



# BIGGIN HILL AIRPORT BUGLE

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



CLUB AND AIRPORT NEWS

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## THE ROAD TO BIGGIN HILL



### Let the people take to the air.

The 'Motto' for the flying people at Biggin Hill, I doubt there are any of these patches available now.

## THE FAIREY ROTODYNE



I don't remember where it was, but I had quite a long flight in this unusual flying machine being part aircraft, part helicopter and part gyrocopter.

The short stubby wings were efficient in forward flight allowing

a favourable percentage of lift toward the Rotor which was now a Gyrocopter.

During take-off and landing, the Rotor Blade Tips were driven by a jet efflux from each blade tip.

Whilst it was smooth to fly in, it was quite noisy inside. It could carry 78 passengers. It had a cruise speed of 190 mph much faster than most helicopters of the day. It was built in 1957 and cancelled in 1962 due to total lack of interest, I thought it was great.!

## THE EDITOR AT BIGGIN HILL



The Jodel DR1050 – was a very nice aircraft to fly, economical and fast for its 100hp engine.



## BGGIN HILL IN THE SIXTIES



Auster Aiglet G-AMTD another good aeroplane always available at short notice, because it rattled.

## THE NEW BIGGIN HILL CLUB



Biggin Hill Flying Club takes over the old Whitmore Building, in 1971 and JB had been the full time CFI for the past four years.

The new premises were officially opened by Douglas Bader. How we managed that I don't know but he flew himself in nevertheless.

The interior was ideal for organised ticketed parties (fancy dress) music was provided by John Willis' Disco.

Roy Sanders was the Entertainment Officer, brilliant performer. RIP.



### GOODYEAR AIRSHIP N2A

Approaching 29 Grass Threshold for mooring mast. We all seemed to be in a good spot as it approached. We all helped holding the beast down a few seconds later.

L : R 2 Dutch kids (unknown) Douglas Gilbert, George Adams, Roy Sanders and Maureen Adams.

Next thing I know is, I am in the airship along with Roy (Pipe) Tailor aboard. We were airborne, for the next hour and ten minutes, and I flew it for some time. A gentleman's way of flying, you could open the windows and shout to people below, when the engines were throttled back. Wonderful !!

### VICTOR AIR TOURER 100



A good aerobatic aircraft G-ATCK

### RICHARD ELLES & VC



Richard could be found every day at sunrise cleaning the windows and leading edges of bugs that had impaled themselves against his aeroplane. ( Artist PW ).

### THE WEEKEND FLYERS



In the early days of the flying clubs members would drive their cars close to the club dwellings and aircraft,. Having arrived the first priority was to place your name on the blackboard if you wished to fly. Then unload the folding chairs and tables and lunch box and wait for your slot to fly.

During these early weekends on the airfield the sun seemed to shine all day long. Members made the most of these moments relating some memorable stories.



### VISIBILITY FROM N2A

If you want to fly in an Airship, you need to be close by and with the slightest hint of a flight, climb in quickly, do not question this once in a life time opportunity.

### HOP IN A CABLE CAR



JB is pictured extreme right corner, during this cable car in the Haute Pyrenees. Whilst you can feel the cable stretching, imagine the weight of the cable alone, which is stationary, the wheel train is connected to a powerful winding motor – how long to the top ??

## AEROSPATIALE



About this time I joined Airtouring who were the agents for SOCATA division producing the range of Rally aircraft. The above view of the Pyrenees shows the highest point 'Pic du Midi' 10,660 ft



Flying along the Pyrenees was very picturesque, but one had to be aware of air mass down draughts which could be on the French side, or the Spanish. On a clear day there can be a nasty roll effect producing 60 kts or more. This is enhanced by the temperature differential from one side to the other. e.g. Hot in Spain, Cold in France, both have large air masses. This creates what is known as a Rota wind which can be very powerful along the Pyrenees.

## AIRCRAFT COLLECTION



I don't know why we were all gathered around this aeroplane. We are, JB, Mr Laccasgne, Jacqueline Delage and Baxi from Air Touring Services biggin Hill



The Terminal at Ousson Lourdes had no heating in the building as it is South facing, and always under a blue sky, fascinating information



For choosing a plain yellow finish for basic training visibility the agent received a price reduction which helped in designing a paint scheme which matched the upholstery an ideal solution to choosing an exterior colour.



However choosing a colour scheme in different colours did seem to have an effect on customers, especially the wife, this facility sold a lot of aircraft giving some individual quality when visiting other airfields like Elstree, Stapleford Tawney, and Rochester, Headcorn and Lydd each of these had good catering for the hungry.

## RALLY 150 COLOURS



Yellow aircraft are same size air frame but only have 100HP airframe. These colour schemes changed their appearance making them look heavier, rather deceptive

## CROSS COUNTRY FLYING

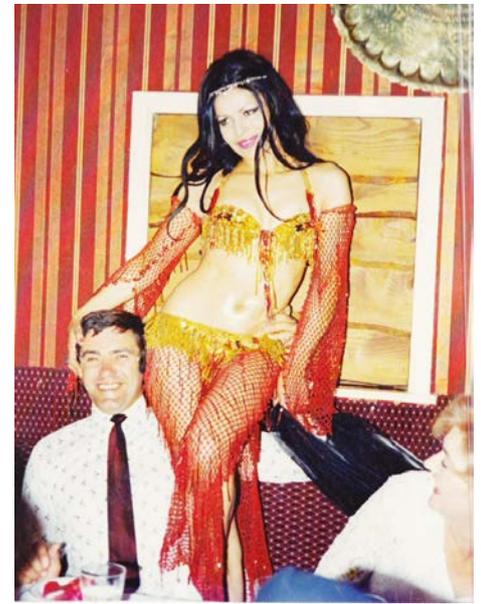


Airtouring encouraged cross country flying, particularly if pilots or students could have an aircraft all day, taking in more than one airport. Brian Taylor is seen here at Rotterdam which was under improvement in the 70's, he enjoyed flying like this where he was not under pressure to return the aircraft, if the weather changed for any other reason.



## 70's AIRSHOW BLACKPOOL

Our hotel was most memorable in that we came down to breakfast and each of us ordered cereal. The cereal was duly placed in front of each person and the staff retreated, when we asked for milk. Sorry the milkman hasn't been yet !!  
**Classical Fawlt Towers ?**



The romantic element ended here after a couple more pictures she vanished out of my life, sigh!!

### BO 209 MONSUM BOLKOW



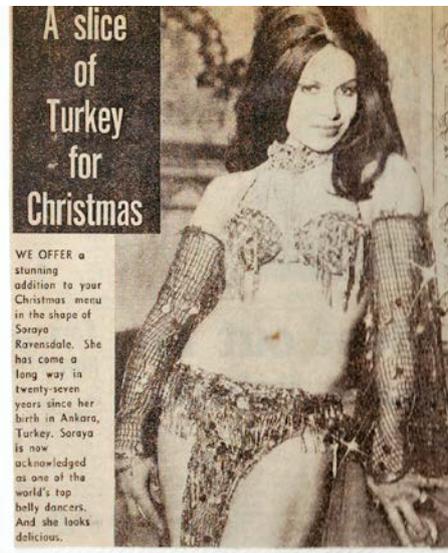
1974 Air Touring Services became Agents for the Monsun BO 209 two seat aerobatic aircraft with folding wings for transport by road on a trailer. We imported 17 into the UK and all were sold quickly. G-AYPE is one of the oldest still at Biggin Hill. Owned by the 'PE Group' for the last 43 years, it has a retractable nose wheel.



Early morning at Farnborough with an instant rainbow over a yellow Rallye which had just been flown to Cyprus and back by one of our

Members who had just gained his PPL. We agreed his request and helped him with route planning and airport information. He arrived back in time to exhibit the aircraft G- ABOG at the 1974 Farnborough Air Show

### 1974 FARNBOROUGH END



### SORAYA FROM ANKARA

A belly dancer at the Bickley Manor performed in front of us after our dinner.

Today is Saturday and this picture was published in the Sunday Mirror the next morning. She posed for my camera after the newspaper shot.

### CONCORDE LANDING BY JB



The vortex from the wing this close as it passes is quite strong picking up a lot of dust and small stones.



The colours may match, not speed?