

Hi everyone

Welcome to the December edition of the Biggin Hill Users Database Newsletter. Welcome particularly to any new Database members who may be receiving this regular Newsletter for the first time.

JB's December edition of the Biggin Hill Airport "BUGLE" is also now available online on the Social Club's website at <http://www.bigginhillclub.co.uk> To view it, once in the Bugle section, via the link on the homepage, click on the appropriate month's link.

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: john@bigginhillreunited.co.uk

NOVEMBER WEATHER

Having been away myself for the first couple of weeks of November, from what I hear, I missed very little flyable weather for the light aircraft users, although I understand the Jet and commercial side of the airport was as busy as ever. In fact, I'm told that there were only about 4 or 5 days flying that I missed by taking a break in the sun!

Certainly, since my return on 17th November, I have actually only managed seven days flying. And with the days rapidly getting shorter, it's likely I won't have any difficulty getting lots of relaxing days at home over the next month or so. Still, fortunately, when we do get a nice day in the winter, the days are usually beautifully clear and smooth – ideal for training and leisure flying. Not long now to the shortest day, and we can hopefully then start to see more opportunity to fly more again. Forever optimistic!

REQUEST FOR CONTACT

Former Biggin Hill'ite, Chris McGee, has been in touch trying to make contact with someone named Brian O'Leary. He was a senior police dog handler back in the early days of Biggin, who later became a professional pilot. Brian apparently used to spend time with Chris's husband, Ian Beattie-Edwards, who many of you will remember as a Biggin Hill'ite who formerly owned and operated the bonded store over at the Tower/Terminal for many years.

If anyone has any contact details for Brian, please send me a quick email message and I will pass it on the Chris – email john@bigginhillreunited.co.uk

THE BROMLEY PLAN

Many of you will be aware that London Borough of Bromley and businesses operating within their Borough have for some time been contributing to the Bromley Plan, which has now been published in draft form for consultation. The plan includes a specific section for Biggin Hill, which of course includes the airport.

Reading through the relevant section, it is interesting to note that there is absolutely no mention (unless I am missing something) of light aircraft operations or club and flight training. Bearing in mind the original move from Croydon, which was always discussed as the final move for this sector of aviation, I would have expected at least a line or two in the draft about this sector. Fortunately, this is a draft document and it is open for comments on the content from interested parties.

Please take the trouble to visit the link on the LBB website and read through it, particularly the part that concerns us – I would hope that many of you will take the trouble to respond to the council to point out the obvious omission

The draft document can be viewed or downloaded from:

<http://bromley-consult.objective.co.uk/portal/pslp/dlp?pointId=3902688>

(it is perhaps interesting that the aviation industry seemingly recognises that there is likely to be a massive shortage of qualified and trained flight crew for the airlines in the not too distant future. With the lack of forward planning to cover this already predicted shortage, it is perhaps reasonable to expect that many of the required crews may well be attracted to the airlines from corporate aviation, leaving them to shoulder the burden of crew training. With flight training facilities in the UK, and elsewhere, being constantly squeezed out of their customary locations, where are these crews going to come from? It seems to me that a very high priority should be given to flight crew training facilities before the obvious shortage starts to affect the aviation industry as a whole!)

FRANCE THREATENING TO REMOVE CUSTOMS AT SEVERAL AIRPORTS

It has recently been announced that there is a plan to remove customs “point of Entry” facilities at around 13 provincial airports in central France. There is much concern in those areas for the effect that this would have on the local economies.

There is an online petition at the following URL:

<https://www.change.org/p/non-%C3%A0-l-exclusion-imminente-de-13-a%C3%A9roports-de-province-comme-points-de-passage-frontalier>

It is in French, so for those who don't speak the language, a rough “Google Translate” text is as follows:

“Is there a pilot in government?”

The government has decided to close 13 border crossing points (WPPs) across the country.

In total, 13 provincial airports will soon be cut off from customs status. This decision will have devastating effects for the economy of the regions and for employment, it is a nonsense taken without any consultation.

Help us protect the economy of the regions and the influence of France.”

Such a decision could also obviously affect many of us in aviation – please sign the petition to help our French colleagues

2017 FESTIVAL OF FLIGHT

I believe all is well in hand for the 2017 Festival of Flight – to be held over the two days of the weekend 19th and 20th August – I hope that organiser, Colin Hitchens, will give us all some more details of this 100th Anniversary of Biggin Hill in his part of the Newsletter in the next month or so....

NOVEMBER USERS AND TENANTS MEETING

Unfortunately, being away in the US, I was unable to attend the usual Users and Tenants meeting in early November. I was particularly aware that this meeting was going to cover the long awaited 11/29 consultation, which many of you contributed to.

Regretfully, within minutes of the end of the meeting, I was inundated with messages from members (many of whom I had prompted to participate in the consultation, and to attend this meeting). The general concensus seemed to be that the whole thing had been a total waste of their time!

It seems that, unbeknown to anyone, long before the consultation was even announced, to secure the deal, the airport had signed away the Juliet taxiway to Signature/Bombardier, and the loss of that taxiway meant that runway 11/29 was never going to be viable again as it was needed for use as a taxiway, and in the future for aircraft parking. Clearly, with such an agreement in place, it would seem there was absolutely no need to get everyone to waste their time, as nothing could possibly come from any consultation, irrespective of the actual comments and views received!

I had genuinely believed that the airport had been listening to the light aircraft community and the need for a crosswind runway to be available, even if only in emergencies to get back in when the crosswind component exceeded the aircraft (and/or crews) limits. Such a runway could even have been a short grass area of course! Sadly, it seems that this was not on the cards either.

I can only personally apologise to members for persuading everyone to take the time to respond to this consultation, and also for going to such ends to promote supporting the airport with their plans for a change in the operating hours. It does seem that the airport wanted our support then, and that was freely given by many users, but that was clearly ignored or conveniently forgotten when we sought a little support from the airport management in return....

NEWS FROM AROUND THE CLUBS, BUSINESSES & OTHER AIRPORT USERS

If you would like me to include your business or personal comments in the Newsletter, either on a regular basis, or just occasionally, please drop me an email with your contact details and the requested contribution and I will try to include it in the next Newsletter. I will acknowledge anything sent to me for inclusion. (Please email: John Willis at john@bigginhillreunited.co.uk)

ADAMS AVIATION

Adams Aviation has opened a headset repair facility to complement our EASA-approved ELT/PLB battery-replacement, programming and service capabilities. Specialising in, but not limited to, the repair and service of aviation headsets, adapters, helmets and ground crew equipment, it will be managed by industry specialist Oliver Anastasi. Our aim is to provide a reliable, quality service at a fair price and with a quick turn-around time.

Also, similar to our ELT capabilities, we will be offering an on-going fleet management service programme, as well as sales support on replacement units. The headset workshop offers a flat-rate labour charge, with no inspection or cost-to-date fees, using genuine

manufacturers' replacement parts. Its capabilities extend to bespoke adapter/extension lead manufacture and the installation of retro-fit ANR systems to most types of headsets and helmets.

For more information please contact us at Adams Aviation on 01689 842999 or email us on headsetrepairs@adamsaviation.com or elt@adamsaviation.com.

FALCON FLIGHT ACADEMY (inc EFG) & FALCON FLIGHT SERVICES

Greetings from a very chilly Falcon camp. Many changes afoot this month.

We hesitantly bid farewell to runway 29 but urge all our loyal friends, members and pilots to remember to keep flying (within limits of course).

Biggin has actively encouraged their support for general aviation and we openly applaud this, especially in the light of the ever-growing business aviation market. However, that said, for those uneasy or even unsure of established procedures, please call in for a familiarisation flight and let us help you reaffirm your excellent skills, or even a friendly dual flight.

Flight training has been fighting through the recent unpredictable weather as always, and safe to say, we are winning the good fight.

As ever call Shonu or Singh for all your maintenance needs on 01959 575 923.

As the festive season approaches please rejoice in the love for not only your fellow man but for all of us at Biggin.

Wishing you a hearty and blessed Christmas

Anoop Singh Bamrah

MONTHLY REPORT FROM THE OFFICE OF WILL CURTIS

November has been a stable but unexciting month for airport traffic with volumes on budget.

Ground works have commenced on the site for the second terminal hangar to the north end of the main apron. This 60,000 sq ft hangar with 10,000 sq ft of offices attached will ensure that we can provide services to our customers who are now asking for hangarage in increasing numbers. We presently have no spare hangar capacity on the airport, so it cannot come soon enough. We expect it to be open in the late summer.

Many of you will have read of plans to build 4,000 houses on Redhill aerodrome and indeed it does appear that Redhill may close. Last weekend, a similar announcement was made in respect of Fair Oaks aerodrome, so it does seem that options for light aviation will become more limited in the future. This is, I suppose, hardly surprising, since land in and around the M25 corridor is premium and the business case for a light aviation airfield is not easily made, the return being somewhat less than that of a crop of wheat and often resulting in what Pan Am once called a 'negative profit'.

At Biggin Hill we are only able to sustain light aviation because business aviation pays to keep the airport open. As you are all aware, this will result in changes on the aerodrome

that the light aviation community may not like, but they are necessary if we are to keep this aerodrome open for business. I make no apology for this because I see the £6.5 million annual running cost of this estate and I see that, in the absence of a sensible return on the £54 million valuation of this estate, the airport would be under threat. It is vitally important that Biggin Hill Airport operates as a focused and analytical business.

Despite this, I can reassure you that light aviation will always retain a place here at Biggin Hill Airport and we will reinvest in light aviation facilities in the coming years with the intention of creating a dedicated light aviation centre with clubhouse facility as well as improved hangarage and parking. Plans are currently being drawn up for a GA centre, to be located in East Camp, which it is estimated will cost around £1.25 million. Funds being limited, this will have to take its turn, but as returns from other investments begin to materialise, our ability to divert funds to such projects will improve.

Our runway 03 GPS approach continues through the ACP process. The second consultation has been delayed until January due to the need to work through some issues with NATS, but we remain confident that we will have a useable approach before autumn 2017.

With winter upon us, we will see some cold and frosty weather conditions. These conditions can provide some perfect flying weather as long as we remember to observe safe practice for winter flying. Before flight, remember to check carefully for frost on the airframe as this will prevent you getting airborne and result in your having a 'bad day' if not removed. It might be worth paying extra attention to the windshield as the low sun will make visibility through a dirty screen almost non-existent. A few moments spent cleaning the screen before departure will make your flight more enjoyable and a lot less stressful!

All the very best for Christmas and the New Year.

Until next month, safe flying!

Best regards
Will Curtis
MD – Biggin Hill Airport Ltd

DATABASE EMAIL ADDRESSES

A constantly updated list of database members can be seen at <http://www.bigginhillreunited.co.uk> Please remember to let me know if your email address is changed. If you know others who are not on the list but are eligible to join (i.e. if they currently fly from the airport, or work there, or ever have done so) please let me know or tell them about us – Database membership is, of course, free.

As this is the last Newsletter before Christmas, all that remains is for me to wish all Biggin Hill'ites across the globe, wherever you may now be - a very Merry Christmas and a Happy and Prosperous New Year from John Bryan and myself and thank you for your support through the last year...

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That's it for 2016.....

John Willis
Biggin Hill Airport Users Database

(And Finally: As usual, a few amusing stories that, according to the many comments I receive about this section, is very popular amongst the membership. (As always, no offence to anyone is intended!). Thanks to everyone for sending their contributions....)

QUOTE.....

One buzz word in today's business world is MARKETING. However, people often ask for a simple explanation of "Marketing." Well, here it is:

* You're a woman and you see a handsome guy at a party. You go up to him and say, "I'm fantastic in bed."

That's Direct Marketing.

*You're at a party with a bunch of friends and see a handsome guy. One of your friends goes up to him and, pointing at you, says, "She's fantastic in bed."

That's Advertising.

* You see a handsome guy at a party. You go up to him and get his telephone number. The next day you call and say, "Hi, I'm fantastic in bed."

That's Telemarketing.

* You see a guy at a party; you straighten your dress. You walk up to him and pour him a drink. You say, "May I?" and reach up to straighten his tie, brushing your breast lightly against his arm, and then say, "By the way, I'm fantastic in bed."

That's Public Relations.

* You're at a party and see a handsome guy. He walks up to you and says, "I hear you're fantastic in bed."

That's Brand Recognition.

*You're at a party and see a handsome guy. He fancies you, but you talk him into going home with your friend.

That's a Sales Rep.

* Your friend can't satisfy him so he calls you.

That's Tech Support.

* You're on your way to a party when you realize that there could be handsome men in all these houses you're passing, so you climb onto the roof of one situated towards the centre and shout at the top of your lungs, "I'm fantastic in bed!"

That's Facebook.

* You are at a party; this attractive older man walks up to you and grabs your ass.

That's Donald Trump.

* You didn't mind it, but twenty years later your attorney decides you were offended and you are awarded a settlement.

That's America !

.....UNQUOTE

QUOTE.....

A young man named John received a parrot as a gift. The parrot had a bad attitude and an even worse vocabulary. Every word out of the bird's' mouth was rude, obnoxious and laced with profanity.

John tried and tried to change the bird's attitude by consistently saying only polite words, playing soft music and anything else he could think of to 'clean up' the bird's vocabulary.

Finally, John was fed up and he yelled at the parrot. The parrot yelled back. John shook the parrot and the parrot got angrier and even more rude.

John, in desperation, threw up his hand, grabbed the bird and put him in the freezer. For a few minutes the parrot squawked and kicked and screamed.

Then suddenly there was total quiet. Not a peep was heard for over a minute. Fearing that he'd hurt the parrot, John quickly opened the door to the freezer.

The parrot calmly stepped out onto John's outstretched arms and said "I believe I may have offended you with my rude language and actions. I'm sincerely remorseful for my inappropriate transgressions and I fully intend to do everything I can to correct my rude and unforgivable behaviour."

John was stunned at the change in the bird's attitude.

As he was about to ask the parrot what had made such a dramatic change in his behaviour, the bird spoke-up, very softly, "May I ask what the turkey did?"

.....UNQUOTE

QUOTE.....

A fighter airfield somewhere in England in WW2 (could have been Biggin)!

It had been 'Harry Clampers' for days. Low cloud, pouring with rain, mud everywhere and no flying; even the birds were walking. The chaps were getting really brassed-off. Morale was at an all-time low. The CO (Commanding Officer) realised that something had to be done to cheer the lads up so he approached Flying Officer Kite from admin and asked him to gather the chaps together in 'A' Hangar and give them a lively cheerful lecture.

'But sir, I'm not a flying type so what subject should I choose?'

'Anything you like Kite, as long as it cheers them up, they're really down in the dumps'

So he thought about it for a minute and decided to give them a lecture on sex. It went down extremely well and he was given a standing ovation afterwards. When he arrived back at the married quarters his wife asked him what he did today. He said...

'I gave all the chaps a lecture to cheer them up and it went down very well'.

'What was the lecture about?' she asked.

'He said 'Oh err um flying'... he stumbled.

'But you don't know anything about flying, you're an admin type'.

'Well you know how it is, one picks up bits and pieces from chats in the officer's mess and I just enlarged on it a bit and turned it into a lecture... Anyway the lads seem to like it'.

Next morning turned out bright and sunny and everywhere was a hive of activity with aircraft engines being run-up ready for take-off before roaring off into the wild blue yonder. Spirits were high again.

Whilst Mrs Kite was cycling round the peri-track on her way to the coffee morning meeting with the other officer's wives she came across the CO cycling from the opposite direction. They stopped and had a short chat.

'Morning Mrs Kite - wonderful lecture your husband gave yesterday. The lads really enjoyed it'.

'Yes' she said 'I don't understand it. He's only been up twice - first time he was sick and second time he fell out'!

.....UNQUOTE

QUOTE.....

After Quasimodo's death, the bishop of the Cathedral of Notre Dame sent word through the streets of Paris that a new bell ringer was needed.

The bishop decided that he would conduct the interviews personally and went up into the belfry to begin the screening process.

After observing several applicants demonstrate their skills, he had decided to call it a day.

Just then, an armless man approached him and announced that he was there to apply for the bell ringer's job. The bishop was incredulous.

'You have no arms!'

'No matter,' said the man. 'Observe!'

And he began striking the bells with his face, producing a beautiful melody on the carillon.

The bishop listened in astonishment; convinced he had finally found a replacement for Quasimodo.

But suddenly, as he rushed forward to strike the bell, the armless man tripped and plunged headlong out of the belfry window to his death in the street below.

The stunned bishop rushed down two hundred and ninety five church steps, when he reached the street, a crowd had gathered around the fallen figure, drawn by the beautiful music they had heard only moment before.

As they silently parted to let the bishop through, one of them asked, 'Bishop, who was this man?'

'I don't know his name,' the bishop sadly replied,

WAIT FOR IT!!!

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' BUT HIS FACE RINGS A BELL '

WAIT ! WAIT ! There's more

The following day, despite the sadness that weighed heavily on his heart due to the unfortunate death of the armless campanologist, the bishop continued his interviews for the bell ringer of Notre Dame.

The first man to approach him said, 'Your Excellency, I am the brother of the poor armless wretch that fell to his death from this very belfry yesterday. I pray that you honour his life by allowing me to replace him in this duty.'

The bishop agreed to give the man an audition, and, as the armless man's brother stooped to pick up a mallet to strike the first bell, he groaned, clutched at his chest, twirled around, and died on the spot.

Two monks, hearing the bishop's cries of grief at this second tragedy, rushed up the stairs to his side.

'What has happened ? Who is this man ?' the first monk asked breathlessly.

'I don't know his name,' sighed the distraught bishop, 'but....'

(. . . Wait for it)

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HE'S A DEAD RINGER FOR HIS BROTHER.

.....UNQUOTE

QUOTE.....

A redneck went to the hospital as, as his wife was having a baby.

Upon arriving, he sat down as the nurse said to him: "congratulations, your wife has had quintuplets, five big baby boys !".

The redneck said: "I'm not surprised, I have a penis the size of a chimney".

The nurse replied: "you might consider getting it cleaned, they're all black"!

.....UNQUOTE

QUOTE.....

A nice little ditty to end the year of the UK's EU Referendum.....

'Won't you join our Common Market?' said the spider to the fly,

'It really is a winner and the cost is not too high'

'I know De Gaulle said " Non", but he hadn't got a clue,

'We want you in, my friends and I, for we have plans for you.
'You'll have to pay a little more than we do, just for now,
'As Herr Kohl said, and I agree, we need a new milch cow,
'It's just a continental term, believe me, mon ami,
'Like "Vive la France" or "Mad Anglais" or even "E.E.C."
'As to the rules, don't worry friend, there's really but a few,
'You'll find that we ignore them – but they all apply to you.
'Give and share between us, that's what it's all about,
'You do all the giving, and we all share it out.
'It's very British, is it not, to help a friend in need?
'You've done it twice in two World Wars, a fact we must concede,
'So climb aboard the Gravy Train, don't sit there on the side,
'Your continental cousins want to take you for a ride'
.....UNQUOTE

MERRY CHRISTMAS EVERYONE.....

(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 funny, unusual and interesting stories or anecdotes that you feel may interest or amuse our readers, please email them to me as a possible inclusion in a monthly "and Finally"...))