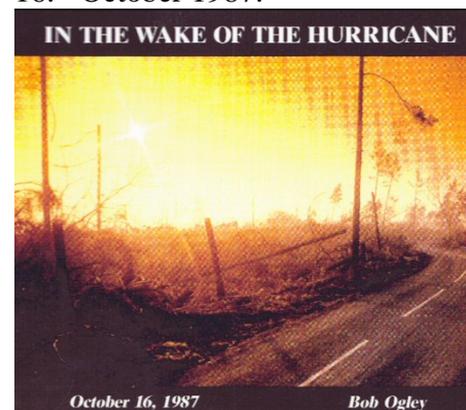
## FLYING CLUB AIRCRAFT



Club aircraft stand half buried in the vicinity of South London Aero Club, County Flying Club and Biggin Hill Flying Club.

This picture was taken 17<sup>th</sup> January 1987, Norman remembers walking up Sunningvale Avenue, over a snow plough and the airfield fence which was buried by the snow.

This event was followed by the hurricane on the night of the 16.<sup>th</sup> October 1987.



An exciting night for those of us stranded outdoors. Does anybody have a story to tell,,,??