



BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005



CLUB AND AIRPORT NEWS

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CHRISTMAS ...! NOT AGAIN

The Bugle is entering its 7th year and the Xmas decorations are already hanging from street lamps throughout November, which seem to get earlier each year.

Most shops now being decorated as early as October.

We wonder if our annual holidays will ever be brought forward with the same ferocity as selling Xmas.

Can we look forward to extended holidays..?

AIRFIELD PERSONALITIES



Capt David Quirk:

A character larger than life as depicted in the above picture, filling the frame to the limit, he describes himself as having an exquisite nature, is fun loving, in excellent health which is due mainly to his good breeding.

We have it on good authority that his parentage is of historical naval

stock, dating back as far as **Rear Admiral Nelson.**

He also claims his wants in life are simple and to the point – a pint of good beer, a good woman, followed by more beer, then another beer and so on. His initial interest for the woman becoming blurred as the consumption of more and more beer continues.

David is a man of varying expressions from, **interested:**



to being, **easily bored:**



poor listener: bit of a cad..! but an awfully nice chap.

On a more serious note, he is unable to verify his historical breeding of naval statute due to the loss of an old shoe box with feathered edges tied with an equally worn piece of string, which he claims held vital statistics of his breeding during a move from his London Penthouse Suite, he accuses a **dubious van driver.**

Somehow we seem to have got ahead of the real story. David began his flying career in 1959 at Croydon with the Surrey Flying Club, his instructors being the late Peter Chinn and 'Tiny' Marshal who was a large man and a former glider pilot during WWII.

History sees a move to Biggin Hill soon after, and this club became the Surrey & Kent flying club, which remains to this day.

His first solo was in the famous DH Tiger Moth.

1963 he gained his Instructors Rating and started freelance instructing at weekends with the various clubs of Biggin Hill

Finally he was offered the position of CFI by David Porter, the Principal of the Flairavia Flying Club in 1968, which in those far off days operated from a small office adjacent to the then black hangar (now Jet Aviation). This club later moved to a new building, including a nice new bar overlooking the airfield.

Business was good, and flying was relatively cheap at £4.50 per hr, hard to imagine, compared to today's prices. Of course with the

lack of regulations and restrictions, the airfield being virtually non-radio using parallel runways (grass and tarmac) students learnt the art of keeping a good look-out for other aircraft themselves.

David achieved fame one day, instructing a young actress and sending her solo in one day. She would be the first British woman to achieve this feat on 29th July 1969.



Her name was Miss Penny Brahms aged just 19. She received her instruction in the new British trainer the Beagle Pup-100 making five flights from 1hr 15mins to 2hrs 05mins duration and performed all the basic manoeuvres except spinning. She completed 7hrs 45mins of flying before making one solo circuit, and had an average of 30 mins rest between flights. Miss Brahms had never previously received flying instruction, *but had read Flight Briefing for Pilots* and other books. Mr D.J.Porter the club's principal, attributed her success to natural flying aptitude and to the characteristics of the Beagle Pup.



Following his flying days at Flairavia, David formed a partnership with Paul Shires and formed QS Aviation, which ceased operating in 1971. After this, David flew a variety of aircraft, including HS125, Citation, Aero commander, Cessna 421 from various airports like Cranfield & Leavesdon, before ending up in Hull.

He then moved to Thurston Aviation operating out of Stapleford Aerodrome in Essex for the next 5 years.



In 1982, David moved to Botswana, a nice country with plenty of lions and other hostile animals, added to this they now had David Quirk to avoid for the next 5 years.

Unfortunately David seems to get himself in front of a camera, but he never carries a camera to record his adventures across the Kalahari, an area devoid of good landmarks which only the Bushman of



the Kalahari are able to navigate with infinite ease, unaware of any other people living in their vast open bush land.

There was a very interesting film made by Jamie Uys in 1980 entitled *'The Gods Must be Crazy'* about a Coca Cola bottle thrown from a plane flying across the Kalahari. It made a humming noise on the way down hitting the ground near a Bushman who found it. He had never seen anything like it before nor had the other Bushmen. But these people soon found uses for it, and then everyone wanted this one item causing unrest within the tribal community. Eventually it was carried across the Namibian desert by the Bushman who found it, to what he thought was the end of the earth throwing it into the Atlantic Ocean thinking it was an evil spirit.

David was encouraged to return to Botswana in 1992 for another two years.

Africa is one of those countries that you say you will never return. It only takes one phone call and you are on the next flight to Africa. For the past few years Capt Quirk has graced us with his presence. He flies regularly with his former colleague Paul Shires at Redhill to keep the spirit of flying alive.



Of course his spirit is very much alive as he entertains his friends (*including the editor*) at one of Biggin Hill's Airshows still appearing much larger than everyone else. *How does he do it?*

He even found his way into the background whilst the editor composes a reflective scene within a young ladies shades. Jolly scoundrel, he was trying to get an intro by devious means. He was unaware it was the editors step-daughter, where-upon he made some excuse and vanished.



He soon returned however (as he needed another beer) as brazen as ever, jolly good chap, a little out of touch with the digital world, doesn't have a computer, nor a camera, he has 3 mobile phones of which he says he doesn't know the numbers. Therefore he can only be contacted on someone else's house phone which can be dashed embarrassing for the caller.

He is an absolute bounder, a scoundrel, and a respected scallywag by everyone, for these wonderful qualities, and finally, he



is a jolly good pilot chappie...!!



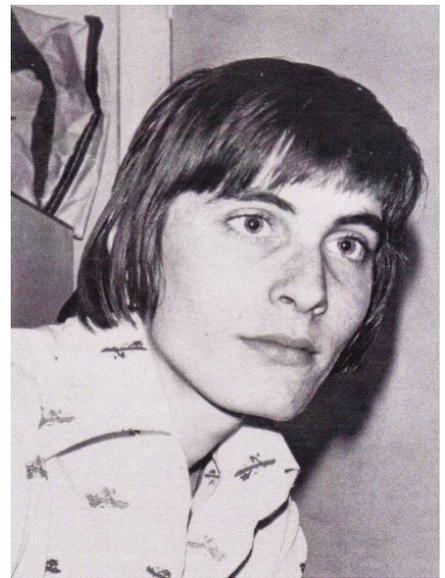
Even the Red Arrows seem to salute this very amiable pilot as they depart one of the last air shows dating back as far as 1963 with many enjoyable displays of airmanship – they were good days.



The Bugle would like to take this opportunity to wish all its readers
A VERY HAPPY CHRISTMAS
 &
PROSPEROUS NEW YEAR
 from
JB & JW



Biggin Hill, Main Road Xmas decorations for 2011.



ADAM MYERS, who died on 14th November after a very short, but serious, illness. A well known figure at Biggin Hill for most of his life, a great social character, life and soul of a party, he was just 54 years at his passing. He was a well respected Airfield Personality.



Lucky escape for 1st year Capt Christopher Stricklin at the Mountain Home Air Force Base in Idaho. Whilst performing with the USAF Thunderbirds (*number six*) he realised he was going to hit the ground.

No one was injured in this incident.

An interesting email was sent to the editor of captured German aircraft brought to Freeman Field, IN. USA way back in 1945.

Excellent viewing – follow the link below.

<https://www.facebook.com/photo.php?v=1723870789084>