



# BIGGIN HILL AIRPORT BUGLE

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



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**THE FIRST REQUIREMENT FOR A SUCCESSFUL FLIGHT IS**  
Understanding the need for airspeed and a wallet stuffed with cash.....



Just a little humour from our poorer APRIL FOOL flyers

**Random thoughts on Mr Daniel Bernoulli 1700 - 1782**

$$F = - \int_C p n ds,$$

By a rather ancient flying instructor, and admirer.

One thing that all aviators and aviatrix, both neophyte and expert, should take into account regarding Mr 'B' he only works for us if the airflow ((or waterflow as he would have put it) is in smooth **streamlined** flow, if it is in **turbulent** flow (like little whirlpools) then Mr 'B' goes into a black sulk and runs off home taking his precious lift with him.

However, the moment we get that air flow smooth and streamlined again just for him, just as Mr 'B' likes it.

$$S_p(n) = \sum_{k=1}^n k^p,$$

Then he comes back out to play with us anew. With a sunny smile upon his face and goes happily to work for of us once more and gives us back our lift.

“What a jolly nice chap” as we used to say in England in the last century!!!!

And how clever of my two old friends, Wilbur and Orville to realize the practical application of what Mr 'B' was hinting at when he published his thesis entitled "hydronamica" way back in 1783.

Written by, *Robert James Anthony Needham.*

Currently: Hastings District Flying Club, *Senior instructor, ex Croydon Flying Club, Croydon South London, ex County Flying Club, Biggin Hill. (Rhodesia).*

The De Havilland Rapide a twin engine light transport was a forerunner of flying in the outback of Australia, of which hundreds of these aircraft were built.

William Holyman and Sons were an early shipping company for the coastal routes for Tasmania, across the Bass Strait, New Zealand, etc; Some of their routes weren't without serious incident, like a sinking in Bass Strait during a stormy crossing.



A typical fleet ship 'Latana' was an average size with a weight of 1106 tons carrying cargo and limited passengers.

The interior of Australia was supported by many Camels imported into the country (ships of the desert, as they were known). One Pakistani gentleman owned 800 Camels, covering the Northern Territory and Queensland.

Eventually the Holyman company would branch out into aviation.

This led to the demise of the ships of the desert, which could not

compete with the rapidity of aircraft (*excuse the pun!*)



A DH Rapide shelters in the shade of the famous boab tree in the North West of Australia.

Aircraft were fast becoming the preferred method of quick travel across the vast emptiness of this continent.

The old Camel trains were fast fading with the modern method of travel, motor vehicles and aircraft.



Holyman and Sons entered the aviation business naming it Australian National Airways.

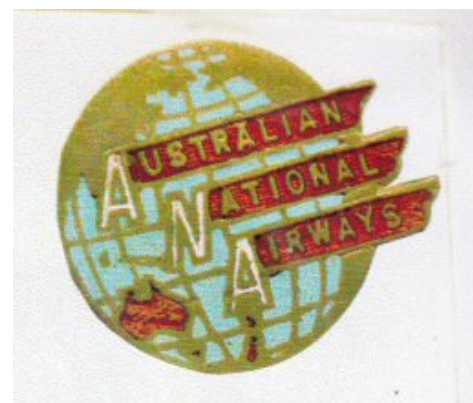
The editor's first job leaving school was with Australian National Airways becoming known as (ANA).



Ah! Looks a bit terminal. (*get it!*)



On reflection!! (*Very reflective!!*)



The editors original lapel badge after 68 years

ANA was formed in 1936 and operated until 1957 during this time they had some pretty bad accidents leading to adverse publicity.

However, there were plenty of Rapides on the market and easily rectified to flying condition.

From these early days things changed dramatically with fly-by-wire technology

Pilot-less machines, but would you trust all this technology as you are transported to your destination, along with 200/300 others and a slot machine for food and water.

There will of course be no cabin crew to help when the slot machine mechanism when it malfunctions.

If you manage to avoid the religious "freaks" who blow themselves up at an air terminal and never get to go on their holiday.

If this happens and you get aboard the aircraft, you are on a winner!!

Don't forget to fasten your seatbelt, as you are about to enjoy the gift of travel, like that of a bolting horse, Uncontrollable!!

## MEMORY CORNER



Who remembers Cpt Bill Lewis of the AA and his 'Bamboo Bomber' as he called it.

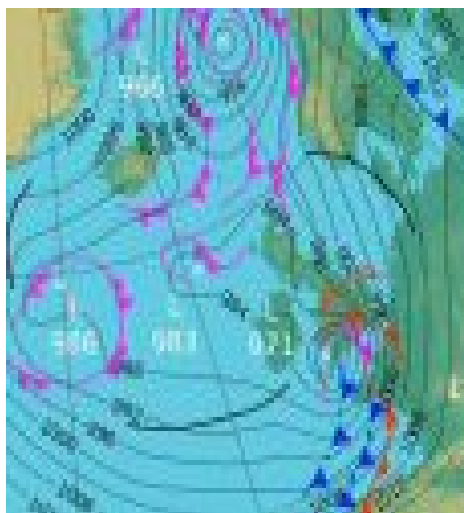
A regular visit to Stan Beer's refueling point and his mobile bowser and afterwards into Dillows for his well deserved cup of tea.

## THE AUSTRALIAN CAMELS



With the rapid decline of aviation business in the Australian outback the Camels made a 'rapide' retreat for freedom, there are estimated 1.2 million Camels roaming around central Australia today.

## MARCH WINDS BLOWETH



Early hours of 18<sup>th</sup> March the editor was tucked up in bed vowing not to get involved in anymore hurricanes, like the one in 1987. But kept one eye open, just in case!

This was the beginning of 'Katie' which did some damage, but not as much as 1987, that alone was quite exciting for those of us who got caught out, literally!



Top picture - 152 Cessna at Biggin Hill airport.

Passengers on the 320 bus had a good view until it was removed.

You may ask why the other aircraft (Piper Cherokee's) are still standing without damage.

Editors comment: these aircraft have a symmetrical wing (*bit like a slab of wood*) requiring a large amount of energy.

Having a low wing the underside is curved which probably develops a **venturi effect**, thereby drawing the aircraft to the ground.

In other words they don't fly very easily in these windy conditions. Seems like a good flying machine to consider owning!

The little red/white aircraft is pictured in a sorry state at Popham airfield.

High wing aircraft: whilst they fly very well and are perfectly agile all the time they are airborne, they are not very good at standing still on the ground, particularly if a nasty gust of wind happens to get under their little wings and toss them into the air, leaving it with insufficient space to recover from a clumsy stalled condition and hitting the ground with a resounding thump, oops!! Instant wrecked aircraft.

Please return to front page for answers to Mr Bernoulli's calculus.

[By turning the page upside down the answers can be easily read.](#)