



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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Continued from JUBA...issue 152

LEAVING JUBA TO NAIROBI

Proceeding east of Lake Victoria of Uganda and into Kenya.



Leaving Juba, Southern Sudan for Nairobi, proceeding East of Lake Victoria of Uganda and onwards over the swamp marshes toward Kenya, Genevieve goes low level over some villages miles from anywhere.



We spent most of today dodging CB's over the lush grass as clouds form with the humidity, no roads for miles, there is a village ahead.



As we approached Nairobi Wilson I suddenly became the leader as the clouds rapidly developed without a word from the others, three on my right and one on my left Just as well I wasn't lost.

Wilson Nairobi has a large flying club house with accommodation, but you had to book ahead. There is also 300 aeroplanes on this field and about 100 would depart the airfield at daybreak to scattered destinations before the weather started to build.

They had a series of letter boxes for departure details and return ETA's. Good system, it worked. Every morning whilst it was dark pilots would taxi to the runway hold up to 30 minutes before the airfield opened. As soon as the controller switched on the light, all engines would start, some were already running.

The first would give his registration and he would get a clearance to take-off as soon as the previous had departed, simple, get on with the days flying.

However, prior to this advanced information we head for our hotel.

THE TEAM BY THE POOL



Francois Montel (leader) Francis Curville (mechanic) Jean-Claude Etienne, Genevieve Gilbert, Jacque Dufour, John Bryan.

DEPARTING NAIROBI



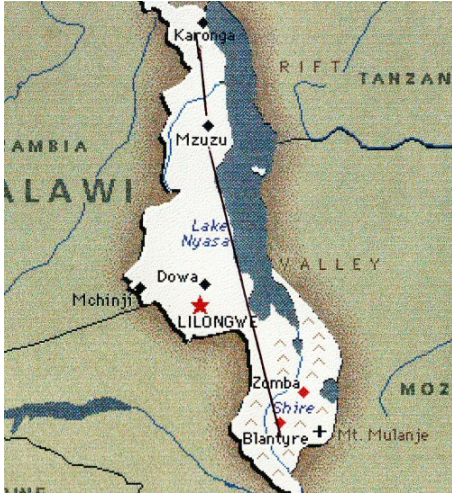
Early morning departure is essential for most of the local pilots as the ground rises quite high within the area and awareness of the high ground hidden in a local cloud is not an option to take a chance with!

SOUTH BOUND TO MALAWI



Finals at Karonga, northern Malawi

MAP OF MALWI



We landed at Karonga for fuel which was pumped from 44 gallon drums by airfield staff.



Karonga airfield was a gravel surface with paved surface at the thresholds.



We head for Blantyre when we had completed re-fuelling here which was a bit labour intensive.

ARRIVAL AT BLANTYRE



We hired a car here because the hotel was some distance from this nice looking airport.

Our car briefing was, if you see the President and his entourage coming, get off the road completely.

FUEL CONSUMPTION

Over a nice cold beer, Capt Dufour is concerned about his high fuel consumption which led to a heated discussion, in that I would fly his aircraft tomorrow to prove his miss-use of the mixture control.

ARRIVAL AT MOZAMBIQUE



The fuel consumption in Dufour's machine was exactly as mine was and guess what? my aircraft used more fuel with a change of pilot, "I rest my case" I wonder how much fuel he wasted, just as well we made many holiday stops.

After this experience in my aircraft, Jacque learnt how to use the mixture control correctly.

APPROACHING LANSERIA



The dried bushland near Benoni as we get nearer to Johannesburg perched on high ground with its two towers.

PASSING JOHANNESBURG



Abeam Brixton Tower which is 883ft agl, and 5403 ft amsl, with a surface temperature of 30C coupled to the Density Altitude = 8403 ft.

BIGGIN HILL'ites FALA



Biggin Hill Flying Club Members at Lanseria, they are Michael Heaton and Eric Hipwell with his two children.

Three of the team, Genevieve, with Capt Dufour and Jean-Claude, hired a car and headed to Jan Smuts airport and left for Paris.

REMOVING FERRY TANKS



Francis and Francois remain behind to remove the ferry tanks, which will be washed out and returned to Tarbes.

I will remain to be with my friends for a couple of days before leaving Johannesburg to Paris and Biggin.

RALLYE WESTERWALD



Phone call from Paris, could I help

There is an aircraft waiting for me at Toussus le Noble which I can use for a demonstration to open the new 'Rallye Deutschland' agency at Weserwald, with their fleet of aircraft and their new club house and offices.

FULL FACTORY SUPPORT



Herr Thomas Rallye Deutschland
 John Bryan Pilote Socata
 Jean Pierson Aeorspatiale D,G
 Jacque Goudiveau Socata Division
 Rang Des-Adret Socata Sales



A short flying demonstration for the official opening, before returning to Toussus Noble



Rang and JB departing for Paris in Rallye 235 F-BXDT.

RETURN TO TOUSSUS



Still clutching a withered bouquet of flowers all the way from Germany.

AKURYERI - ICELAND



Unbeknown to me at the time, Air Touring had received a visit from a representative of a flying group in Iceland, based at Akuryri on the rugged North Coast within a Fjord with its black volcanic soil, giving an eerie appearance, with stark reality. Over the coming years I would see much of Iceland and its colours of blue, brown and black.

The type of aircraft to deliver was a Rallye MS880B 100HP, this aircraft carried 200ltr of fuel which was a bit marginal considering it was 582 nm across the sea after leaving Stornoway.

Therefore we need a ferry tank to be fitted for endurance security. It did start to snow about half way to Reykjavik, then it stopped.



BIGGIN HILL TO AKURYERI



Before I went to Akuryeri I was taking to the landlord of the Old Jail and he was in the Fleet Air Arm, flying Swordfish out of Akuryeri and how difficult it was to see because of the black soil. He was so correct, from that remark I learned to ask someone if they had been where I hadn't. This simple request will save you a lot of time and aggravation.



Terrific contrast, hard lighting, easily missed.



LANDSCAPE OF ICELAND



The contrast in light leaves a strong impression on ones memory.
No matter what season, the contrast is final.



The starkness is as beautiful dream
the mirror images are to behold.



The two church spires, top left of
this photo stand out.



The rough interior of Iceland is
quite rugged with colour changing
effect in the fading light and harsh
shadows of the day in the high
latitudes.

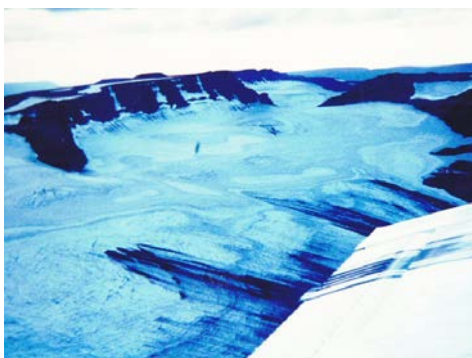
VESTMANNAEJAR ISLAND



This island was smoking for some
time before finally erupting to the
surface and a wall of lava rolled
towards the small airfield, the
aircraft were flown out.

Eventually the small town was
under threat and the people had to
move to the mainland as their
houses became embedded in lava.

CENTRAL GLACIER ISLAND



AKUREYRI CHURCH SCENE



The only other place I have seen
that has some stunning change of
colour is the Simpson Desert in
Australia through the whole
spectrum of the rainbow, as the sun
gets lower in the afternoon sky.

The Rallye after many years was
sold on because the owners family
and the other pilots children got
heavier and they needed something
with more power. The aircraft is
still flying 41 years on.

NEW RALLYE BROCHURES



COLLECTING PICTURES



FOUR DAYS OVER FRANCE

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