



BIGGIN HILL AIRPORT BUGLE

News from our Airport at Biggin Hill - established 2005



CLUB AND AIRPORT NEWS

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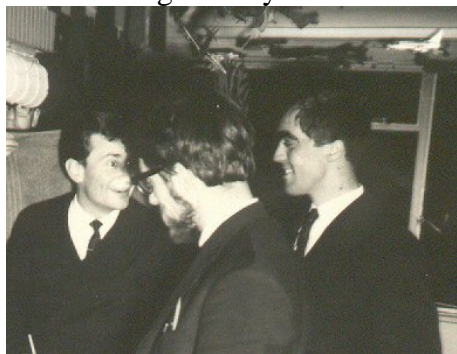
www.bigginhillclub.co.uk

1st OCTOBER 2010

HAZARDOUS WARNING



Bob Needham wishes it known that he is invading our shores again from Oz between the 5th October and his return on 7th November. In conjunction with JW and JB, there will be a Mini-Reunion arranged so that Bob can meet up with his old mates during his stay.



The gentleman on the right who was last seen by the editor at Ras Al Khaimah in the UAE some 29 years ago will hopefully be in attendance. How many recognize this previously well known pilot? Please make an effort to attend this request because Australia is 10,000nm away, which takes about 22 hours to get here by the big silver bird, and Bob's 4 weeks in

England won't seem to last as long as the 22 hours it takes to get here.

A rendezvous for all those people wishing to have a drink with Bob are invited to The Old Jail Pub on the 30th October at 1300hrs



This sketch of The Old Jail was drawn by Bob about 40+ years ago.

Very little has changed since then, it still has the uneven floors and low ceilings. A few changes of landlords, but still probably the best connection with the airfield and a good meeting point – hope to see you all there for this grand occasion..!

We are a unique band of people united through time and circumstance. We have enjoyed each others company one way or the other, each involved by the social atmosphere within the world of aviation which has taken us all in many different directions. We remain united in mind and spirit. Our ability to fly enables travel beyond. Birds are born with the ability to travel at will with no expense or fuel, (perhaps a few seeds at the end of the day) no instruments or maps, or let down charts. We still have a lot to learn.

They only stall at the final point of landing, always into wind. Why don't we build huge circular landing areas avoiding the need for pilots to struggle with the controls of their large flying machine to line it up with a runway just wide enough to contain all the wheels dangling beneath, not forgetting to drastically reduce the power and apply the brakes thereby reducing the risk of another landing accident. Next time you watch a bird land, note their particular skill with a smooth positive curved approach to land into wind. They never land downwind, nor attempt take-off downwind. How did we get onto the subject of birds, when we were only trying to remind you of Bob Needham's forthcoming visit to the UK, which is more important than any flying activity.

GENERAL DECLARATION

Commonly known by all pilots as a 'Gen Dec' appears to be superseded by the latest **General Aviation Report** form basically for immigration information with the suggestion that this should be faxed to the airport prior to arrival and we assume departure.

Someone appears to have come up with a form that has been in place for many years hence, the 'Gen Dec'.

The old form required the same information usually for all flights leaving or entering the UK and identical, except of course it doesn't have the motif of H.M. Revenue & Customs, UK Police Forces & UK Border Agency.

Aircraft Details

Registration (no spaces/hyphens)		Type	Usual base
Owner/Operator (Not Pilot)			Crew Contact telephone no.
Is the aircraft less than 3000Kgs MTOW ?	Is 'YES' has UK VAT been paid?	Is the aircraft in 'Free Circulation' in EU?	

Flight Details

Departure from UK				Arrival in UK			
From:	To:	From:	To:	From:	To:	From:	To:
Date:	Time (UTC)	UK County	Date:	Time (UTC)	UK County	Date:	Time (UTC)
Reason for visit to the EU (Based, Short Term visit, Maintenance, Permanent Import)							

Crew/Passenger details

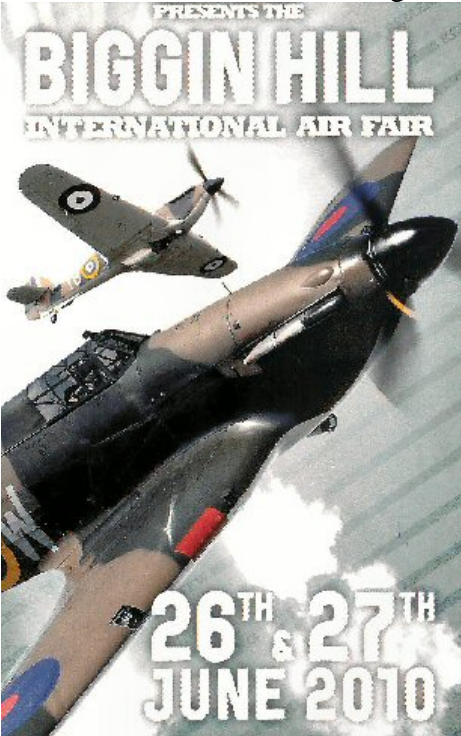
C / P	Surname	Forenames	Date of Birth	Place of Birth	Nationality	Passport No.	Home address or address visiting in UK	Out	In

Does this mean we will now have an agency vetting our flights instead of the appropriate government official? Another point to remember, you will have to print your own form. Some people still only deal with pencil and paper, they do not have a computer. A pilot quote, "Fax is ancient and dying technology and most pilots don't carry fax machine with them on their travels. It will be inconvenient and often impossible to send faxes from remote locations. If we have to do more form filling, could it not be done in a more modern and portable way by email or web access?" Perhaps we could be persuaded to pay an agent to fill in these forms for a fee..! Now there's a way of dragging more money from us!!!!

Does this not look the same as a General Declaration, are we to assume that the old Gen Dec is no longer? Probably not, it too is an ancient document and as you travel the world in your aircraft the first thing on arrival at a foreign airport is a request for your General Declaration. (this ancient but still very valid document). It is always a good idea to carry a pad of these documents with you because most remote airports do not have them, but you are expected to produce them, often in triplicate, or one for every official that asserts his authority on your arrival. It will also save a lot of time if you have several copies already printed. Don't forget the outgoing forms, the same applies. The other classic is to carry some blank paper because their photocopy machines don't have any paper to make requested copies of your passport, licence etc.,

AIR SHOW FUTURE BLEAK
A Biggin Hill residents meeting was held at St Marks Hall on the 22nd September, primarily (according to advanced press

reports) to enlighten the residents of future plans for the airport at Biggin Hill . Mr Peter Lonergan, the Airport Director, spoke about aircraft movements and the quieter corporate jets that are operating out of the airfield, which said very little about the main topic for the evening - 'the future of the famous Biggin Hill Air Show'. This has been a very successful event for the past 48 years, and this final year being the 70th Anniversary of the 'Battle of Britain' and a nostalgic



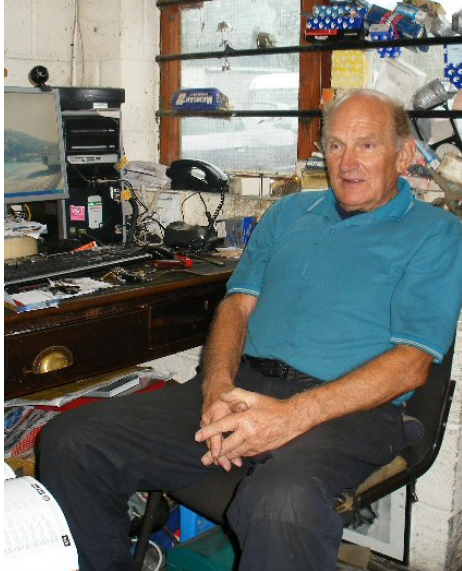
memory period for many people who lived at Biggin Hill during these desperate days and look forward to what has become an established memorable event.

Many old servicemen looked forward to this annual event so as to meet old comrades, and to enjoy the nostalgic sound of the Spitfire and Hurricane, the Lancaster and B17 Bombers. All of these aircraft have been preserved so that others may understand those desperate days. Mr Lonergan spoke about a new fire station at the airport, a requirement which has become necessary as the airport now handles more corporate jets. He also spoke at length about the Olympic Games in 2012 and forecasted traffic increase. The Olympic Stadium is on the other side of the Thames and probably has better access from the North and East, than Biggin Hill. When questioned about the future of the air show his attitude was rather negative, he stated that the airfield (Biggin Hill) now held such a licence and that he, as Airport Director, was solely responsible and therefore, in as many words, he wasn't going to take any risk of being prosecuted should there be a serious incident. As far as we are aware no one has ever been prosecuted as the result of an accident at any air show world-wide. (If this were so, then all large sporting events would have been banned long ago!)

Mr Lonergan wouldn't be drawn into any sensible comments regarding a future air show.

The meeting became heated and was coming to no sensible conclusion, and the writers and several others therefore decided to waste no further time listening to mis-information and spin, and left the meeting...JB & JSW

AIRFIELD PERSONALITIES



DAVE FLASHMAN: a man of many talents - almost a traveler in time - a well known character of Biggin Hill, with infinite knowledge and hilarious stories of some memorable pilots long gone.

He started work in 1953 as an apprentice blacksmith with a firm that made Rotary Hoes, working a drop hammer, which showered him with sparks of molten metal.

Dave at this time was working alongside a German POW who had remained in England after the war.

This German went to see Dave's father saying that this work was dangerous and that he should find Dave a better job.

His father had recently applied for a job with (Freddie) Laker at Southend and subsequently Dave joined his father at Laker's.



He worked on several Prentice aircraft, which had been acquired from the RAF. Unfortunately being no further use to the RAF they came with one carburetor missing or only one magneto which made them pretty useless.

Robbing Peter to pay Paul, they managed to get some airworthy, the idea being to use them as an up and coming air taxi aircraft.

He would work on the engines of the famous Bristol 170 car ferry aircraft and the Carvair's (a DC4 conversion with a modified nose similar to the Bristol 170, with the cockpit being elevated higher



off the ground, giving the crew a grandstand view).



By 1959, Dave had an idea of joining the Army seeking adventure. Following his induction he applied for a posting in Africa, which was turned down on the grounds that nothing was happening in that country, but there was a position going on Christmas Island in the Pacific with the Atomic testing facility.

He turned this down on the grounds of personal security and joined the Para's instead, which he enjoyed until he severely injured his arm. Afterwards he attended the Royal Military College of Science at Shrivenham, (Officer Training School) where he remained until he left the army in 1961.

Following his army career he joined Fords of Dagenham, which in his words was '*a disaster*'. He then joined Costains construction engineering. Then he moved to

Baldynes Engineering at Cray Avenue, Orpington, Kent.

Dave remained with the Baldyne establishment, which specialised in engine tuning and crankshaft balancing until 1967, when he decided he would emigrate to New Zealand.

He returned to the UK in 1972 and renewed his acquaintance with Baldyne Engineering, a company which he would eventually purchase.



This was history in the making.

During this time (1972), Dave ventured to Biggin Hill with loads of money in his pocket intent on getting a pilots licence and was somewhat rebuffed by the various flying establishments in those days with words like "*you will have to join the club first*" you just can't take flying lessons.

He did join a club and started flying with the late Stan Cooper. Availability of aircraft at the club was somewhat restrictive and not conducive to gaining ones pilots licence in an expedient manner.

He would during this time, meet a 'Pilot Chappie' who had his own aircraft, a Cessna 152 Aerobat and offered Dave a share in this machine, which he duly purchased.

Flying now progressed at a more amenable pace and he soon gained his Pilots Licence.

One day whilst preparing the aircraft for flight he was accosted by a Dutchwoman asking what was he doing with her aircraft?

Dave responded that he had a share in this machine and therefore he could fly as he wanted. It transpired the original owner had a financial

dilemma and had sold a share to this lady for a bundle of 'readdies' without revealing the reality of why Dave also had been sold his share. Soon after this encounter with the Dutch lady, and for security of ownership, he flew the aircraft to an unknown destination (Bodmin airfield) until arrangements over true ownership could be clarified.

It was this little escapade that led to meeting Mike Robertson, a large character with some positive ideas of his own. (The original owner, of the now famous, Trago Mills shopping emporiums and of course Bodmin airfield – he too owned a Rallye Minerva).

Mike, in exchange for this clandestine operation and knowing of Dave's engineering ability, asked Dave to fit a V6 engine in his standard Ford Granada.

Dave pointed out that it would be simpler to go back to Ford and ask them to build one. Dave ended up driving the car back to his Bromley workshop..!

Dave continued flying at Biggin Hill most weekends and would later buy a Piper Arrow which could carry four people for trips to Le Touquet and beyond.

During his association with the Baldyne Company, Dave ended up in charge of two Brabham Racing cars and their respective drivers, handling the finances thereof, travelling to Scandinavia and beyond. An interesting tale of travel from race to race. This picture is



the Austin based truck that transported the cars with tools and spares and the means to rectify any problems on race day. These were the halcyon days of motor racing. How things have changed over the years he says – “by today's standards you would be a million short of budget by the time you got to the race circuit”, unbelievable.

Baldyne Engineering moved to Biggin Hill Airport, trading as Baldyne Engineering – Aviation Traders from within a Blue Hangar. A heavy lathe occupies a corner



whilst a technician rebuilds an engine on the bench with computer technology



Some other secret experimental design work was discovered in the workshop - shades of the V1 days of Britain during the last war, quite fascinating.

The editor was amazed to see twin engines resembling those fitted to the Doodle Bug Flying Bomb during World War II. These were clearly Pulse Jet engines, fascinating. These were firmly bolted to the rear of the cockpit of the next picture.



This exciting looking vehicle is a project developed by Dave's son,



James, who is obviously, a very skilled engineer, in his own right.



This engine runs on jet fuel producing about 100lb of thrust and makes a considerable noise when fired up.

If only, nice Mr Hitler had some of the Baldyne technology 70 years ago he could have been on a winner. This pinnacle of fame eluded him.

Dave replaced his Piper Arrow with a Piper Seneca which he purchased off Colin Chapman of Lotus racing car fame, seen top of next column.



One of Dave's favorite pastimes for the past 10 years are regular holidays to Turkey and Para-gliding parachuting days in the army.



Finally, Dave and another pilot had a narrow escape about 6 years ago whilst testing another Seneca which suffered a double engine failure

resulting a somewhat heavy, really short landing, wrecking the aircraft – as they always say in aviation, any landing you can walk away from is considered to be successful...!!



CHARTWELL 4th SEPT 2010

Sadly the editor missed this very significant and colourful musical evening held at the National Trust Chartwell with music of the Central Band of The Royal Air Force Band.

The event was attended by no less than 2,600 people, bringing their own folding chairs and picnic baskets.

It was truly a magnificent evening with fireworks and large TV screens showing historical film of the dark war days of 1940.

