



# BIGGIN HILL AIRPORT BUGLE

*News from our Airport at Biggin Hill - established 2005*



CLUB AND AIRPORT NEWS

BIGGIN HILL AIRPORT SOCIAL CLUB LTD

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## REALITY OF PHOTOGRAPHY



Katharine, and her small dressing room at Perpignon Aeroport, France. This flight was to be a photographic mission for building new sales brochures. I was chosen as leader because I had my friend Remy a well known photographer from Paris with me and two other aircraft and two aviation models, This is to be a four day tour choosing backgrounds as we went along. The weather on arrival at Toussus le Noble was awful, Maurice greets me asks shall we go, where do you want me to go.?

You have the photographer and you are our leader, we'll follow.

## WE CLIMB OUT OF TOUSSUS

I set course toward Bourges and relayed my heading and altitude to the other two at 5 minute intervals each, after a while the cloud thinned and I was able to level out at FL070, reduced power and waited for the others to catch up. We all landed at Perpignon and changed into clean clothes, for outdoor / interior pictures



Jean-Claude with his lady Ucuwa



Pictured on the apron at Perpignon.

## INVOLVING les GENDARME



## CASTELLET RACE TRACK



Maurice and Katharine at Castellet, We spent the rest of yesterday doing airport scenes inside and outside at Perpignon The Gendarme played his part very well, as well as being very helpful.



## PAUL RICARD CIRCUIT 1969

This motor race circuit has been improved over the years, it has a very nice bed and breakfast facility, airport restaurant. ( LFMQ )

This airport is a short distance from Toulon and Marseille and Sisteron.

## FRENCH GRAND PRIX

Was hosted here for many years and a very good venue it was, shops restaurants, bed and breakfast facility and airport, fantastic.! We made some pictures before leaving the area of Castellet for Gap Tallard a public airfield for Gliders and Parachuting including Free-Fall.

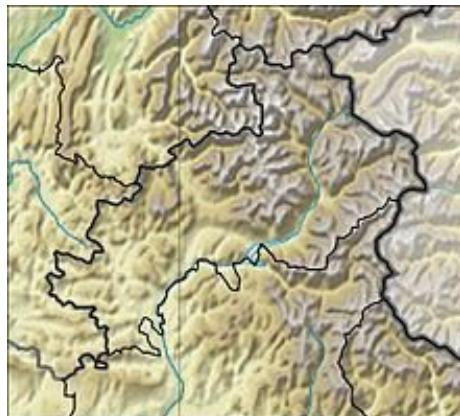
## GAP TALLARD HAUTE ALPS

Gap airfield below, is 600 ft amsl surrounded by high ground, skilfull approach and landing a must.



The circuit is left and right on this side of picture above landing 03. Threshold 03 is at top of picture. For the hundreds of parachutists in attendance each day there is a large under cover catering unit, producing wonderful food.

## GAP TALLARD HAUTE ALPS



The Alps are quite beautiful, good photographic background.



The approach to Gap RW 03 is 600ft amsl.

The nearby Alps rise up to 4100 ft

Respect for the high ground in the vicinity of these delightful airports is the order of the day as there are many parachutists and returning gliders at the end of their days flying (gliding).

## THREE HOURS DAYLIGHT

With good daylight we decide we can fit in some good photography against the mountains of the Alps, we depart Gap climbing to altitude



The Swiss Border is beyond provides some rugged scenary, we fly on moving away from the Alps



We continued flying and basically just wandering, but I as the leader with Remy the photographer was perhaps the only one with a mental plot of where I was going, when there was a feint call from Jean-Claude saying Maurice was lost, but I could not hear him, I relayed for J-C to ask him to climb higher.

We were flying a loose formation I had gone down the left side of a ridge and Maurice had gone down the right side and hadn't notice for some time that Remy and I had disappeared and didn't know how lost he was.!

I asked if he remembered passing the lake, which he had.

I suggested we all climb higher and head for Chambery as daylight was fading and we could ill afford to waste any of our precious daylight.

I tried to make contact with Chambery, but there was only silence from the wireless below. Fortunately I knew Chambery and would circle overhead with all my lights on until they had me in sight.

Eventually the other two colleagues had me in sight, although by now I had no response from the airport radio and I could just make out the airport. I asked the other two to adjust their distance from as I would lead them down and taxi quickly to the other end and exit the runway.

Having landed it was suddenly very dark indeed. A very surprised man appeared from the darker building. The reason for no radio, he had shut down early because he was going out for the evening.

However he rustled up a car for us and phoned a hotel then locked the gate behind us. It was so dark!

## A GLORIUS MORNING



Chambery Aix-les-Bains LFLB.  
Runway elevation 748 amsl.

We are greeted by the airport manager next morning, who was pleased to see us and immediately asked what we were doing landing in the dark and apologised for shutting down early.

He was totally surprised when we three aircraft appeared out of the darkness with no noise.

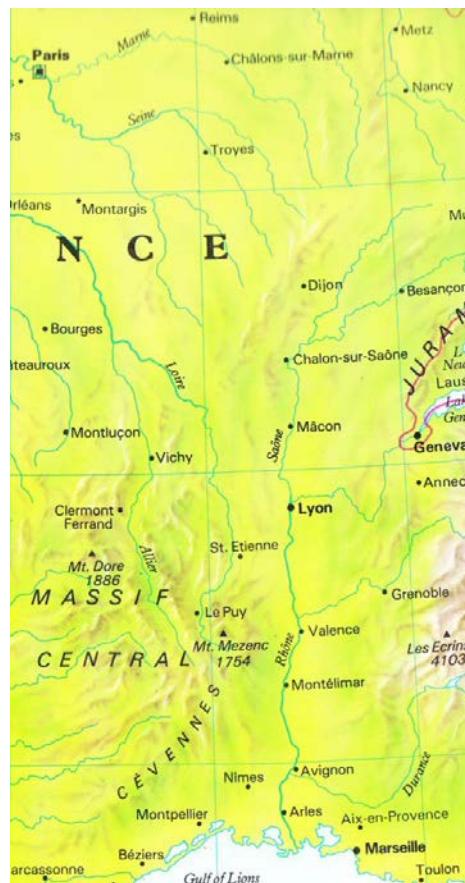
## DARKNESS OF THE NIGHT



Descending out of the ghostly light into the darkness had a surprise in the cold light of the morning, we were surrounded by, hills !!



## DAY FOUR LFLD BOURGES



We leave Chambery flying west toward Macon and the Loire Valley looking for some Chateaus which look quite impressive from above.

Don't know the name of this chateau, but it looked good.

## CHATEAU ON THE LOIRE



## A NEVER ENDING SUNSET

We seemed to have lost track of time this afternoon as it was such a clear day and we took many pictures up and down the Loire.

Suddenly a sunset started to develop, Remy locked on to this sunset as it got better and better and the light was getting dramatic, I told Maurice to get onto Bourges because it was getting very dark and the controller wasn't happy as the airfield was closing.

Maurice became the guide for our imminent very dark landing below. We had to produce our documents to the Grumpy controller.



**Du 5-01-1977 au 25-01-1977**

**99 heures de vol**

**17 escales**

**4 500 litres d'essence**

**Pilotes professionnels :**

**M. François-Marie MONTEL**

**M. John BRYAN**

## LE MONDE AVEC RALLYE

With the production of the Airbus Industries passenger airliners and subsequent sales of two aircraft to Air India, Aerospatiale donated a Rallye 183GT F-ODET to the Delhi Flying Club at Sarfdarjang Airport, Delhi. (The original Delhi Airport). This aircraft was to be flown to India by my friend Francois Montel.

I was going to Australia on another delivery flight with Rallye 183 GT F-ODHT bound for Bankstown, Sydney.

Mr Goudiveau MD Socata, Paris was going ahead of all of us.

This would enable arrangements for removing ferry fuel tank from Montels aircraft, as I had been asked to demonstrate the GT to Sanji Ghandi.

In the meantime Naurice Sereé was Going to Khartoum with a 235E Rallye F-BXDT.

Maurice suggested we fly together to Cario, and then split.

Our departure day, Maurice was at Toussus and I was at Tarbes, the weather at both airfields was on the ground with thick cloud and rain.

We spoke a couple of times by phone, but the weather was really bad. With no sign of improvement, I decided to take lunch.

Just finished lunch when I get a message, Maurice is airborne for Cannes.

Without any hesitation I too became airborne heading for Cannes..

After about 90 minutes we made radio contact, the weather was still very poor.

Eventually I found a small hole in the cloud out to sea and said I will descend and have a look, it was clear underneath at 1200ft

We discussed our situation, cleared Customs and departed for Corfu, as we had enough fuel for Kerkyra.

The weather is glorious across Italy as we pass Brindisi, Maurice expresses concern about his fuel state and is returning to Brindisi, I join him.

## BRINDISI HAS NO AVGAS

We were aware of this problem, but it seems we overlooked the fact that I had spent less time in the air than Maurice who had started from Paris two hours ahead of me,

## BARI.BRINDISI.HERAKLION



Bari is 57 n.m north of Brindisi which is 106 n.m from Kerkyra. Heraklion, Crete is 348 n.m.

## OUR BRINDISI HELPERS



## KERKYRA, CORFU GREECE

It is late afternoon the weather is hot, we are confident we can make up some time as we each have a delivery appointment.

We refuel at Corfu and file a Flight Plan for a night flight to Heraklion Crete, where we arrived close to midnight, we have saved the day!

## HERAKLION, CRETE

Today we are only going to Cairo which is only 455 n.m and having caught up with some lost sleep and a large breakfast we can arrive at Cairo after lunch which gives time to re-fuel which can be a lengthy process at this large airport, plus walking from office to office just to pay one item at a time, creating lost time.

## FINAL APPROACH AT CAIRO



Mid-afternoon where we are night stopping. We have a room at the '*Club Mediterranen*', which should afford some comfort, stacked out with French women. Wow! What a night we had.

In the end Maurice said, we should consider going to sleep as we planned to leave early, me in particular as I was departing at 05.30 a.m. my destination being Bahrain which was a total of 1278 nm with a fuel stop at Jeddah.

Flight time would be 9 hrs 20 mins plus time on the ground.

## LEAVING OLD JEDDAH



## RE-FUEL AT JEDDAH

Considering the size of this place with a lot of walking involved to pay landing fees and file flight plans. Everyone is friendly offering tea and whilst they have the whole day to themselves, you don't.

So far I am away in reasonable time for Bahrain, ETA at sunset and re-fuel for a busy day tomorrow.

## BAHRAIN – MANAMA ROAD



Central Bahrain, this is the road in town for bars, hotels and food and maybe some friends from Biggin Hill and have a beer. Cheers!

I am up early and departing Bahrain two hours before sunrise for my re-fueling stop at Karachi.

I met the fastest apron assistant ever, this young man walked at 20 mph on his spindly legs, I had to run to keep up with him  
It was hot enough without this amount of torture.

Gredit, where credit is due, he saved me a lot of time and I was out of this place on my way to Dehli (Safdarjung).

## SAFDARJUNG AIRPORT



I managed to arrive early afternoon where I was to meet Sanjay Ghandi, and fly with him.

My friends from Socata left for our pr-booked hotel, The Oberi Dehli to freshen up.

## THE DEHLI FLYING CLUB



The 'Lush Entrance' of the club is a bit like the 'Raj' at Biggin Hill.

Mr Sanji arrived on time and introduced himself and we went flying, no problem, he showed me the Palace where he lived and seemed to fly wherever he wanted at very low level. Around the heavily built up area of Government buildings.

We landed and Sanjay was pleased with the aircraft, shook hands then raised his hand in a blessing and vanished

I went into the club and asked if any one else would like to fly the Rallye and was told the airfield was closed to aeroplanes. It was gliders only in the afternoon.  
I thought no more about the remark and left for our hotel.

## SOCATA TEAM OBERI DEHLI



Mde Goudiveu,, Jacques Goudiveu MD Socata, Montmorency, Paris . Francois-Marie Montel arrived the day before with another Rallye 183

Once I got to our hotel, I was briefed on tomorrow's schedule of flying with some members of the Dehli Flying Club, no problem! Then I found out we were being honoured with a dinner at Government House tomorrow evening, did I have a suit with me, now that is a problem!

Two doors from the hotel is a tailors shop, instant suit tailored to fit. All problems solved! However I flew with several members next morning until the airfield was closed for gliding.



I had occasion to go to the Tower, not sure what for, but an aircraft (Maule) taxied out, no radio call, no nothing, and roars off into the sky.! I queried this sudden infraction of airfield closure and was told it is Mr Sanjay sir!

To which I responded, good enough for Mr Sanjay it's good enough for me.

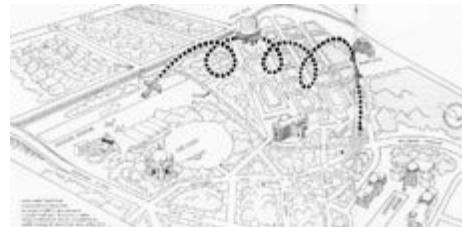
Returned to the Club and took resumed flying with more interested club members.

#### **SANJAY GANDHI DEHLI FC**



Sadly Sanjay was rather headstrong with his flying and his ranking was against him. Which meant, he didn't heed warnings about his erratic low level flying.

Even I warned him, and told him to climb to a safer height, whilst he was flying with me. He did obey me on this flight.



He eventually purchased a Pitts Special, despite advice against this aircraft which requires discipline in flying ability. 23<sup>rd</sup> June 1980 -----

#### **DEHLI – CALCUTTA**



Montel and I leave the haze of Safdarjung for Calcutta, on our way to Banks Town, Sydney.

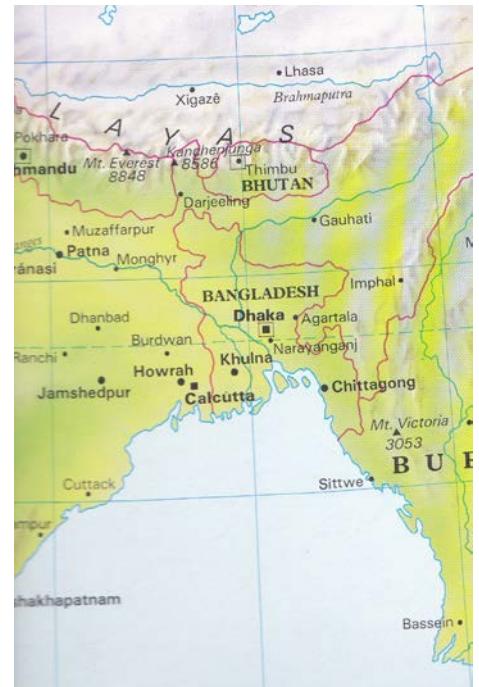
Calcutta is 688 n.m will take us 5hrs 05 mins. A relatively easy day

#### **DISTANT HIMALAYAS**



These appeared much closer than we thought – they were in fact 100 miles to our left.

The nearby high ground was probably 15,000ft ?



#### **CALCUTTA (Dum Dum)**



This terminal building has lots of rooms, corridors you come into contact with carbon copies but have no blank paper to interleaf, so as to get the required amount of copies for the said agent / agents.

Wait until the Custom's want to inspect your bags, looking for souvenirs, making sure you are not separated from any bags during a search.

These people appear helpful, but they have more arms and legs than an octopus.

Finally, if you arrive at night these helpful people will appear from five different points trying to unload your baggage, at the same time they will demand to borrow your big torch. **DO NOT LEND**, this valued item, as it will vanish to a point at infinity.

*This current story continues in issue ..... 155*