



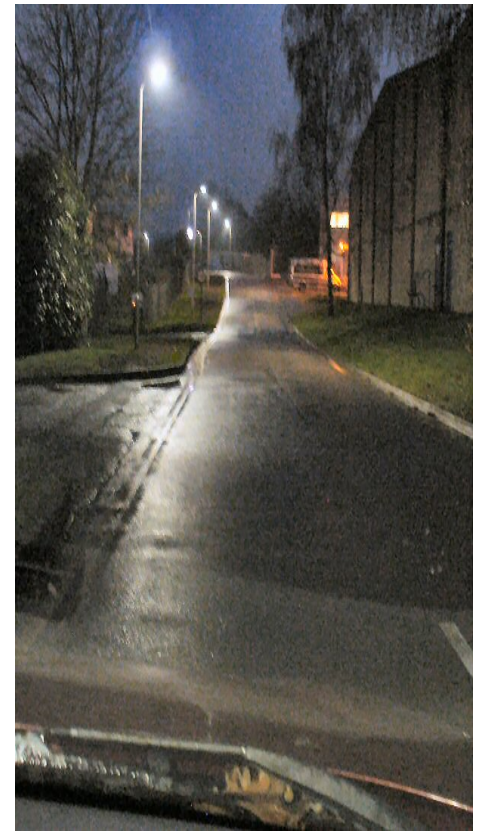
CLUB AND AIRPORT NEWS
ISSUE No. 118

BIGGIN HILL AIRPORT SOCIAL CLUB LTD
www.bigginhillclub.co.uk

In Ass. with BigginHillReunited.co.uk
1st December 2014



The new lighting on the airfield is a great improvement.



*To all our readers where ever you may be, we take a moment to thank
Our readers for their interest and support over the past years.
Christmas is upon us yet again.
We wish you all a Merry Xmas and Happy New Year
From our new look Biggin Hill Airport*

John Bryan & John Willis

People can be spotted in the previous dark void.

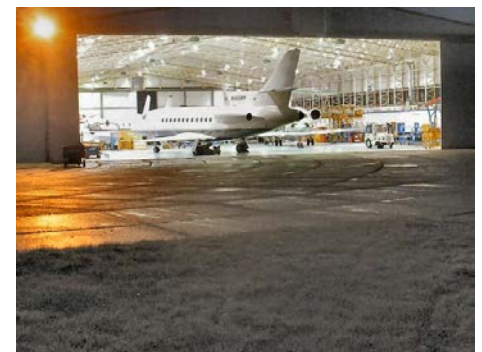
The airport has had street lighting installed. Apparently it was very dark on the roads leading to the hangars and somewhat dangerous as these roadways had no pavement and people were forced to walk on the road with the fear of being run down by a sudden outpouring of vehicles heading for the exit at the end of the working day.

Attractive location indicator boards for companies on the airfield have been placed at regular intervals to aid delivery drivers.

LONDON BIGGIN HILL AIRPORT	
510	Bizon Jet
510	JT Air
510	Getrop
510	D5L Executive Cars
510	Total AOC Solutions
469	
528	Zenth Aviation
528	Biggin Hill Heritage Hangar
527	Arena Aviation
526	Avolon Aero
526	Into The Blue
198	Tranquity Exhibitions
525	Castle Air
525	
170	Lavation.co.uk
332	Hunter House - Walsh and Sons
700	Air Culinaire Worldwide
700	Surrey and Kent Flying Club
700	RAS Completions Office
511	Shipping and Airlines
446	JETS (Biggin Hill)
446	Signature Flight Support
Building 707	Uncle Buck
503	Interflight Air Charter
518	Scout Aviation Centre
4500	RAS Completions Hangar
451	
452	
504	BHA Hangarage
704	BHA Hangarage
705	BHA Hangarage
507	Falcon Flying Services
500	DB Wilson Helicopters
4500	Cobaltcraft
500	ACS
204	EA Aviation
205	EA Aviation
700	Avonette Flying Club
701	Miller Clark
702	

ALL PROPERTY ENQUIRIES PLEASE CONTACT
LONDON BIGGIN HILL AIRPORT ESTATES OFFICE
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e: estates@bigginhillairport.com

FOR ACCESS AND SECURITY RELATED ISSUES PLEASE CONTACT
LONDON BIGGIN HILL AIRPORT SECURITY ON 0776 197697
24 HOURS



The well lit hangar of Jet Aviation helps to brighten the winter afternoons.



NEEDHAMS DOWN UNDER

Bob and his wife Phoebe Ann in their sons RV8 home built aircraft in NSW Australia.

A complete pilot story from Biggin Hill via Kenya Rhodesia to Australia.

Needham's time line:

First learned to fly at age 16 in the Air Training Corps at Crayford and Erith Squadron (ATC) at the Home Command Gliding Centre, RAF Station Hawkinge, Kent, on Slingsby Sedberg TXMk.1 and Slingsby Mk.111 gliders.

1st solo on Slingsby Mk .111 after 57 minutes total dual instruction. (19 launches).

Our Instructors were heros!!!!

Learned to fly powered aeroplanes and obtained PPL at Croydon on Tiger Moths, G-ANRU and G-ANKB with the Croydon Flying Club, Instructors were Alan Wilson, George Stuart and Don Perch.

Did 2 years National Service in 2nd Tactical Air Force as a signaller in the Main Meteorological Office, RAF Station Butzweilerhof, Cologne, Germany.

First flight out of Biggin Hill 21st February 1959.

Last flight out of Croydon 24th September 1959.

Did a parachute jump at Thruxton from a Thruxton Jackaroo.

Completed Assistant Instructor rating 1965 at Biggin Hill, Redhill and Thruxton, mostly with Bunny Bramson, plus a few hours with Maurice Luker (CFI Thruxton). G-AOBO G-AOES G-APFU, all Tiger Moths and various Thruxton Jackeroos. Mick Ronayne (County Flying Club) was my crash buddy on the course.

Left Biggin Hill in disgrace for Nakuru in the Great Rift Valley, Kenya – May 1967.

Scraping a wingtip along the concrete toward the hangar in a final beat up, with his famous blue scarf flying in the breeze.



Arriving at Nakuru, Bob would meet his future wife, Phoebe Ann, who was the Hon. Sec of the Nakuru Flying Club, she already had her PPL when they met.

She trained on an Auster Arrow in Kenya. (You don't see many of those around). Only 14 were ever built, so there is a reason !!

Whilst in Kenya Bob did another Parachute jump from a C182.

After leaving Nakuru Bob's 2nd Job was a ferry flight of a Pilatus Porter from Switzerland to Kenya for a crop spraying company.

His wife Phoebe was his co-pilot for this trip and was six months pregnant with Tana (who would be born in Kenya) at the time.

His 3rd job was Crop Spraying from Njoro in the Great Rift Valley (Elevation 7000ft AMSL - D.A. 10,000ft) with Cessna 185's,

Ag Wagons and Grumman Ag Cat.

4th job as a Company Pilot for an oil exploration company contracted to BP called Rogers Geophysical, flying out of Port Reitz, Mombasa, flying detonators, spare parts and roustabouts up to the exploration area in the Northern Frontier District of Kenya in Cessna 206's and Cessna 185's.

There was a border war going on at this time called the Shifta War, so on the ground we were escorted everywhere by a detachment of the Kenyan Army.

They caught one of the Shifta gangs one day, killed and promptly cut his head off and paraded it around on a pole. Democracy African Style.

5th job back to Nakuru Aero Club again as CFI.

Emigrated from Kenya to Rhodesia in January 1971 and became Rhodesian Citizens.

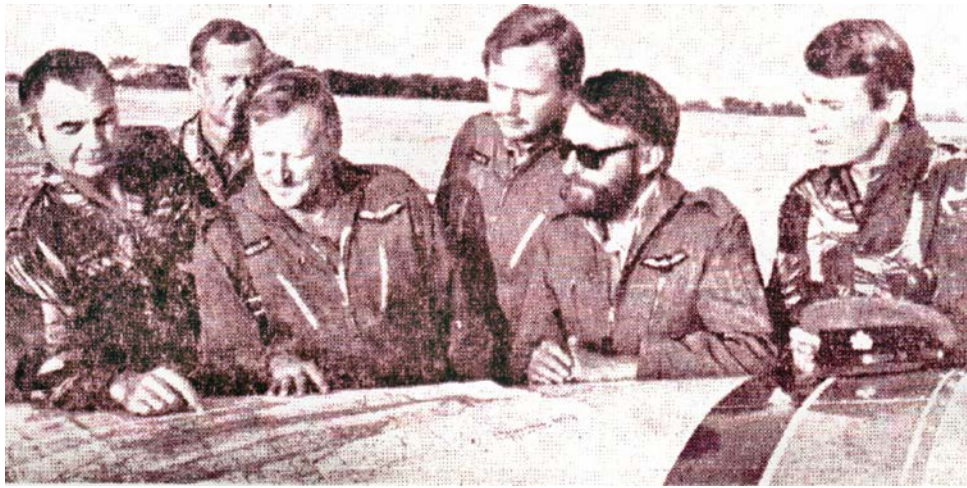
With his wife Phoebe, they started Mataberland Flying School in Buluwayo with Bob as CFI/Chief Pilot and Phoebe Ann running the business. The School had an Air Operators Certificate to train pilots to PPL and CPL flight test standard and to conduct VFR charter.

Later they gained approval to conduct instructor rating courses.

Aeroplanes owned and operated by the School included, various C150's, a C172, a Cherokee 180, a Cherokee 235 (260HP) version, an RSA 200, and a Cessna 206. A private cross hire Tiger Moth was also available.

Their son Anson was born in Buluwayo, and their second daughter Imogen too was born at Buluwayo.

His flying duties consisted of PPL/CPL training, aerobatics, formation, low level, tail wheel, night training etc.,



During Bob's time in Zimbabwe (Rhodesia to us civilized people) it was necessary to include 70 days duty time (military call up) to fight the infiltration of Mr Magabe and Mr Nkumo's terroristic thugs.

Bob is pictured 2nd from the right above with his pilot colleagues planning the day's mission along the borders searching for these thugs. Bob used to do his service flying in 14 day chunks.

On return to the flying school after the latest operational stint, his next call up papers would be waiting to be acknowledged.

Most of the flying was in operational areas that were "no go", which meant if you came down you were in big trouble with little security for one's future.

Small arms fire was a constant threat and so was the possibility of a SAM7 coming after you. Would you rather fall foul of this lot !!



Fortunately Bob and his entire family moved to Australia some years ago, where the indigenous natives are too lazy to chase anyone. Rather have a Fosters mate!



Tana was born in 1968 in Nakuru Kenya. Eventually, after the family moved to Australia, she joined the Royal Australian Navy, attaining the rank of LCDR, Bridge Officer/Ship Pilot. But, a pilot nevertheless !!



Anson was born in Buluwayo 1971



and naturally learned about flying

with his father in the Tiger Moth and other aircraft whenever he got the chance.

Nowadays he flies a big aeroplanes for Quantas (747 400's) to Europe and America.

He also had a Naval career and is a reservist pilot for the Royal Australian Navy.

Imogen was born in 1974 at Buluwayo, moving to Australia in 1980, where the weather was as good as Africa. But she would be able to grow up in the peaceful land of Australia.

Following a career in advertising and TV advertising, she decided to change direction and started taking flying lessons with her father.

In 1998 she gained her Commercial Licence as well as an Instructors Rating. She did some bush flying in Northern Queensland improving her aviation skills.



In 2004 Imogen was accepted into Sunstate Airlines, as a First Officer flying the Dash 8.

In 2007 she completed her Captaincy training in Seattle.

She is now flying with Quantas International on the Airbus A330, based at Sydney, and is on the far eastern routes, mainly Japan, Singapore, India, China and Hong Kong.



Even the Grand children (Joanna above) is continuing the Needham family Flying Spirit!