

Hi everyone

HAPPY NEW YEAR EVERYONE - Welcome to the January 2013 Biggin Hill Users Database Newsletter. I hope you all had a fantastic Christmas.

JB's January 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 remember to let us know (and also, please feel free to introduce new Biggin Hill'ites to the database).

JOHN (JB) BRYAN

JB, who you will probably remember from last month, had a knee replacement operation, is recovering well and is getting more mobile again. Whilst I doubt he will be running any marathons it is good to hear all was successful...

DO YOU KNOW WHAT THEIR CURRENT EMAIL ADDRESSES ARE?

Just to see if you are paying attention – a little test for you! (and it helps to keep the database current...)

As happens from time to time, the number of bounced emails is again increasing, indicating that email addresses have been changed. Also, due to lack of contact, some names were removed from the database to avoid bounce backs.

Please have a quick look through the following list and, if you know the new addresses of any of the people below, please email me at john@bigginhillreunited.co.uk

Adrian Coote, Alan Cornwell, Alan Smith, Allan Smallman, Andrew Cope, Andrew Lyons, Antony Shepherd, Audrey Suter, Barry Wheeler, Bernard Riley, Bill Giles, Bill Lowry, Bradley Foster, Brian & Pauline Cox, Brian Swan, Carole & Del Whitehead, Charles Read, Chris Barrett, Chris Fletcher, Chris Little, Clare Durrant, Clare Moore, Craig Sargeant, Damian Cross, Dan Humphries, Dan Smith, Daniel Francis, Darren Tilley, Dave King, David Burkitt, David Cole, David Quirk, Derek Herbert, Derek Webster, Donald Wennink, Duncan Staines, Francis Turner, Gaby French, Gareth Leese, Gary Strong, Graham Waddington, Ian Cooper, Ian Cranfield, Ian Patterson, Ian Sheeley, Jackie Gardiner, Janet Baker, Jean-Pierre Landuyt, Jennifer Powell, Jenny Casemore, Jim Maitland, John Chester, John Keates, Kathy Nuttall, Keith Mouque, Keith Sissons, Larry Lawes, Malcolm Doling, Marcus Bass, Martyn West, Michael Slater, Mick Dryden, Nick Seymour, Paul Bunker, Paul Hammond, Paul Stacey, Peter Gillett, Peter Mahoney, Peter Newsum, Peter Otway, Philip Beavan, Raymond Hooper, Richard Stanhope, Richard Wragg, Robin Phillips, Ron Phillips, Simon Howell, Simon Huxford, Simon Peers, Stephen McNulty, Steve Foulsham, Steve Lamb, Steven Porteus, Sue Spencer, Sue White, Terry Dalgliesh, Tim Martin, Tony Edwards, Tony King, William Cooper, William Milne

Thanks for your help...

BIGGIN HILL AIRPORT SECURITY PASSES

Many of you will be aware of the apparent threat on Security Passes at the airport, with all holders being told they would need to attend and pay for Training Courses for a GSAT Certificate and obtain formal Criminal Record Checks etc.

Following intervention by Jenny Munro (please also see Jenny's article below on this subject), The Airport have agreed with the DfT that areas where light aircraft operate from will be classified as 'AIRSIDE'. In order to access Airside a person must only carry an authorisation. It is accepted that 'authorisation' is not explicitly defined, and therefore the Airport have agreed that for access to 'Airside', private owners/pilots should have one of the following 'authorisations': A Biggin Hill Airport pass (even if it has expired), a pilots licence, accompanied by some form of photo ID such as a passport, AOPA crew card, or driving licence.

Private owners/pilots will, of course, be responsible for their passengers when Airside. Passengers of private aircraft will not be required to carry authorisation provided they are accompanied by a private owner/pilot who has authorisation.

The Airport will be issuing new airside passes similar to the ones previously issued. Details on how to obtain these passes will notified in due course.

Parts of the passenger terminal apron will be temporarily designated a 'Security Restricted Area' only for those departing large passenger aircraft which are subject to the Regulations and thus require a security check and screening of passengers and baggage. Such aircraft will be isolated by barriers and continuously attended by airport staff until departure since they then become a Critical Part of the Security Restricted Area.

Other aircraft will be unaffected and still be able to park on the passenger terminal apron for clearing immigration or visiting flight operations for flight planning, etc.

There are apparently special arrangements for those who have un-necessarily spent money on gaining their CRC checks and GSAT training.

(Thank you to Maurice Greenaway for the very precise and detailed report on these changes)

DAVE WOOD

I heard at the beginning of December that former Biggin Hill'ite from way back, Dave Wood, had passed away in late November. His funeral was on 3rd December.

Dave's involvement in Biggin Hill was many years ago, as he kept his aircraft (a Tiger Moth in those days) mainly on a private strip near Pembrey. I understand he was also a regular at Laddingford in recent years. Dave had apparently been ill for some time.

KEITH PRICE

I heard back in Mid-December, that another old Biggin Hill'ite, Keith Price, passed away aged around 86. My contact believed that he had been in a nursing home for about the last 5 years.

Keith started flying in about 1979 and we believe Richard Ellis may have been his instructor. He was also a member of King Air Flying Club. Keith also had a part share at one point in a Cessna 150. He owned his own driving school called Purley School of Motoring and was at one time a regular at the airport and used to teach some up there to drive.

GEORGE DOBSON

As many will remember, our friend George passed away just over one year ago, as referred to in the last Newsletter. George was a very private man, and many of us knew but little snippets of his life before he arrived at Biggin Hill. It is therefore a very pleasant task to publish a short article written for the Database by a member of George's family, which will shed a light on much of George's life in aviation prior to Biggin Hill:-

George's flying biography started, as with many of his youthful contemporaries of the time, in the Royal Air Force during the Second World War. His log book records his first flight on 20 Sept 1943 on a Bristol Blenheim light bomber to begin a course in gunnery qualification at no.1 AGS Pembrey. The course was completed on an Anson a/c, with George's qualification as a gunner.

He was then assigned to 1764 HCU (Heavy Conversion Unit) where he qualified as flight engineer on Boeing B-17(C) aircraft on 19 Dec 1943.

(It's customarily thought that B-17s were exclusively flown by the American Eighth Air Force from the UK, however, early in the war a number had been acquired by RAF Bomber Command who had found these early versions lacking and passed them to RAF Coastal Command for, it was believed, more suitable anti-submarine duty.)

George became operational with the B-17s of B flight, 220 Squadron with his first flight on 1 Feb 1944 as a Flight Engineer. Their duties often took them to the Azores where they flew convoy escort duties and anti-submarine patrols. He recorded 2 sorties where U boats were sighted and attacks were made, one attack with the U boat returning fire before it tried to submerge.

In March/April 1945 George was transferred to 521 Squadron (still flying the B17 Fortress). 521Sqd then converted to Halifax bombers with George converting to this a/c in Jan 1946. His last recorded RAF flight was on the squadron's Halifax "Z" on 9 Mar 1946.

It's interesting that he never got near a Sunderland Flying Boat, at least not as a crew member. (This is what I believe most of RAF Coastal Command was flying, and on which I remember him telling me he flew.) I suppose it was in his character, as it seems to have been for many of his generation with war experience, to parcel out only snippets of information or, or none at all from those years or, in this case, a bit of a red herring.

I suppose it was with this same nature that he responded to a friend of his, after being asked over a number of years in what crew position he flew in the war, by finally remarking that he was a gunner. Which, on the face of it, was true but not indicative of his actual role on the crew.

George was demobbed in Dec 1947 having logged over 900 hours as a Flight Engineer on heavy four engined Fortress and Halifax

George received a CAA rating as a licensed aircraft maintenance engineer on 22 Dec 1948. He began flying commercially on Bristol type 170 aircraft from the mid 1950's, then regularly on Vickers Vikings from August of that year as a flight engineer in training, with Airwork Ltd shown as his employer. He gained his full certification with CAA Flight Engineer certificate on 3 Feb 1951. Their routes at the time included Malta, Nice, Tripoli and Basle.

George's initial pilot training commenced on 5 Oct 1952 at Wright Aviation Ltd of Liverpool, with his first lesson in an Auster J1N flying from Liverpool Speke Airport, his boyhood home, along with the very appropriately named instructor pilot, Wright.

He continued his private pilot training with Universal Flying Services from Fairoaks Aerodrome in a 1939 DH82 (Tiger Moth) that same November. He gained his private pilot's licence at Fairoaks Aerodrome on 27 April 1953, having flown in both Auster and Magister single engine trainers.

He garnered further pilot qualifications from 1957 flying from Fairoaks, Exeter, and Roborough, logging more time in the De Havilland Tiger Moth bi-plane, Austers, and a DHC 1 Chipmunk of Exeter Aero Club Ltd.

By May 1958 he was instrument rated and, from April 1959, he was flying as a commercial pilot with flights from Blackbushe Airport, in Hampshire, and within Europe on Vickers Viking 1B, and Viking 1A aircraft some registered under Airwork Ltd, and some under Pegasus Airlines.

George flew Vickers Viscount 707's and Douglas DC6's with Cunard Eagle Airways Ltd in 1961-1963. He apparently had a stint of flying with Cunard Eagle (Bermuda) in the Caribbean in the summer of 1962, then was back to European flights including London and Innsbruck on Viscount 755's

Cunard Eagle then came back into full possession of its original owner, with a name change to British Eagle, in the latter part of 1963. With British Eagle, George was now beginning to fly a mix of Bristol 175 Britannia (series 312) aircraft from 1964 as well as the Viscount's. This led to more long haul routes, with George traveling between London and such places as Istanbul, Bombay, Singapore, Melbourne, Darwin, Colombo, Kuala Lumpur and New York, through 1966 and 1967. Before British Eagle ceased its operations in Nov 1968, George had flown on the last Bristol Britannia built, a series 324, registered as G-ARKB.

George continued to fly after the demise of British Eagle, now with Donaldson International on Britannia 317 series a/c with his last log book entries in April 1970.

Eventually George made his way to Biggin Hill where, from 1975, until a month before his death in Dec 2011, he had worked steadily as a simulator instructor, and a CAA certificated Radio-Telephony and HF radio examiner, first with Kingair Flying Club, which changed hands to become BHSF, and still later to become part of Cabair..

It's interesting to note, and very telling of the man himself, that George was still actively working at Cabair up until it ceased to function in November of 2011, a month before his own demise at the full age of 87.

It appears that George had become as permanent a fixture of the small Biggin Hill Airport community as is humanly possible, having worked there for those many years, and became part of the fabric. The outpouring of respect for him was truly something to behold and his only surviving sibling, his older Sister, as well as nieces, nephews, and extended family, who were in attendance for his remembrance service at the RAF Biggin Hill chapel and following reception, could only marvel at the high regard in which so many people seemed to hold him. Both the chapel and the reception hall were filled to capacity.

George could often be found encouraging people of all ages to take up aviation, (apparently at least once while standing in a supermarket checkout queue).

For many years George enjoyed days out trips across the channel to France for a nice meal with a regular small circle of friends. He was well read, enjoyed history and politics and of course talking about aviation and aircraft. He'd never married and was absolutely content with his life and the many friends and colleagues he shared it with

The George Dobson Memorial Scholarship, which was so generously gifted in large part by donations of George's friends, was awarded on 15 November, 2012 in the setting of the Cutler's

Hall, London by the Guild for Pilots and Air Navigators (GAPAN). It was a fitting setting in this centuries old ornate building that is the ancestral heart of excellence in the British cutlery trade. Megan Foley, the young lady who was chosen to receive the scholarship to help provide her the means towards her private pilot's licence seemed more than capable of attaining the flying excellence intoned in this scholarship.

We, George's sister, neices, nephews and extended family, wish to thank everyone who had a part in this, and we were most impressed by the GAPAN presentation ceremony, wonderful buffet meal, and inspired conversations with the scholarship winners and GAPAN members.

With heartfelt thanks,
Bob Provoncha
(husband of George's niece , Anne)
Maj, USAFR Retired Navigator

DECEMBER AT BIGGIN HILL - FROM THE OFFICE OF JENNY MUNRO

For a change, I am writing this note from cold but still beautiful Paris, on Hogmanay. I know that this newsletter reaches subscribers from all over the world, so wherever you are, I would like to wish you and your families a happy, healthy 2013.

Possibly the most significant activity at Biggin during the month of December, was the careful transition of Jet Aviation to its new owner. Assuming no eleventh hour hitches, the business will reopen on 2nd January as an engineering subsidiary of Quest, which also owns JETS at Bournemouth. One of the primary objectives has been to safeguard as many jobs as possible, and maintain the approvals already in place. We wish everyone success with their new employer.

Security was also one of December's themes. John Dugdale, Safety and Security Manager, will retire as of today (31st December) and we wish him every happiness in the future.

Meanwhile, some constructive work has been done with our counterparts at the Department for Transport, which has resulted in negating the need for private owners and club members to have full background checks and security training in order to obtain airside passes. This is good progress, and early in the New Year, we will consult, finalise and communicate the requirements.

Times change and security is something that I think everyone respects. The key is in striking the right balance, and this is where the immediate work lies.

Thank you to those who continue to be loyal customers, and as ever, please don't hesitate to share your comments and ideas with me - the website has the facility for this, and I find the feedback to be useful and (usually!) constructive.

I am looking forward to what will soon be my third year with the team at Biggin Hill, and plan to be able to report positive steps forward over the months to come... Watch this space!

Jenny Munro
MD – Biggin Hill Airport Ltd

BIGGIN HILL AIRPORT SOCIAL CLUB

It is that time of year again to renew your Club Membership that expire today (31st December).

Please send your renewal fees (£10 for single, £15 for a couple, and £20 for a family) together with a Stamped Self Addresses envelope for the return of the membership card(s) – Please also

send a new photograph if you wish to have this changed on your new card (with your name on the reverse) otherwise I will continue to use the one I hold on file for you. Renewal fees should be sent to Biggin Hill Airport Social Club Ltd (to whom the cheques should also be payable), at PO Box 33, Biggin Hill, Kent, TN16 3FS.

Whilst I accept of course that the club has no premises, the membership fees do help to offset the costs incurred in running the Database, providing the cards (with their discounts that they qualify you for), and paying for the web-space on my servers for the two sites..

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

That's it for this month – except to again wish you all, and your families, A VERY HAPPY AND PROSPEROUS NEW YEAR from both JB and I..

John Willis
Biggin Hill Airport Users Database

(And Finally: something light to finish with – thanks to those who contributed them..... Please don't blame me for incorrect facts, or in the case of the latter one, if it doesn't work...

QUOTE.....

A bit of Christmas humbug – don't show it to the kids!!!!

Does Santa Exist??

Part I

There are approximately two billion children (persons under 18) in the world. However, since Santa does not visit children of Muslim, Hindu, Jewish or Buddhist religions, this reduces the workload for Christmas night to 15% of the total, or 378 million (according to the Population Reference Bureau). At an average (census) rate of 3.5 children per household, that comes to 108 million homes, presuming that there is at least one good child in each.

Part II

Santa has about 31 hours of Christmas to work with, thanks to the different time zones and the rotation of the earth, assuming he travels east to west (which seems logical). This works out to 967.7 visits per second. This is to say that for each Christian household with a good child, Santa has around 1/1000th of a second to park the sleigh, hop out, jump down the chimney, fill the stockings, distribute the presents under the tree, eat whatever snacks have been left for him, get back up the chimney, jump into the sleigh and get on to the next house. Assuming that each of 108 million stops is evenly distributed around the earth (which of course, we know to be false, but will accept for the purposes of our calculations), we are now talking about .78 miles per household; a total trip of 75.5 million miles, not counting bathroom stops or breaks. This means that Santa's sleigh is moving at 650 miles per second— 3000 times the speed of sound. For purposes of comparison, the fastest man made vehicle, the Ulysses Space Probe, moves at a poky 27.4 miles per second, and a conventional reindeer can run (at best) 15 miles per hour.

Part III

The payload of the sleigh adds another interesting element. Assuming that each child gets nothing more than a medium sized Lego set (two pounds), the sleigh is carrying over 500 thousand tons, not counting Santa himself. On land, a conventional reindeer can pull no more than 300 pounds. Even granting that the 'flying' reindeer could pull ten times the normal amount, the job can't be done with eight or even nine reindeer. Santa would need 360,000 of them. This increases the payload, not counting the weight of the sleigh, another 54,000 tons, or roughly seven times the weight of the Queen Elizabeth (the ship, not the monarch).

Part IV

600, 000 tons travelling at 650 miles per second creates an enormous air resistance— this would heat up the reindeer in the same fashion as the space craft re-entering the earth's atmosphere. The lead pair of reindeer would absorb 14.3 quintillion joules of energy per second each. In short, they would burst into flames almost instantaneously, exposing the reindeer behind them and creating deafening sonic booms in their wake. The entire reindeer team would be vaporized within 4.26 thousandths of a second, or right about the time Santa reached the fifth house on the trip. Not that it matters, however, since Santa, as a result of accelerating from a dead stop to 650 M.P.S. in .001 seconds, would be subjected to acceleration forces of 17,500 g's. A 250 pound Santa (which seems ludicrously slim) would be pinned to the back of the sleigh by 4,315,015 pounds of force, instantly crushing his bones and organs and reducing him to a quivering blob of pink goo.

Part V

Therefore, if Santa did exist, he's dead now.

.....UNQUOTE

QUOTE.....

Not Sure if this is correct, or if it works, but just in case it is correct – then it's worth knowing...

How to Avoid points on licence! Only accountants could come up with this one - Pay your fine, but, NO POINTS DEDUCTED, !!

Read on :-

This is how the points get added to your licence:

If you get a fixed penalty notice through the post which also carries penalty points the computer system first sends you a demand for the cash. When you have paid, it then sends a demand to return your licence for endorsement.

It cannot handle the licence endorsement and the payment at the same time, and it cannot process the points part of the system until the financial section is complete.

So, if you overpay the fixed penalty, it must issue and send a refund cheque for the overpayment.

Therefore, overpay the fixed penalty by sending a cheque for the full amount plus £1. The computer will then automatically generate a refund cheque for the over-payment and send it to you.

**** Do not cash this refund cheque - DUMP IT.

The system then remains 'open' and cannot generate the 'send your licence for endorsement' demand part of the program. It does, however, record your payment of the fixed penalty, so it does not trigger the 'follow-up unpaid fine' stage.

As there is no human intervention, the system will leave you alone, since it has got your money, which is the primary objective!

.....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"...))