



BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005



CLUB AND AIRPORT NEWS

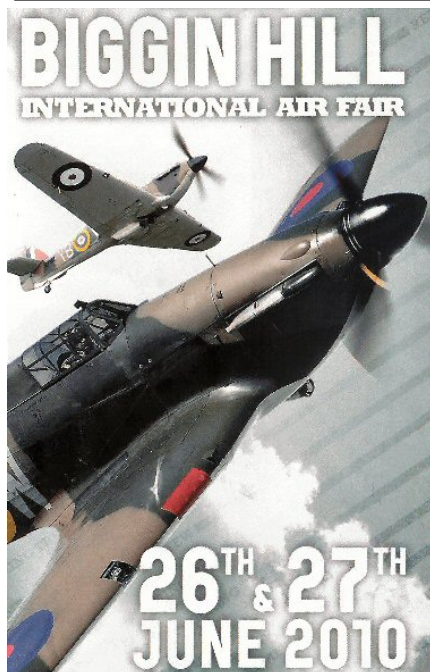
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48th BIGGIN HILL AIRSHOW

Quite remarkable – how long may it continue. The early shows were a hive of activity with huge traffic jams and the many bars on the airfield bursting at the seams following the end of the days flying or preparation by the many ground crews that accompanied the military aircraft. It was almost a week of flying with aircraft arriving early in the week and not leaving until a couple of days afterwards, often with some very low level high speed passes causing people to duck their heads, cats and dogs spreading themselves flat on the ground.

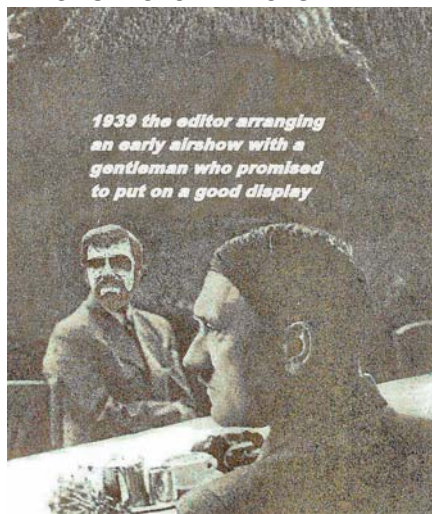
Nowadays those moments in time have vanished for ever, thanks to the more than cautious health and safety type bodies that threaten to restrict any event that may have an element of danger or risk. Like the early days of motor racing and motor cycle races etc, where one

simply stood behind a tape stretched between some stakes driven in the ground – if something came your way, you were ready, and ran for your life. You would choose your particular viewing point because it was an area which displayed the skills of the drivers and often a good place for those interested in photography. Take a look at Car Rallies with spectators standing inches from the cars just to get a good view or take pictures.



The above picture taken at the 2009 show needs a little distance to appreciate this unique formation to get it in the viewfinder of your camera. The 2010 air show promises to be another good show and the chance to meet old friends.

AIR SHOW SECRET HISTORY



1939 the editor arranging an early airshow with a gentleman who promised to put on a good display

Searching through the archives of the Bugle it can be revealed that the editor was probably responsible

for the earliest air show at Biggin Hill, as far back as 1940, seen during an alleged meeting with Herr Adolf, who claimed he had a large collection of aircraft and would be pleased to send some of them to Britain. The editor claims the picture is a fake, and vanished without further comment.



Squadron Leader Jock Maitland though, did start the Air Shows at Biggin Hill as far back as 1963 which continue to the present year. Sifting through the archives we found many old faded black and white pictures which we reproduce to stir your memories when one could get close up to the action with a large variety of British built aircraft and of course some other manufacturers from around the globe. Below: a Vickers Gun Bus.





The 60's were good years for the early air shows with the Belgian Diabls Rouges making a low pass over the commentators vantage point especially for John Blake the commentator of many air shows.



The Red Arrows in Black & White.



A Blackburn Beverley, of RAF Transport Command.



One of the many Vulcan Bombers a brilliant aircraft way ahead of its time used in the Falklands War of 1982 some 29 years later.



Another famous bomber of the era was of course the Vickers Valiant remained in service for many years.



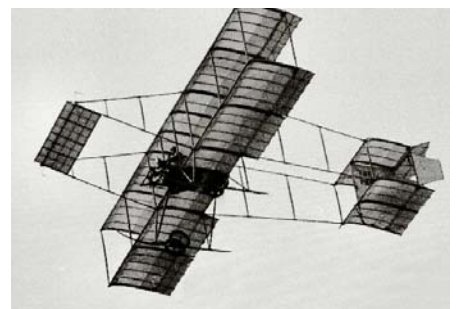
An Avro Shackleton of the Royal Navy displays low and close to the many spectators at Bigin Hill.



A Russian Illyushin 18 aircraft arouses some interest.



Commando's absailing from a Wessex helicopter in the hover.



Phoenix Flyer (Box Kite) as used in the film 'Those Magnificent Men in their Flying Machines'



These were wonderful shows during a glorious period of Air Shows around the UK, most of which were organised by Jock Maitland, forming Air Displays International Ltd. We even found some old colour pictures.



Enhancing the Red Arrow displays with their famous Russian Roulette



The final picture on page 2 shows an Armstrong Whitworth Argosy Turboprop aircraft built in 1959 designed as a freighter and Military Transport aircraft.



The Handley Page Victor a Bomber of unique design is still in service today, albeit as a tanker aircraft.

With the invasion of the Falkland Islands in 1982 by Argentina, eleven Victor tankers took off from Ascension Island with a single Vulcan in one of its first ever war time missions to assist the Vulcan in a massive re-fueling program with complete radio silence enabling a single Vulcan to bomb the runway at Port Stanley and return to the Ascension Island.. This was one of the longest bombing raids ever carried out on an enemy at the time, with a great deal of credit to the crews involved in this specialist task. The RAF planned seven raids in all. Five were completed during this conflict of the Falklands. These raids were carried out by purely British built aircraft. What do we have left which is British built that can carry out a full bombing raid almost 4,000 nm distance and return? A journey that took almost 17 hours for the Vulcan crews and those of the Victor tankers, who too, had to refuel each other during this logistical nightmare which was centralised from Ascension Island.



A sad end to another Vulcan Bomber reduced to scrap having

defended Britain for 30 years during the cold war.



The Belgian Red Devils (English name) have graced many air shows at Biggin Hill with their skilful aerobatic displays.

ABSOLUTE PEDAL POWER



This unique & expensive machine is a child's pedal aircraft with turning propeller. We believe it to be imported from the USA, it is in excellent condition. One of our database members posted this information. We understand it is for sale for circa £200 – if interested, please call Gary Hind direct on 07930 554992 or Email: garypilot@hotmail.co.uk

VOLCANIC ASH EROSION

Whilst many thought the authorities over reacted to the eruption of Eyjafjallajökull volcano in Iceland recently. Volcanic dust / ash can have a drastic effect on large Air Breathing Engines (Jet Engines), with a continuous fuel supply injected into the internal workings creating a continuous fire that produces unbelievable power at very high temperatures, this in turn, relies on the unrestricted airflow which controls the temperature of the raging fire which is necessary to produce power to drive the turbines that drive the primary compressor blades and the cycle continues as you are whisked aloft to your holiday destination.

The following pictures illustrate

some of the problems that beset a turbine-style engine. Turbine engines are basically simple, no reciprocating parts, they don't require great quantities of oil, are able to burn a variety of combustible fuels. But they do require an element of cooling within via hundreds of small holes drilled throughout the working unit. Volcanic ash, being heated once again, blocks these small holes and the cooling element is lost so it finds other outlets.

Do not be alarmed by these pictures. Turbine aircraft are still very reliable and safe. Most airlines don't fly near volcanoes and there are hundreds around the world, just smoking quietly producing an obvious non threatening plume of white cloud.



This is the some of the damaged caused to a German registered Citation bizjet that apparently ingested some ash from the recent Icelandic eruption. One engine failed with the other running sluggishly, the aircraft was able to divert and landed safely.



The hot gases simply burnt their way out through the sides of the engine. The editor of the Bugle explains that he is still seeking sponsorship for his next holiday abroad and is not deterred by these recent happenings.

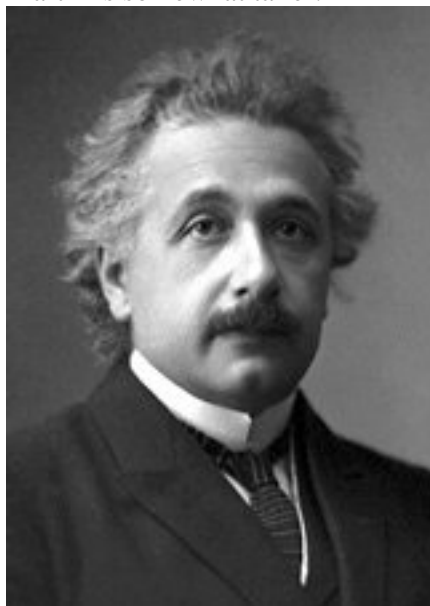
AIRFIELD PERSONALITIES



MARTIN EMERY:

A likeable caring considerate person, possessing a singular eccentric quality, is an avid collector of aviation paraphernalia, an Albert Einstein of the aviation world.

If you have ever met Martin the resemblance is uncanny, although Martin is somewhat taller.



At this point the similarity ends, one was a Professor of Theoretical Physics and Philosopher and a Nobel Prize winner, the other became a pilot with some remarkable flying experiences.

1963 Martin attended the first Biggin Hill Air Show, the following year 1964 he returned as a glider pilot and gained some air experience in a Tiger Moth and Auster aircraft.

It was but a short step to join the Experimental Flying Group and began his flying training with Rex Nicholls and Peter Elliott. Most of his training was done with Rex.



Early days at Experimental Flying Club at Biggin Hill Martin offers up a bigger propeller to the clubs Auster with a friend John Elgin to improve performance. However this would have required an engine of 1200HP to turn this huge propeller and the engine would have been so heavy the aircraft would tip on its nose – no further ideas to improve performance were considered.

23rd August 1964 Martin did his first solo in a glider at Firle Beacon in Sussex.

He gained his Private Pilots Licence in 1966 and was still a schoolboy at Raynes Park County Grammar School, SW20.

(Editors comment – he must have had rich parents).

Martin claims he did some engineering work on the road and made some money building model aircraft, all of which went toward paying for his PPL.

On the strength of his newly acquired PPL Martin passed an Officer selection course at RAF Biggin Hill which was followed by interviews with an Aerospace company and the CAA (*now 18 years old*) for a job as an ATC cadet, based at Gatwick and LHR with LATCC. It was a requirement to hold a PPL for an Air Traffic Controller, which he already held.

Martin enrolled at Marshalls of Cambridge for advanced flight training recommended by Rex Nicholls. Returning to Biggin Hill he undertook an Instructors Course at Surrey & Kent Flying Club with Rex Nicholls and Peter Chinn and met Chris Bevan on the same course, becoming an AFI during 1966 – 1968.

(The editor still thinks he had rich parents)

With his new rating Martin began instructing at County Flying Club with Mick Ronayne. He joined the Tiger Club at Redhill about this time flying the Stampe for aerobatics. He also instructed at SLAC with Derek McQuoid and part time with Flairavia with David Quirk as CFI and all this coincided with the birth of the British built Beagle Pup training aircraft, a modern British built aircraft compared to some of the old fabric covered air machines of bygone days. Flairavia was a very busy flying training organisation in those heady days at Biggin Hill which allowed Martin to achieve over 1,000 hours in one year.



Martin with a student in a Bolkow Junior, of the Flairavia Flying Club, he would become a QFI soon after and took up the post of CFI at Aeromart at Blackbushe Airport. which had 21 aircraft from the Piper and Cessna range. By now he was a twin instructor as well as carrying out air taxi work with a Cessna 310. His continuing aviation work racked up the hours and by the time he was 21 he amassed 5,000 flying hours. He next enrolled at the City University

of London and Oxford Air Training with a Government sponsorship on the strength of his 5,000 hours, these sponsorships were never repeated which left Martin streets ahead. He passed all his exams on a Friday, and began Instrument training at Gatwick the next week, on single and twin Link Trainers at Airways Training.

Christmas Party – EFG club house.



From left top to right, Brian Johns, Peter Sinclair, Graham Jackson, Gordon Jones, Barry Wheeler, Unknown, Harvey Rollason, Left lower, unknown, Gwyn Russell & Martin Emery. We think this was taken in the late 60's and it looks as though they had a good time.

Eventually Martin completed his route planning, instrument rating and flight test on a Beagle 206.

He started flying with BIA at Gatwick and Heathrow as a 1st Officer on night freight and daily passenger flying on a Dakota DC3.



At the age of 24 he had graduated to flying on the Dart Herald TP7000. At 29 he joined Cyprus Airways and other flying jobs.



He eventually chose Laker Airways and did his training for the Boeing 707 with American Airlines, at Dallas in 1978.



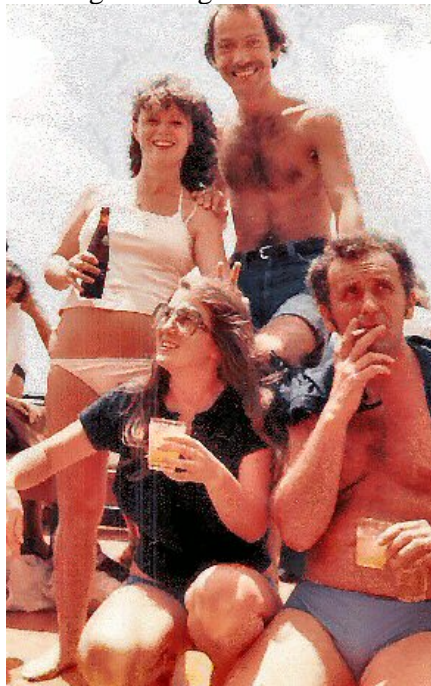
On his 30th birthday he converted to the DC10 Laker Airways latest Skytrain wide body aircraft.



Martin also flew for Caribbean Airways on their Boeing 707.



His flying had some pleasure built in at various places around the world of beach hotel resorts during the long haul flights.



Whether in the Caribbean or some other place, where the sun shone brightly like Egypt and other hot places, Martin appeared to be

the centre of attraction on more than one occasion.



Following this life of aviation luxury the demise of Laker Skytrain, left Martin and others gazing across distant airfields.

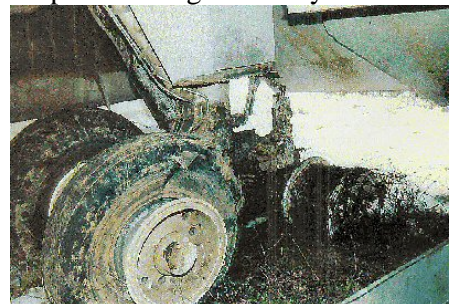


A final farewell drink before they all scattered to the seven winds.

Martin became involved with some long haul sub charter flights over the next few years, being based in Cairo for a long time, Amsterdam and Air Seychelles and Venezuela.

One exciting flight started in Luxembourg on the 31st March 1992 in a Boeing 707-321C bound for Kano International in Nigeria. Their aircraft encountered severe turbulence near Martigues whilst flying at FL320 and heard a double bang. Both of the starboard engines had broken off the wing. They initially chose Marseille as their immediate diversion.

During the descent Martin noticed an airfield ahead (which was Istres) it was decided to land there, a.s.a.p. as they were receiving fire warnings which could not be stopped. They landed successfully despite bursting a some tyres.



This amazing picture shows the state of the wing after the fire was extinguished and the fact that it was still capable of flying, considering the loss of its previous



efficient aerodynamic shape.



The crew departed the scene for a comfortable hotel – the aircraft being written off. We don't know what happened to the 38 tons of freight left aboard the aircraft.

Martin would continue flying despite this small scare on more long distance cargo flights and did some Air Charter with Kuwait Airways and would eventually renew his rating on the DC10 and flew for Air Tours International.



During his years of flying Martin has accumulated some old aircraft like this MORAVA L 200 twin. In fact he has two more of these aircraft, mainly for spares.

He also owns SEPA S 903 a small single engine aircraft.



The MORAVA cockpit and his SEPA below painted in BIA logo.



Martin on an airfield with a C172



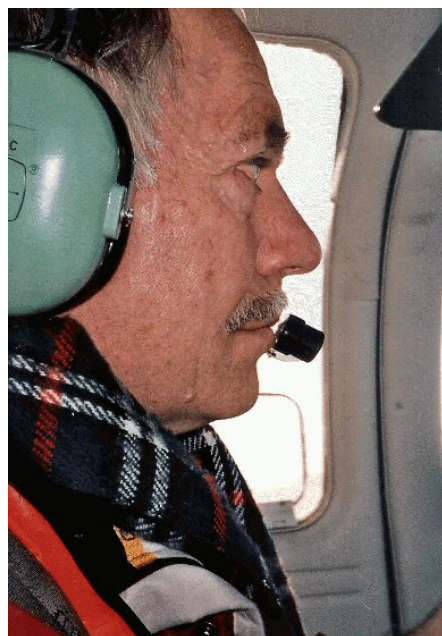
With two USA air force cadets about to depart in their jet trainers.



Posing in the snow at Biggin Hill.



Martin also has a huge collection of model aircraft in various states of construction stored in a room, interwoven and stacked to the ceiling. Martin is an aviation enthusiast to the core with a vast amount of experience, a total of 18,000 flying hours, and probably as many hours building those model aircraft judging by this collection. He has recently added a real glider to his stock of aircraft.



The Martin Emery story flies on...!

THE WEDDING OF THE YEAR

Our roving photographer captured these moments at the wedding of Danny Whiffin and Jo Brett at the 600 year old Brasted Church on the 22nd May 2010.



This historic church has stood for 600 years and has had 60 priests during this period of time.

