



CLUB AND AIRPORT NEWS

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### MIDNIGHT REVELLERS

There was this lovely blank canvas just waiting to have a message painted on it during the hours of darkness of New Years Eve. Bring your cameras today so as to capture this one off moment in time because it will be certainly erased by tomorrow. We hope all our readers have a very good start to the new year of 2010.

### SNOW WITH A VENGEANCE

It was about 1535 on the 21<sup>st</sup> December 2009 and the editor had just driven down Westerham Hill (a real steep hill) it was snowing and very cold, driving conditions were slushy but normal. However, an extreme weather condition followed behind, everything froze solid immediately behind him as he proceeded ahead.

The editor went on another mission unaware of the road conditions which were unbelievable for the UK. The editor spent the next 6 hours avoiding the inexperienced at driving on the road.

The ice on the road was 2.54cm thick, but drivable, if you didn't try to go slowly. The traffic became

totally grid locked. The government tell us that global warming is a threat to our future. Well, we say, stop making motor cars, planes and fancy trains and large sea going vessels that have a capacity for 8,000 tourists, with a crew of 2,000 to look after their needs. Without which, we could probably get home on time avoiding all this unwarranted attention to skilful driving on ice, possessed by few and unknown by thousands, who block our path.

Now aviators don't have these problems. If the meteorological conditions attain freezing levels to extremes, then we stay on the ground. Why don't motorists take a leaf out of our books and stay where they are. Check into a motel or some such place, and leave the roads free for us pilots to get home at a reasonable time.

On the other hand, when pilots are confronted with these situations, they simply adjust to the current condition, taking full advantage of this rest period, utilising their energies in a constructive direction. Thereby, reducing global warming

by a significant factor.

### ROVING PHOTOGRAPHER

Our man in the field captures these tranquil moments in time over a landscape which has been annexed for his personal use. This location is a closely guarded secret and will not be revealed, even under torture.



Buy the editor a couple of Stella's and everything could be revealed



without unnecessary brutality. The

composition of these pictures took extreme patience and dedication to the task in hand – well done!



This little squirrel takes a few too many liberties – he could fall off this precarious perch and plummet to the ground. Especially when a well aimed house brick is hurled in his direction. Sorry! mustn't throw bricks at little creatures, you may pull a muscle. Health and safety at home should prevail always.

Whilst Foxy waits patiently below for a tasty Xmas dinner.

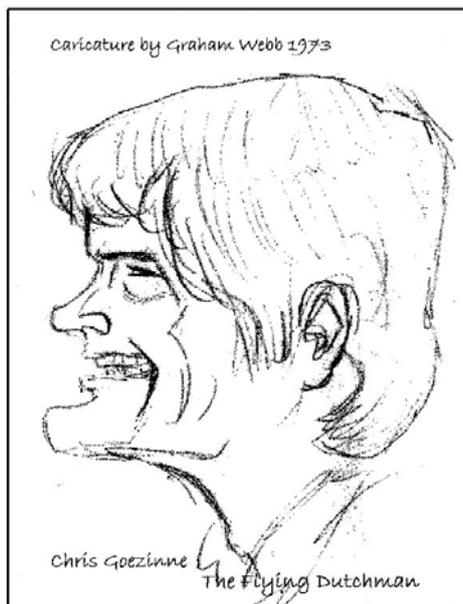


## DO YOU FANCY A DANCE?



I'll lead, you follow, although you may have some trouble keeping your shoes on without straps. Children do the strangest things.!!

## AIRFIELD PERSONALITIES



### DE VLIEGENDE HOLLANDER CHRIS GOEZINNE:

It was early summer in 1973, when Chris first came to Biggin Hill with his friend John van Kesteren to arrange lodgings and some flying lessons with Surrey & Kent Flying Club. It was a late summers evening at Biggin Hill. Whilst we were all enjoying a cold beer a tall slim Dutchman entered the premises enquiring as to the whereabouts of anyone from Surrey & Kent Flying Club with whom he had booked some flying lessons, as they were closed and he was unable to contact anyone. John Bryan CFI at Air Touring Flying Club introduced himself and signed him up immediately.

Chris began an intensive course of flying training the very next morning, 17<sup>th</sup> October 1973, gaining his British PPL on the 19<sup>th</sup> November 1973.

Chris Goezinne by profession was a Marine Engineer spending long periods at sea around the world with Merchant Marine shipping.

Chris would return to Biggin Hill on a regular basis, during his long leave breaks from sea duties and take an aircraft on long cross country flights across Europe building his hours.

By nature of his profession, Chris was a natural navigator with a good knowledge of topography.

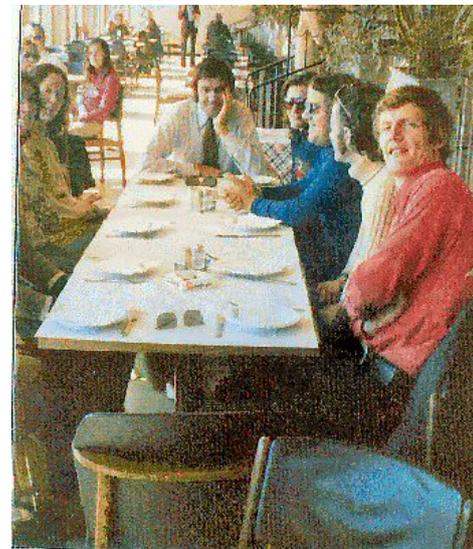
The caricature above of Chris was sketched by Graham Webb, 2<sup>nd</sup> son of Squadron Leader Bill Webb, where Chris was lodging during a late evening drinking session at Sutherland Avenue. Graham was a very talented artist but also a very private person. He would not let us see these sketches drawn that evening on a scrap of paper with a stubby pencil no more than an inch long and retired to his room.

Following the Squadron Leaders passing, the editor mentioned to Grahams elder brother, Peter, about these sketches we had never seen.

Whilst clearing their house Graham produced the sketches to the editor. 30 years had elapsed since that evening!



Chris has remained a loyal friend to many at Biggin Hill and is very well known on the continent.



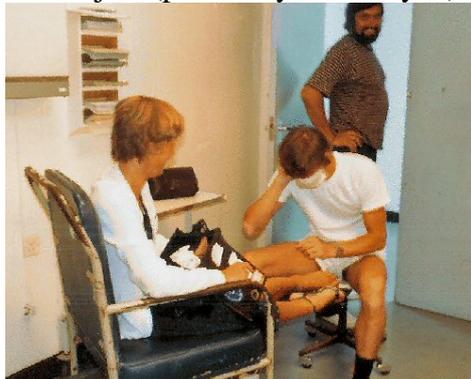
JB (end of table) and Chris on a chance lunch time meeting at Ostend in April 1974. Since this time we have met at various places around the world during our flying careers.

Chris had set his sights on a career with KLM Royal Dutch Airlines as a flight engineer. However due to a mix up with his medical paperwork he missed this slot time

which was a small set back. Undeterred he acquired a position with Martinair with whom he remained for 30 years, flying the DC10 and later on the Boeing 747 becoming a Captain. The editor was flying with Aerogulf in Dubai, UAE, and Chris was passing through on a regular basis and we would meet for a meal or whatever.



Chris and Rosalien, a Martinair stewardess, in a Japanese restaurant at Sharjah. (picture by John Bryan)



Posing as a doctor at Sharjah Hospital UAE, Chris attends to one of his cabin crew members, who had sprained her ankle, complete with face mask. JB guards the door. (UAE 1980's)

Chris was by nature a 'professional tourist' and blended discreetly into a Bazaar or Souk and other such places. Wherever he went, he had a pair of jeans a 'T' shirt and a plastic carrier bag, in which he carried his Van Nelle's Zware Shag tobacco and roll up papers, and cigarette lighter. He is as indiscreet as the people around him and no one ever tries to sell him a souvenir.

Over the years Chris has developed his flying career from Banner Towing in Holland to becoming a renowned member of the Dutch Dakota Association flying the DC3's on pleasure flights around

Holland and to Air Shows in the UK including Biggin Hill.

In 1996 Chris flew a group of Dutch aviation enthusiasts from Amsterdam to Biggin Hill for the annual Air show who are seen disembarking airside.



Sadly on the 25<sup>th</sup> September this flagship PH-DDA whilst on a sight seeing tour with Engineers of the Dutch Waterways over the Dutch coast near Waddensee suffered a serious engine failure and crashed near Texel with the loss of 32 lives which included Chris's wife Yvonne the stewardess.

After compassionate leave from Martinair Chris returned to flying and continued ferrying pilgrims to Mecca from the Far East. He has some very interesting stories from these long haul flights to Mecca.

Chris has continued his association with DDA and has become one of the pilots on the Dutch Catalina PH-PBY



(Note the likeness to the caricature at the beginning of this article 36 years later). This aircraft is used for pleasure flights around Holland



from land or water. Chris was on his way from Madrid to Australia

recently with another Catalina which had some engine problems and is now stranded at U-TAPAO (Rayong) a civil military airport on the coast of Thailand. Whilst checking one of the engines, after it developed a little rattle, the sump plug was removed to check



for metal in the oil when a bolt fell out. Definite engine problem says Chris..!

Despite this slight set back he returned to Holland then drove to the UK to fly the Lee on Solent Catalina N423RS to North Weald



on which restoration work had been painstakingly carried out for the last 2 years and made this flight on the 8<sup>th</sup> December 2009 with Chris, seen landing at North Weald.



Below is a picture before departure from Lee on Solent.



Chris is the owner of a 1962 Cessna 175 PH-WBR seen departing from (EHTE), Teuge for a local flight.



Chris has attended various Air Shows in the UK with the DC3 and is pictured here flying PH-DDZ forming on another DDA aircraft PH-PBA returning to Amsterdam from the Duxford Air Show.



This is the best part of flying, says Chris, flying with another aircraft without let or hindrance from strict airline flying, and following the professional discipline required for such close proximity flying.

Whilst Chris has maintained his demure, (slightly exaggerated), he still travels with the precise amount of baggage which contains only the necessary items for appearance, the required amount of instrument charts and maps for the journey ahead, and of course the modern day hand held GPS, whilst retaining an infinite amount of knowledge for the task at hand – flying and travel, is a serious enjoyable business.



De Vliegende Hollander with DC3 PH-DDZ.

Chris is returning to U-TAPAO Thailand in January 2010 to continue the flight to Australia with the Catalina, following repairs.

### DON'T DRINK AND DRIVE

It only leads to confusion, disbelief and double vision projected by these very clever pavement chalk artists.



Why can't our Graffiti Brigade produce something like this which could make a blank derelict area look quite presentable rather than a load of repetitive illegible signatures daubed up the side of high rise buildings. Especially if the area is inaccessible.

It is only by studying these drawings carefully that you are able to realise the actual scale of the drawing which gives the effect of the depth achieved, and of course the illusion.

The best we can do at the Bugle is a game of Noughts and Crosses sketched on the pavement which only leaves a mess when we have finished playing. The editor



of the Bugle has artistic talent also. He was given a panoramic picture of the Swiss Alps (about 9ft long) which he hung in his garage. One day he began to extend the picture beyond the bottom of the picture by sketching some shadow lines beyond frame onto the wall of the garage over a period of two years. The editor admits his talents are somewhat basic – with room for improvement. Someone suggested he should have painted the wall black and say it was a night scene.

### EARTH'S GLOBAL WARMING

Protesters were out in force at an open air rally this week to represent the seriousness and the effect of global warming is having on their future – they could become extinct in just a few more weeks which



could spell the end of these little snowmen on our christmas cards.

### EVEN YOU COULD DO THIS!

No way you may think, especially after the trouble caused by 9/11. Well it is still possible.



A flight such as this was done not so long ago by a gentleman from Biggin Hill in a Cirrus light aircraft. Standby for further details in the February Bugle 2010 for a story of a flight around New York.

**HAPPY NEW YEAR READERS**