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WORLDS FIRST JET PLANE

A Romanian gentleman named **Henri Coandá** built and flew the first jet aircraft. That's two whole decades before Frank Whittle and less than a decade after the Wright brothers (*We only report what has been spoken*) There are no in-flight pictures in our archives. If you need to know more, study the **Coandá effect** which is very intriguing and is said to be a misinterpretation of **Bernoulli's Theorem**. You decide. The Coandá effect has been used in some serious *Flying Saucer experiments*. Look it up if you dare, and explain it to us ...!! The editor will be interested in publishing your theories and Air Bus Industries will pay good money for information on this fabulous engine to power the Airbus 380 which has only conventional Turbo Fan Engines which burn a lot of fuel. The Coandá effect seems to be the answer – *perhaps they have been down this road already !!*

OVERHEARD AT THE BAR

Well known member moaning at the bar, makes remark about heaven – *Next person says! When you go to heaven it will be a sigh of relief for the rest of us* – Hot Tub '**sit ins**' are now available free of charge – enquire at bar for further detailed house calls ...!!

NON STOP WORLD FLIGHTS

Richard Rutan and Jeana Yeager made first non stop un-refuelled Global flight in Burt Rutan designed VOYAGER twin engine aircraft in 1986 taking 9 days. The editor was flying across Africa during this epic flight and would subsequently deliver a TB20 to them a few weeks later to the USA.

NON STOP BALLOON FLIGHT

The next non stop non re-fuelled flight around the world was Steve Fossett in a huge helium filled BALLOON in 2002 in 14 days 19 hours in his Bud Light 'Spirit of Freedom'



SINGLE ENGINE NON STOP

This again would be flown by Steve Fossett in 2005 and then again in 2006 breaking previous records in the 'VIRGIN GLOBAL FLYER' another Rutan design powered by a single Turbo Fan Engine taking 76hrs 45min covering 26,389 miles.

NON STOP GLIDER NEXT

This has to be the ultimate flight and is probably not too far away with the possibility of Solar Energy. and Honey Comb Dry Cell Batteries – these could be used in the construction of the wings and fuselage coupled with epoxy resins etc., it could be made to float in the event (*I was going to say engine failure over the ocean*) following a loss of lift over the Pacific Ocean

THE ULTIMATE LANDING



Touch down on the water, onto the pebbles and smack into the first tree – well, not really – these aircraft are fitted with 31" wheels and good brakes for this kind of specialist flying – imagine trying to do this in the UK it would be deemed as racist or something ...!! Nothing to do with flying ability.

EXPERIMENTAL FLYING UK

Whilst there is a large fraternity in the UK flying home built aircraft, they will never get to experience the freedom of the Alaskan flyers in remote areas which is a pity because a lot of people are quite competent pilots and only want to fly for recreational purposes without risk to themselves or other people.

WALKING THE STREETS

Is far more dangerous than flying for fun. Which probably has far more restrictions and penalties levied at pilots. The penalties are far higher than knifing someone to death or burglary. We are charged for water which falls from the heaven and banned from watering our garden once in a while. What next – ban pilots ??

JOURNALISTIC EDITORS

Where do they get their information from. It doesn't seem to be printed anywhere that we know of. Is there a secret magazine that is published solely for their personal use and guidance – are they real people ?

BIGGIN HILL AIR FAIR 2006

This was probably the poorest attendance yet – rather sad considering the previous years of severe traffic jams and frustrated motorists and the packed bars after the days event. The highlight of this show was the formation flight of the Spitfire and the Folland Gnat spelling out a wonderful era of flight. Another particular highlight was that of *'Popeye'* with his infernal pipe puffing more smoke out than the Red Arrows during a display.



Fortunately he didn't stay around for the whole show thereby allowing *all around him* a clear view of the rest of the display and clean air to breathe. – Below is a scene as the flying display began on Sunday – *Rather bleak !*



END OF FLYING .. MAD RUSH

The usual mad rush demanding drink as soon as their visual flying activity had been removed. Apparently these spectators enjoyed themselves late into the evening and



lining Joe's pocket with silver which will help to finance the huge rent our beloved bar is faced with for the prosperous future. ???*%+

RUTAN SHUDDERS AGAIN !

Famous Stauning (Denmark) Rallye Pilot who shall remain nameless, and faceless *has done it again* much to the mirth of the spectators Also for those attending the dinner (some 400) and the prize giving evening by landing with the *nose wheel retracted yet again* on his Rutan Varieze – he's easily recognisable at the bar by his favourite tippie of rum and coke. We think a round of drinks, or two would help to forget this incident. Indeed the editor could be persuaded to forget to publish his name and picture for the price of a couple of drinks ..!

MALTA RALLYE FINALISTS..!

Steve Speed, Bob McGoldrich and Sid Nicholls really were the finalists for the Malta Rallye which finished as they arrived in Malta flying an AA5 G-BGPH from Biggin Hill to Malta – Pre-Flight



preparation is all important as they clean and polish the aircraft. the day before their departure on the 10th June 2006

OLD HAY – OH HECK !!

Picture this scene, pilot 'A' arrives at the airfield and extracts his small aircraft (Starduster) from the hangar and proceeds to hand swing the engine which fires into life. Pilot 'A' boards straps in and decides to taxi to the runway which is ahead of him for take-off. *Meanwhile* – Pilot 'B' arrives overhead in his Jungmeister. With nil wind conditions and no other apparent aircraft around he elects to land toward the hangar to save a long taxi back. Unaware that pilot 'A' has reach his take-off point whilst he, pilot 'B' is completing his landing run. You've guessed ! Pilot 'A' thinking he has the airfield to himself is accelerating rapidly and as the tail comes up he is confronted with an imminent propeller chomping accident without injury to either pilot, but very expensive write offs. The emergency services received 19 phone calls from passengers on a passing train – remember, if you make a mistake in aviation, there is always a witness or witnesses the event cannot be hidden. There is also the case of the Argus aircraft which ran away after a hand swinging start by pilot 'A' which careered into the new toilets, *Oh Shit !!* It has been rumoured that the Eurostar actually stopped and the guard hopped over the fence to see if he could help the pilots. We are quite sure he would have been threatened with execution by the guillotine for abandoning such a prestige train. – if you believe this extension of this saga you will believe anything the editor scribes Except, there is a very strong case for some very *Serious Airmanship Rehabilitation !!* There is also the story of the tractor with a lawn mower ...!!



LOOK TO THE FUTURE ?

Somewhat dismayed looks from pilot Alan Cornwall and Capt George Dobson as to the future of Biggin Hills social abilities when the bar is forced to close.



MEMORABILIA AUCTION

A member sheds a tear for the empty walls as pictures and other items are stripped from the club and taken to where, we know not



SCRAMBLES MUSEUM

After some dedicated enthusiasm to create a 'heritage centre' at Biggin Hill we believe, it too, maybe threatened with eviction. It is well worth a visit as someone has put a lot of effort into this venture. Soon there will be nothing left to remind or remember what Biggin Hill stood for. Many people were forced to fight for their lives so we could be spared – yet others within our midst seek only to demolish.

BILL LITCHMAN – RAF & DFC
History, real history. Bill joined the RAF via Canada and joined the Eagle Squadron flying Spitfires out of Biggin Hill and later he flew Mustangs when the USA joined the war and was transferred to the US Air Corps – if wounded he was guaranteed to be sent home where the pay was better. He came to visit Biggin Hill on Sunday 18th June 2006 once more after 60 years.



In 1948 he joined the Israeli Air Force flying spitfires once again. He had a wonderful expression about flying, quote "Courage is the highest value". He is joined here by two young football enthusiasts Jason Coyne and Gary Webb. Considering his age it was a gallant effort to visit Biggin Hill once more



PROPOSAL OF MARRIAGE

Some of you may remember Diane

Earhart an Air Traffic Controller from Downtown Illinois who gave an enlightened lecture on ATC in the USA at the Pilots Pals Bar 4 years ago, where she met Steve King who proposed to her on the 6th June 2006 in the bar at Biggin Hill. They are pictured outside Harrods prior to spending a lot of money. We wish them both the very best for the future. Steve is an Alouette Flying Member.

THE MALTESE FALCONS

Three heroes return to Biggin after an epic journey and upsetting 'La Dogana Italiano' in Sicilia. Voi partenza per Reggio immediato. This was out of the frying pan into the fire, because Reggio is in Calabria which is also Maffia Territoria, Ladrozoni



They departed these shores peaky white, but returned bronzed and gagging for a drink – well done !



Are these really the 'Maltese Falcons' enjoying their holiday !!

Sid ignores the crumpet nearby as he still resents the atrocities he never suffered at the hands of Adolf Hitler during the last war and the present British Government

