



BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005



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45th AIRSHOW AT BIGGIN



The coming weekend promises to be another great Air Show at Biggin Hill airfield despite the closure of *Pilots Pals Bar* which catered for the many pilots associated with the airfield. It was the *after show venue*, where the show could be discussed in great depth over a few, well deserved drinks, and the company of many pilot colleagues. During the day a variety of food was available day and night from the Bar-B-Q with a great viewing area outside the bar. We researched other venues on the airfield where we could base ourselves. Unfortunately, the main problem appeared to be the fact that we needed some kind of premises for the evening that was secure requiring a licensed bar. As many know, it was the evening after the days flying that was very important to most aviators, meeting some of the display pilots and indeed their operational personal that made their aircraft ready.

The editor like many others has attended nearly all the Biggin Hill shows since the beginning. The early shows created huge traffic jams inbound trailing back to Bromley, & Westerham. Exiting after the days flying was even worse with people still trying to get out up to 9 O'clock in the evening. How many of you can remember some of these old photographs.

Air Shows, where spectators could get close up to the aircraft and marvel at the quality of these wonderful flying machines.



Handley Page Victor Bomber with DH Rapid above - Biggin Hill Air Show 20th September 1958



Avro Vulcan Bomber - 4 Bristol Olympus Engines Biggin Hill Air Show - 20th September 1958



Vickers Valiant Bomber Biggin Hill Air Show 20th September 1958



These were the halcyon days of the



Heads up, there is more to come!

Squadron Leader Jock Maitland of Air Displays International has been the instigator of Air Shows at Biggin Hill and several other venues for the last 45 years. Jock was summoned to Buckingham Palace last November to receive an MBE for his services to aviation. He is pictured below with Sqdr Ldr Andy Offer OBE, Red Arrows leader and the former leader, the late Ray Hannah, being presented with a special trophy from the Red Arrows during the Air Show 2005

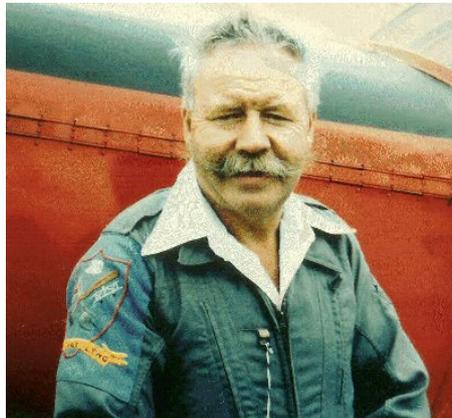


The Red Arrows would celebrate their 40th birthday show at Biggin Hill in May 2006 attended by the Princess Royal who cut their cake.

HI-VIZ JACKETS AIRSIDE

The airfield management are requesting that all pilots, and engineers and workers also who are on the live apron at all times (particularly during the Air Show). Unfortunately this ruling comes under HSE regulations regarding Hi-Viz Jackets. All GA airfields licensed by the CAA are subject to these regulations, ensuring your personal safety at all times.

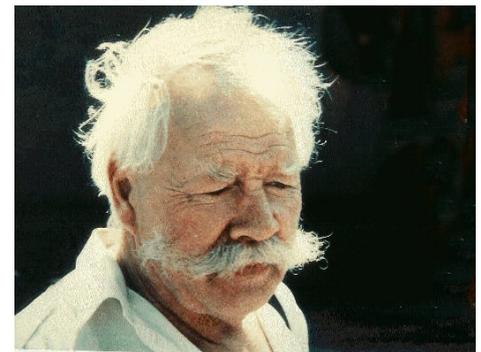
AIRFIELD PERSONALITIES



John. F. (*Cobby*) Moore as he is affectionately known. This name originated from his days as a coalman. He is a rather secretive individual, reluctant to talk about his past or his professional skills. Nothing remains secret forever, and the truth will out eventually. He was a serving member of the Coldstream Guards in his early days. Somehow he found his way to Croydon Airport prior to its closure at the end of 1959. Somewhere during this time he learned to fly and graduated to Biggin Hill in 1961 along with many others, working on aircraft with various companies, and could be found at the airfield most any day. He has been a fixture on the airfield for some 47 years, From humble beginnings he has worked his way up to a *'pilot poor'* wearing the same clothes he had last year. Nevertheless he possesses a *'touch of midas'* about him when it comes to aircraft maintenance, rebuilding vintage aircraft to exacting specification. He would eventually form his own company *'Cobaircraft'* in the 70's. He also retains this *'midas touch'* with his flying skills. Sometime around 1976 he purchased a Percival Proctor III from the confines of the old Vendair hangar. Upon payment the said aircraft was towed to the black 'T' hangar (next to the old Surrey & Kent Flying Club) which he occupied during this time. One corner of the hangar was duly cordoned off with a flimsy wall and a locking door. Plastic sheeting formed the ceiling and the top half of the lower fixed

wall creating a sterile area that would put a hospital isolation ward to shame. He would spend the next 5 years painstakingly rebuilding this classic British aircraft long into the night. When it was completed it was a work of art, finished with a coat of shiny 'Letter Box Red' paint. It was rolled out in 1981 for all to see and hear !

The prop was swung, it fired first time, and shaking from spinner to stern post, as a cloud of blue smoke wafted away across the apron. Since this time. Cobby has traveled all over Europe attending various flying rallies, including a request to attend the 84th birthday celebration party for Prince Bernhard of Holland at Soesterberg airfield on the 6th October 1994. The organizers had arranged all the aircraft that the Prince had been privileged to fly during his aviation career. The final aircraft to arrive was the Stealth Fighter which he hadn't flown.. For many years 'Cobby' was acting fireman, caring for the fire wagon and a tractor used for mowing the grass on the airfield. He resided in the bottom of the old control tower where he had a small bed, a fridge, a loaf of bread, a lump of cheese and a secondhand TV and his treasured MKVIII Jaguar outside which had an official postal address as, Jaguar Mansions, Biggin Hill Airport. The mail, being squeezed in through the quarter light window. Cobby's story was published in the Sunday Telegraph many moons ago, quoting him as the *'Wizard of the Bump'*. What more could a successful character like this want?



Perhaps a little *'Grecian2000'* and some *'Anti-ageing Cream'*