

Hi everyone

Welcome to the December 2012 Biggin Hill Users Database Newsletter.

JB's December edition of the Biggin Hill Airport "BUGLE" is now available online on the Social Club's website at <http://www.bigginhillclub.co.uk> It is NOT included here - to view it, go to the club website and click on the link on the homepage – once in the Bugle section, click on the appropriate month's link – this will open it in a new browser window so you can read it or print it.

As always, please keep those stories coming in for inclusion in future issues. (JB's direct email address is johnbryan13@sky.com, or you can send items directly to me to pass on).

EMAIL ADDRESSES

Welcome to the new members of the Database who are receiving this regular Newsletter for the first time. Current member names can be seen at www.bigginhillreunited.co.uk using the link to the database members list. If you ever change your email, please don't forget to let us know (and also, please feel free to introduce new Biggin Hill'ites to the database).

ANOTHER YEAR PASSES

2012 is drawing to a close and all the Olympic hype and restrictions seem to be but a distant memory. What with the Olympics, and the extraordinarily poor flying weather this year, it is certain that Biggin Hill based companies have found 2012 a struggle.

JOHN (JB) BRYAN

At the time you read this, our very own JB will be recovering from a knee replacement operation hopefully carried out today (30th). We all wish you well John, and hope you have a swift and smooth recovery.

DO YOU KNOW WHERE THEY ARE?

I have recently been asked about the whereabouts of several old Biggin Hill'ites. Can you help?

Do you know: Dave Wood, who used to fly with Euroair, or Peter Watkins or Annabelle Winters. If you do have contact details for any of them, please email me at john@bigginhillreunited.co.uk
Thanks.

BIGGIN HILL AIRPORT BUSINESS RATES BATTLE SUCCESS

I understand that Biggin Hill Airport Ltd successfully fought off the threatened massive increase in Business Rates for tenants at the airport that was reported in this Newsletter a few of months ago. Initially Singh Bamrah from Falcon was instrumental in bringing the affected businesses together as a group with the intention of fighting the increases.

The airport management then stepped in to assist and co-ordinated a united response by the tenants, as well as funding the cost of specialist advisers to formally challenge the planned increases. As a result, the increases, that would in some cases have been up to 100%, were reduced by around two thirds of the original figures. Despite the successful challenge, these affected Biggin Hill Airport companies must still find another £50,000 or so a year in these difficult economic times – bad, of course, but it could have been so much worse!.

It just shows what can be done if everyone works together to counter such potential threats to their livelihoods.

EXCESSIVE SPEED ON AIRPORT ROADS

In November, following complaints about the speed that some drivers consistently seem to drive along the Churchill Way entrance road, the airport did some checks. Although it was clear that not everyone drives over the 25 mph speed limit, it was apparently noticeable that there were a number who did. All airport users are reminded that they should stay within the designated speed limits and with due care and attention and consideration for other road users, and of course for pedestrians as well.

RICHARD BALL

Old Biggin Hill'ite, Richard Ball, sadly passed away in his sleep on 20th October, at just age 70, after having been found by his close friend Suzanne.

Richard was formerly a member of Sportair Flying Club at Biggin Hill, having been one of their founder PPL members in around May 1970. He was an active participant in much of the club activities and fly-aways, and also owned an RF4 for a time. He suffered a setback in 1972 when he survived a mid-air collision between his RF4 that he was flying and another club RF5 during an Isle of Wight round the Island air race. The two in the RF5 ditched and were rescued by the RLNI without hardly getting wet, whereas Richard on the other hand was airlifted unconscious from the water at the foot of the cliffs by the RAF Thorney Island Air Sea Rescue Helicopter. He remained in hospital for many weeks recovering from his injuries, which included having almost had his right leg severed by the RF5's propellor!

Following the accident, Richard did little flying until being encouraged back by Suzanne in around 1973. After an introduction to a Piper Cub in the USA, Suzanne and Richard bought one, which they kept initially at Redhill. They both flew this, and a subsequent replacement Cub, extensively around Britain and over to France, Belgium, and the Netherlands. The aircraft was later moved to a private strip in Sussex. They also flew actively in various aircraft with the Tiger Club, participating in many Breakfast patrols, weekend fly-ins, and camping trips.

In 1981, Suzanne bought a Piper Tri-Pacer in bits, and, with Richard doing most of the work, they converted it to a Pacer over about a four years period. With four seats and much more carrying capacity, cruising at 120, as opposed to the Cub's 80mph, they were able to really do more European touring trips together.

In addition to aviation, Richard also had a genuine passion for vintage cars, a beautiful example of which he owned.

Richard's funeral was held on 7th November at Worthing Crematorium - He will always be remembered by his many friends as the charming, easy-going, perfect English gentleman who latterly enjoyed nothing better than wafting along in a Cub or other classic type and enjoying the company of other like-minded pilots over a cup of tea at a fly-in on some strip.

RAY BURTENSCHAW

Earlier in November we heard that Ray Burtenshaw, who flew variously for Air Ecosse, Euroair at Biggin, Connectair, Sabre, XL, recently passed away after falling into a coma following a fall at his home. His funeral was held at Worth Crematorium, near Gatwick, on Wednesday 14th November, and was followed by a wake for friends and family at East Grinstead Rugby Club.

NOVEMBER AT BIGGIN HILL - FROM THE OFFICE OF JENNY MUNRO

November has been a mixed month, with light aircraft activity being better than we expected in terms of numbers of movements – perhaps making the most of any remaining good weather before the winter sets in.

The corporate jet and helicopter traffic has been lower than we hoped to see, although very similar to November 2011. In an extremely flat market in the UK and Europe, we are holding up well, but it certainly isn't booming at the moment.

The month has been politically quite busy, with the circulation of our response to the Draft Aviation Policy, and the resulting visits and communications from interested groups or individuals. The document is now on our website:

<http://www.bigginhillairport.com/wp-content/uploads/2012/11/LBHA-Draft-DfT-Aviation-Framework-response-Finalv12.pdf>

Amongst others, we have welcomed and shown round groups from London Borough of Bromley, Bromley College, Kent County Council, and a Chinese delegation hosted by Air BP. There is always a really encouraging increase in awareness of Biggin's current role, as well as its heritage, as a result of these visits and we are glad to oblige.

Remembrance Day was very special in many ways, especially seeing three of our wonderful based aircraft flying, perfectly timed between the laying of wreaths after the service at St George's RAF Chapel, and the next wreath laying ceremony at the War Memorial. It was a truly humbling event and I was grateful to be able to take part. Sincere thanks go to my colleagues at the Heritage Hangar: <http://bigginhillheritagehangar.co.uk/>

I think this is the final newsletter before Christmas, so before I use up all my allocated space, I would like to send best wishes of the season to all Biggin Hill's customers and friends receiving this newsletter - near and far.

Jenny Munro
MD – Biggin Hill Airport Ltd

BIGGIN HILL AIRPORT SOCIAL CLUB

Thank you all for your continued financial support – it is much appreciated..

That's about it for this month – except to say:

MERRY CHRISTMAS AND A HAPPY, SUCCESSFUL, AND PROSPEROUS NEW YEAR TO ALL OUR MEMBERS AND THEIR FRIENDS AND FAMILIES.

John Willis
Biggin Hill Airport Users Database

(And Finally: Just a few lighthearted funnies – thanks to those who contributed them.....

QUOTE.....

Recipe for a Seasonal Vodka Christmas Cake

Ingredients...

1 cup sugar, 1 tsp. baking powder, 1 cup water, 1 tsp. salt , 1 cup brown sugar, Lemon juice, 4 large eggs, Nuts, 1 bottle Vodka, 2 cups dried fruit.

Instructions...

Sample a cup of Vodka to check quality.

Take a large bowl, check the Vodka again to be sure it is of the highest quality then Repeat.

Turn on the electric mixer. Beat one cup of butter in a large fluffy bowl.

Add 1 teaspoon of sugar. Beat again. At this point, it is best to make sure the Vodka is still OK. Try another cup just in case.

Turn off the mixerer thingy.

Break 2 eegs and add to the bowl and chuck in the cup of dried fruit. Pick the fruit up off the floor, wash it and put it in the bowl a piece at a time trying to count it.

Mix on the turner. If the fried druit getas stuck in the beaterers, just pry it loose with a drewscriver

Sample the Vodka to test for tonsistency.

Next, sift 2 cups of salt, or something. Check the Vodka.

Now shit shift the lemon juice and strain your nuts. Add one table. Add a spoon of sugar, or somefink. Whatever you can find.

Greash the oven.

Turn the cake tin 360 degrees and try not to fall over.

Don't forget to beat off the turner.

Finally, throw the bowl through the window.

Finish the Vodka and wipe the counter with the cat!

.....UNQUOTE

QUOTE.....

Four guys have been going to the same fishing trip for many years.

Two days before the group is to leave, Bob's wife puts her foot down and tells him he isn't going.

Bob's mates are very upset that he can't go, but what can they do.

Two days later the three get to the camping site to find Bob sitting there with a tent set up, firewood gathered, and dinner cooking on the fire, sitting having a cold beer.

"Shit Bob, how long you been here, and how did you talk your missus into letting you go?"

"Well, I've been here since last night.

Yesterday evening, I was sitting in my living room chair and my wife came up behind me and put her hands over my eyes and asked, 'Guess who?' I pulled her hands off, and there she was, wearing a nightie.

She took my hand and pulled me into our bedroom. The room had candles and rose petals all over.

On the bed she had handcuffs, and ropes! She told me to tie her up and cuff her to the bed, so I

did.

And then she said, "Do whatever you want."

So, Here I am!
.....UNQUOTE

QUOTE.....

Nelson at Trafalgar – if happened in 2012

Nelson: "Order the signal, Hardy."

Hardy: "Aye, aye sir."

Nelson: "Hold on, this isn't what I dictated to Flagg. What's the meaning of this?"

Hardy: "Sorry sir?"

Nelson (reading aloud): "England expects every person to do his or her duty, regardless of race, gender, sexual orientation, religious persuasion or disability.' - What gobbledygook is this for God's sake?"

Hardy: "Admiralty policy, I'm afraid, sir. We're an equal opportunities employer now. We had the devil's own job getting "England" past the censors, lest it be considered racist."

Nelson: "Gadzooks, Hardy. Hand me my pipe and tobacco."

Hardy: "Sorry sir. All naval vessels have now been designated smoke-free working environments."

Nelson: "In that case, break open the rum ration. Let us splice the main brace to steel the men before battle."

Hardy: "The rum ration has been abolished, Admiral. Its part of the Government's policy on binge drinking."

Nelson: "Good heavens, Hardy. I suppose we'd better get on with it full speed ahead."

Hardy: "I think you'll find that there's a 4 knot speed limit in this stretch of water."

Nelson: "Damn it man! We are on the eve of the greatest sea battle in history. We must advance with all dispatch. Report from the crow's nest, please."

Hardy: "That won't be possible, sir."

Nelson: "What?"

Hardy: "Health and Safety have closed the crow's nest, sir. No harness; and they said that rope ladders don't meet regulations. They won't let anyone up there until proper scaffolding can be erected."

Nelson: "Then get me the ship's carpenter without delay, Hardy."

Hardy: "He's busy knocking up a wheelchair access to the foredeck Admiral."

Nelson: "Wheelchair access? I've never heard anything so absurd."

Hardy: "Health and safety again, sir. We have to provide a barrier-free environment for the differently abled."

Nelson: "Differently abled? I've only one arm and one eye and I refuse even to hear mention of the word. I didn't rise to the rank of admiral by playing the disability card."

Hardy: "Actually, sir, you did. The Royal Navy is under-represented in the areas of visual impairment and limb deficiency."

Nelson: "Whatever next? Give me full sail. The salt spray beckons."

Hardy: "A couple of problems there too, sir. Health and safety won't let the crew up the rigging without hard hats. And they don't want anyone breathing in too much salt - haven't you seen the adverts?"

Nelson: "I've never heard such infamy. Break out the cannon and tell the men to stand by to engage the enemy."

Hardy: "The men are a bit worried about shooting at anyone, Admiral."

Nelson: "What? This is mutiny!"

Hardy: "It's not that, sir. It's just that they're afraid of being charged with murder if they actually kill anyone. There are a couple of legal-aid lawyers on board, watching everyone like hawks."

Nelson: "Then how are we to sink the Frenchies and the Spanish?"

Hardy: "Actually, sir, we're not."

Nelson: "We're not?"

Hardy: "No, sir. The French and the Spanish are our European partners now. According to the Common Fisheries Policy, we shouldn't even be in this stretch of water. We could get hit with a claim for compensation."

Nelson: "But you must hate a Frenchman as you hate the devil."

Hardy: "I wouldn't let the ship's diversity coordinator hear you saying that sir. You'll be up on disciplinary report."

Nelson: "You must consider every man an enemy, who speaks ill of your King."

Hardy: "Not any more, sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest; it's the rules. It could save your life"

Nelson: "Don't tell me - Health and Safety. Whatever happened to rum, sodomy and the lash?"

Hardy: "As I explained, sir, rum is off the menu! And there's a ban on corporal punishment."

Nelson: "What about sodomy?"

Hardy: "I believe that is now legal, sir."

Nelson: "In that case..... Kiss me, Hardy."

.....UNQUOTE

If anyone else has good examples of, for example: - Governmental stupidity and removal of the population's right to live a normal life, or simply any unusual and interesting stories or anecdotes that you feel may interest our readers, please email them to me as a possible inclusion in a monthly "and Finally"...))