



BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005



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AN ARTISTS IMPRESSION OF A POIGNANT MOMENT IN WW II

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called "Ye Olde Pub" and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying the B-17 over an enemy airfield, a German pilot named Franz Stigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section were badly damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged blood-stained plane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to, and slightly over, the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe.

When Franz landed he told his CO that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it. More than 40 years later, Charlie Brown wanted to find the

Luftwaffe pilot, who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions.

FRANZ STIGLER ME 109



CHARLIE BROWN B-17



Unbeknown to each other these two pilots had lived less than 200 miles from each for 50 years.

Charlie lived in Seattle and Franz was living in Vancouver BC. The two eventually met and became friends. *Left to right below:*



Franz, Jamie Iverson, (artist) and Charlie at a 'Wings of the North Air Show' in July 2004.

Franz Stigler had his moments during his wartime career he was shot down 11 times and bailed out 6 times. One of his bail outs was due to him shooting at a P47 of which a wing came off and collided with Franz's ME109 cutting the rear fuselage off. The other times he force landed.

These two pilots both died in 2008.

This is a true story:

This was back in the days when there was honour in being a warrior...they proudly wore uniforms, and they didn't hide in ambush inside a mosque, or behind women and children, nor did they use mentally retarded women as suicide bombers to target and kill innocent civilians... How times have changed.

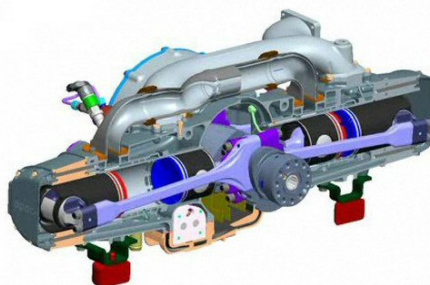
RETURN OF DAMAGED B-17

Take a moment to Google some extremely damaged B-17's returning from raids over enemy territory, obviously a well made product and well balanced.

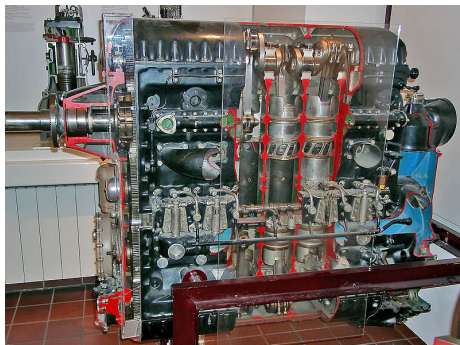
OPPOSED PISTON ENGINES

For the technically minded this is not a new concept in engine design, but the improved technology is worthy of design conception.

This is a single cylinder with two opposing pistons, two stroke diesel engine, producing considerable power and economy for its small dimensions.



Whilst this engine design isn't a new concept, it has many advantages over the older designs. For one thing each unit can be joined to the other via a clutch to form a larger power unit, or to disconnect one or two sections once it is established on a level road or in the air.



Above is an opposed piston, two stroke diesel aircraft engine fitted to a Junkers aircraft was rather heavy for the HP it produced.

This engine was designed before the second, world war. It had a small frontal area and the crankshaft position gave a good ground clearance for the propeller.

2011 AIRSHOW ADVENTURE

The Bugle is trying to organise a day at Duxford Airfield for the 'Flying Legends' Airshow on the 10th July 2011 by coach.

This adventure may not suit all, due to the expense, however the idea sounds good, but the reality is another thing.

The cold facts are: A minimum of 22 people – maximum 35.

Entrance fee £29 – Coach £12

Total £41 includes entrance to Air Museum on the day.

Gold Pass one day £75 if Lunch is required £104.95 Museum etc; inclusive. We need to know a.s.a.p if you are interested as confirmation and payment would be required by 31st March 2011.

We think the cheaper entrance is more within reach, but the deadline is necessary for confirmation of coach booking.

Another alternative may be a simple day trip to Duxford for a full day museum visit (date to be decided) this would cost about £30 and would be a much quieter relaxed environment.

We are also open to suggestions from our readers. Contact JB now at < caphaddock@hotmail.co.uk > Someone has already suggested the Shoreham Air Show.

DON'T FORGET: Contact JB by Email or Mobile 07867 544142

OBITUARY:

Mr John Bryan. There are many in this island outside this small township' (writes our Evandale correspondent) to whom the name John Bryan, of Evandale, is familiar, and who will hear with sincere regret of his death on Friday at the green old age over 81 years. The deceased has resided in Evandale for over half a century, and it may be said without exaggeration that no man in Tasmania has left a better record behind him than has the late John Bryan. The deceased was one of the first road trustees, and a municipal councillor for nearly 20 years. With scarcely a break, if any, he remained on the local road trust to the last, but retired from the more arduous duties of the Municipal Council a few years ago. Evandale was proclaimed a municipality on October 9, 1865 and the first Council was constituted as follows; Mr John Ralston (Warden), Councillor's – Messrs William Atkins, John Bryan, Henry Batler Dowie, John Gibson, William Sidebottom and James Stewart. In that year the Evandale electorate was represented in the Legislative Council by the late hon. R.Q. Kermode, and in the House of Assembly by the late Mr Alexander Rose. Mr Bryan was then a trustee and treasurer of the Evandale Road

Trust. The deceased was appointed a justice of the peace for the district some four or five years since. In this capacity he was generally recognized as a careful and clear headed magistrate, and many an offender should with gratitude remember the justice tempered with leniency, meted out by the late J.P. As one of the world's workers Mr Bryan was ever on the side of progress, and his business dealings were always thorough and straightforward. His word was as good as his bond, a rare quality in these days of commercial immorality. A remarkable characteristic of the deceased was his wonderful mental and physical energy to the end. Genial, courteous, and ever helpful to his poorer neighbours, he was a special favourite with all the children, who lose in him an ever ready friend and play mate.

Mr Bryan leaves a large and well-to-do family to mourn their loss. Universal sympathy is felt for them in this district, where the late John Bryan's familiar figure and cheery voice will be missed for many a day to come.

NO BLOODY WORRIES MATE



I hope you didn't read too much into this obituary as I am still going strong. It was my Great, Great Grandfather who also lived at Evandale, Tasmania.

I must also admit that he was a convict and recovered quite well from this ordeal during his life down under. The old Council Chambers still exist today, (now a bakery) however since the

expansion of automobiles they are able to transport undesirables to a central court which can meter out a much stiffer sentence, and then reduce the sentence to community service, like sweeping the road for a few days. The old council chambers at Evandale are pictured below:



The historic brick built water tower



has a ladder on the other side and as a child I climbed to the top. I don't know how high it is, but I remember it looked a long way down.



It is also a long way down off one of these things – this town holds an annual penny farthing race. Does this monument look a bit like me? Looks too dangerous for me..!

THE ADVENTURES OF JB

From child soldier to evangelist to Bell Ringer and Organ pump boy. This is a true part of my life, believe it or not.



Presbyterian Church, Evandale, where I would ring the bell and then dash across the road to the Church of England, whose service started an hour later, and ring the bell, and then back to the former to pump the organ.



The Church of England had an electric pump for their organ.

NORTH AFRICAN TERMOIL

Two old soldiers from the 1956 Suez crisis have been called back to service for their expertise and chaos which precluded their adventures during this turbulent time. They have been forced to sell their log hauling business to fund their military career. £25 cash..!

