



BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005



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BARBY WEATHER 2016



Time to check out Barby Combo, fire bowl is working fine, chiller box for a stack off tinnies is holding water. All that is needed is a general tidy up around the unit before some drunk, trips over and smashes everything to smithereens cutting his lip, spitting blood everywhere whilst complaining about spilling his can of beer which is now fizzing out like a fountain of champagne. Most of which has gone all over the fire, spitting ash all over the snags, which were sizzling nicely up to this moment in time.

HUMOUR AT THE AIRFIELD



A good pilot will always keep his eyes on the surrounding antiques, but the smell of dope on fabric and Castor oil is a stronger lure.



A secret location from Patrick's shoe box of secret pictures and a rare glimpse of his days of the many 'day old chick' flights with Fairflight Charter Company of Biggin Hill, the picture below shows the cramped conditions keeping the chicks rotated for maximum ventilation whilst Patrick only had a Schweppes Lemonade for his comfort.



These tiny chicks created quite a

lot of body heat which required much attention to their welfare during these flights.

THE EDITORS PHOTO BOX !!



The gang at Biggin Hill Fair 1977 Norman Nibloc, Cobby Moore, Ian Dalziel and Patrick Tricker.

They were on the flight line with their rescue vehicle, near to where Helicopter flights were being operated near to the crowd.

Having taken the above picture the editor then went to the flight briefing at Biggin Hill Flying Club, shortly afterwards this happened.



This helicopter took off vertically colliding with a Tiger Moth approaching to land on 03 grass. The rotor blade hit the wheel of the Tiger Moth with such force. It sliced one of the wheels in half, the

The impact between the aircraft and helicopter was such that the rotor head and gear-box was ripped from the helicopter, spewing oil over Sandra Willis who happened to be nearby. The helicopter fell to the ground killing the five occupants.

Whilst rescuers were on the scene quickly it was too late, but they heard a voice shouting for assistance from within the C150 belonging to Kingair Flying Club. They released him and he immediately vanished into the crowd – never found out who he was, or if he was indeed a member of the flying club.

We can only assume, that he had a terrible fright, as he was just a couple of feet from death. Fortunately there was no fire.

STEVE ELLIS DIES AGED 51



Steve 'Mr Sweary' as he was affectionately known, loved his pint. Steve learned to fly at Air Touring Flying Club and could be found around the club on his days off cleaning aircraft in return for flying hours.

With his knowledge of flying he got a job with Base-ops at Gatwick who were responsible for arranging flight / planning /clearances for commercial and private flights.

Years earlier the editor (JB) would have arranged his own political

flight clearances when access to a telex was the only method of contacting the Civil Aviation Authority of the destination country, often fraught with a lack of response from them, no interest, being shown until one arrived without some essential paper work. It was wise to have a folder full of applications all glued inside in successive order, this often did the trick of convincing them of your professional intent. Often they would locate your application, their excuse being they knew you were coming. !! No problem, Sir!

The advent of the fax machines and the mobile phone produced a more organised system making it easier to speak direct to your agent.

Steve was a good person to know in this game and generally available during a long flight or where he could be contacted.

Brilliant to have someone like him holding a copy of your clearance!! e.g with flights via the Phillipines they would only confirm a clearance two days before you arrived. Considering it takes 6 days to get there from UK. On arrival at Clarke Field, I found a fax machine, called Steve gave him the number and within minutes I had my onward clearance. How desperate is that kind of mentality.



Steve, poses with EFG's Cessna 152 before it was destroyed in the high wind at Biggin Hill 18th March. Steve sadly passed away on the 7th April 2016. The registration was chosen for Steve as Crystal Palace Football Club, he was their greatest supporter.

Terry Herbert (G-ASKT) remembers Steve, for his friendship, and his enthusiasm, toward flying.



"I had known Steve since the winter of 1988, when we all flew out of Air Touring. Indeed, we used to be fierce competitors in some of Air Touring's flying events, such as treasure hunts etc., with honours over the years.

We eventually mellowed to each other, and in June 2003, we took our first ever flight together in (G-ASKT) also with my son Derek.

This trip was to Toussus Le Noble, and 15 hours of flying over the next two days later, landing in Athens, Greece. Not many mates get to do that in a single engine plane.



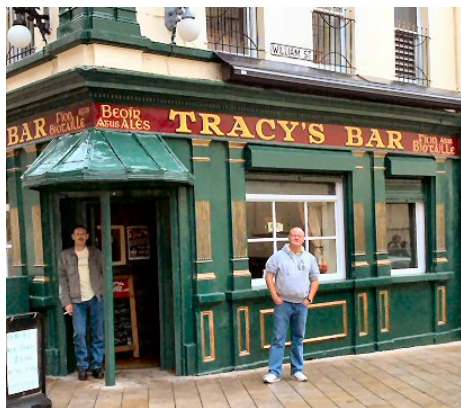
Apparently they were running a book in Joe's Bar as to whether we would make it without killing each other, giving how competitive we used to be with each other.

On all of our long flights together, Steve did all the flight planning and radio as his share of the workload, which he always accomplished with great skill.

Indeed whilst flying together, we also went to Berlin Tempelhof, Malta, and all places in between

landing at, and experiencing several large international airports.

We circumnavigated the UK in August 2009, followed the next year by the whole of the British Isles (including Eire).



An Irish pub that Steve found hard to pass, so did we come to that!

Whilst we had flown a lot together, we never had any cross words between us and we became the best of mates.

There were many more flights we enjoyed together and many pictures of our journeys.



Looking a bit dull at Blackpool, but the pubs were warm inside.



Waiting for a takeway – they said

we had too much baggage to enter the shop, they would bring it out.

The take away was actually at Wick Airfield.....almost off the map on the north east of Scotland



Derek Herbert and Steve Ellis at the distillery of Laphroaig, on the Isle of Islay. Where they produce a delightful Single Malt Whisky.

They had tried to get here the previous year but were defeated by the weather



At Berlin-Tempelhof International in Germany. Steve is trying to re-arrange the crew baggage.

Our friendship grew stronger over the years, even to the point, of staying a few nights with his mum in Eire, and in-laws in Cornwall, whilst on some of our flights together.

Steve, mate, your passing will leave a void in the fabric of all Biggin Hill'ites, you will be sadly missed. RIP"



KINGS ARMS Party Date.....



David Crew:

70th birthday celebration will be at the Kings Arms public house on Friday 6th May 2016 from 20.00 hrs onwards.

It looks as though David has already started to celebrate and is looking forward to meeting many old friends and having a jolly good evening, delve into to your shoe box picture store for some rare photo's, from the past. Bring selective ones with you for our perusal.



1967 – Susan Sagers posing with Gipsy Moth G-ABYA. DH60G.

It would crash at Biggin Hill 21st May 1972. Follow link below for subsequent re-build 30 years later.

<https://youtu.be/vVT1Pfl4fhg>



Steve Ellis – A character larger than – enjoyed flying and Crystal Palace Football Club