

Hi everyone

Welcome to the June Newsletter for the Biggin Hill Users Database. Welcome also to any new Database members who may be receiving this regular Newsletter for the first time.

You are reminded that, even if you ever fail to receive your Newsletter by email, you can always view it online, as well as back copies of this Newsletter and also all the original Biggin Hill "Bugles" written by our own John Bryan (JB), by visiting the club website at www.bigginhillclub.co.uk

MAY WEATHER

At last, May has been a fairly consistently good month for flying – a few days here and there with less than perfect conditions, but in the main a good month for GA flying, and the clubs, schools, and private owners seem to have taken full advantage of it.

Has summer finally arrived? I'm sure we all hope so.

PETER CALVERT

Sadly another old Biggin Hill'ite, Peter Calvert, passed away in April after struggling with lung fibrosis for some time. His condition became so bad that, from January, he was forced to remain on oxygen permanently. That was very frustrating for him, always being attached to a machine and ruined his quality of life.

His many friends and colleagues at the airport will undoubtedly remember that Peter, along with John O'Hara and Don Foreman built the first Varieze, G-LASS, which was based at Biggin Hill back in the days when landing fees for these smaller types were considerably cheaper. His claim to fame was taking it on the 1980 Malta Air Rally with only a bubble compass to navigate by, and hitting the timed arrival slot only 21 seconds adrift. On the return journey back to Biggin he set an International speed record as recorded by the FAI for an aircraft in that class.

Peter is succeeded by his son Simon, daughter Andrea, and two cats, Rum and Coke (guess what he liked to drink)! His funeral was held at Randalls Park Crematorium Leatherhead 24th May.

He will be missed by his many old Biggin Hill friends and colleagues. R.I.P. Peter.

JOHN DESBOROUGH

I have to report, with great sadness, that old Biggin Hill'ite, John Desborough, passed away in the early hours of the 13th May after a long period of ill health.

John flew at Derek McQuoid's South London Aero Club at Biggin Hill in the 1970's, and went on to fly with a number of airlines, ending his career as Chief Test Pilot for "Shorts" in Belfast. Sadly he was diagnosed with MS just a few months before retirement, and this unfortunately ended his flying career. He then spent many years in retirement enduring this devastating condition.

I'm sure many old Biggin Hill'ites will remember John with great fondness. R.I.P. John

AMANDA HARRISON - SOLO2DARWIN

As we read this, intrepid Aviatrix (I think that's the word!), Amanda Harrison, is well on her way to Darwin, Australia, from the UK in a De Havilland DH82A Tiger Moth. Following in the footsteps of Any Johnson, Amanda was, until recently, a First Officer on corporate jets with Biggin Hill based, Arena Aviation, who she joined in 2016.

After gaining her pilots licences, Amanda worked in various jobs in aviation including flying as an instructor on various single engined aircraft, from Tiger Moths to Cirrus SR20's and 22's. She then progressed to the difficult and demanding task of flying multi-engined piston aircraft on single crew IFR and VFR charters throughout the UK and European destinations.

She left her job at Arena Aviation recently to commence this amazing project – to fly totally solo and unsupported in a Tiger Moth to Australia – unlike other supposed “solo” flights that had support aircraft and in some cases other assistance in the cockpit..

Her amazing adventure started from Biggin Hill on 11th May 2019 - To view her route and follow her flight go to:

<https://www.amandajharrison.com/home>

or follow her on Facebook:

<https://www.facebook.com/amandajharrisonpilot/>

I'm sure you would all want to join me in wishing Amanda a safe journey – Good Luck..

2019 FESTIVAL OF FLIGHT

You are reminded that the 2019 Festival of Flight dates are 17th and 18th August.

For a full and constantly updated programme of items expected – go to:

<https://yourairport.co.uk/airshow2019/>

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)

ALOUETTE FLYING CLUB

May - a great month for flying at Alouette – with one student successfully completing his PPL, and another completing his first solo at Headcorn. Congratulations to both of them.

Did you know that here at Alouette we are a "not for profit" organisation! We do not have any staff and we are run by enthusiastic volunteers.

Since our origins in the 1950s our aim has always been to try and make flying accessible to all. That means keeping prices down. So let's have a look at how we achieve this.

For PPL licence holders our Piper PA28 costs you just £175 per tacho (equivalent to under £150 per clock hour).

Better still, as a PPL member flying the PA28, if you pre-pay and fly 10 tacho hours in 7 consecutive days the cost tumbles down to just £160 per tacho hour. That's less than £140 per clock hour!!!! Or you could also pre-pay and fly 5hrs in 3 consecutive days for the same costs as above.

Of course we haven't forgotten potential new students. You can buy a five hour Training package to get you started, with no restriction on when you fly for just £1040 !! All up, nothing else to pay, as long as airport and fuel charges remain the same.

Usually this is in our Cessna 172, but if the PA28 is available you do have the choice.

All PPL members get free social membership for their partner. Speak to us about club membership fees.

We have organised fly-aways, BBQs and social nights with guest speakers and quizzes. Our licenced bar is open to all every first Wednesday of the month 7.30pm and other days as needed.

So come and join us at Alouette, learn to fly, rent aircraft, join in our social nights and events.

Remember, we have no staff. So if the club is locked shut we are probably flying.

To join or ask any questions the easiest thing to do is email bookings@alouette.org.uk

Also, come along to our next BBQ on Saturday 15th June 12 noon for 1pm start. Bring the kids and bikes.

Regards
Bruno Bruniges
Chairman

FALCON FLIGHT ACADEMY (inc EFG) & FALCON FLIGHT SERVICES

Greetings from all at Falcon

A mixed month of flying but some cracking days gave us plenty to cheer about! The first of our students to start their Qualifying Cross Country from Redhill successfully completed their trip in fantastic form.

The extension to the IMC (IR(R) has been given a healthy 2 year reprieve but don't wait, come and hone those skills with our resident IMC Instructors and Examiners at EFG.

The hangar works steadily ensuring your aircraft are maintained to the highest of standards.

RAS is working on yet another Falcon project and the community spirit lives strong. With years of expertise at RAS, Falcon is proud to have a great relationship with all the guys and gals over the way.

Let's all hope next month brings sustained sun so we can all enjoy our passion.

Till the next time - Stay safe, be blessed, and don't forget to PPR!

Best Regards
Singh, Shonu, Anoop
and all at Falcon & EFG

MONTHLY NEWS FROM THE CEO'S OFFICE

As I very quickly approach 100 days in post, the challenges the Airport faces in meeting the needs of all aviation users is beginning to become clearer with each passing day.

Notwithstanding a relatively flat business aviation market and the continuing uncertainty around Brexit, the Airport continues to grow and, not unsurprisingly, review its strategy. One element of that strategy remains the operation of light/general aviation; however, clarity regarding what that future might look like doesn't exist as yet. What has become apparent to me is that the current Tennant & Users meeting is not the forum for that discussion and, as a result, I am seeking engagement with the community as to the best way we can develop a sensible, deliverable light/general aviation strategy. More on this in the coming weeks.

Turning to development news, I am pleased to report that the works on Charlie taxiway should be complete over the next coming days with only some line marking to be completed. I am pleased to report that the resurfacing of Hotel taxiway will commence on the 10 June and the works will last for 22 weeks. Work continues to deliver the GPS approach for Rwy 03 and the Airport is meeting with NATS in the next few days regarding coordination procedures, which will form part of the safety case for submission to the CAA.

The Airport continues to support the planning processes for the development of both the Hotel and Aerospace college. Progress remains on track and hopefully work on site will commence around before the end of this year.

Finally, many of you will have seen increased helicopter activity on the Airport over the past week or so. I would like to thank the community for their continued patience, discretion and support whilst these activities continue.

I remain keen to meet with as many of you as possible; however, if our paths have not crossed yet then please get in touch.

Cheers
David Winstanley

ROLL OF HONOUR

Thank you to members that continue to provide us with additional names of old Biggin Hill'ites who we had missed. The Roll of Honour can be seen on the website at www.bigginhillreunited.co.uk

(Anyone who flew from, or worked, or even socialised regularly at the airport since it became a civilian base in 1959/60 and who has passed away, should ideally be included on there. If you know of someone whose name belongs on the Roll, please email me with their names, and details at john@bigginhillreunited.co.uk)

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.

That's it for this month.....

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.....

Sometimes it DOES take a Rocket Scientist!! (apparently a true story)..

Scientists at Rolls Royce built a gun specifically to launch dead chickens at the windshields of airliners and military jets all travelling at maximum velocity.

The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

American engineers heard about the gun and were eager to test it on the Windshields of their new high speed trains.

Arrangements were made, and a gun was sent to the American engineers.

When the gun was fired, the engineers stood shocked as the chicken hurled out of the barrel, crashed into the shatterproof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two and embedded itself in the back wall of the cabin like an arrow shot from a bow..

The horrified Yanks sent Rolls Royce the disastrous results of the experiment, along with the designs of the windshield and begged the British scientists for suggestions.

You're going to love this.....

Rolls Royce responded with a one-line memo:

"Defrost the chicken."
.....UNQUOTE

QUOTE.....

At the checkout, the little terror is throwing items out of the cart and Grandpa says again in a controlled voice, "William, William, relax buddy, don't get upset. We'll be home in five minutes, stay cool, William."

Very impressed, the woman goes outside where the grandfather is loading his groceries and the boy into the car.

She says to the elderly man, "It's none of my business, but you were amazing in there. I don't know how you did it.

That whole time you kept your composure, and no matter how loud and disruptive he got, you just calmly kept saying things would be okay. William is very lucky to have you as his grandpa."

"Thanks," said the grandpa, "but I'm William. The little shit's name is Kevin!"
.....UNQUOTE

QUOTE.....

How did our grandparents kill time when there were no televisions, smartphones, and Internet?

I already asked my mum, her four sisters and five brothers.
.....UNQUOTE

QUOTE.....

At the National Art Gallery in Dublin, a husband and wife were staring at a portrait that had them completely confused. The painting depicted three black men totally naked, sitting on a bench.

Two of the figures had black penises, but the one in the middle had a pink penis. The curator of the gallery realized that they were having trouble interpreting the painting and offered his personal assessment.

He went on for over half an hour explaining how it depicted the sexual emasculation of African Americans in a predominately white patriarchal society . "In fact", he pointed out, "some serious critics believe that the pink penis also reflects the cultural and sociological oppression experienced by gay men in contemporary society".

After the curator left, an Irishman approached the couple and said, "Would you like to know what the painting is really about?"

"Now why would you claim to be more of an expert than the curator of the gallery", asked the couple?

"Because I am the artist, who painted the picture", he replied, "In fact, there are no African Americans depicted at all.

They're just three Irish coal miners. The guy in the middle went home for lunch"
.....UNQUOTE

QUOTE.....

A woman from Vancouver - who was a tree hugging political activist, an anti-hunter and anti-pipeline environmentalist, purchased a piece of forest land near Comox, British Columbia. (BC)

There was a large tree on one of the highest points in the tract.

She wanted a good view of the natural splendour of her land, so she started to climb the big tree. As she neared the top a large bird attacked her. In her haste to escape, the woman slid down the tree to the ground and got splinters in her crotch.

In considerable pain, she hurried to a local hospital to see a doctor.

She told him she was an environmentalist, a political activist and an anti-industry person and how she came to get all the splinters.

The doctor listened to her story with great patience and then asked her to wait in the examining room and he would see if he could help her.

She waited three hours before the doctor reappeared.

The angry woman demanded, "What took you so long?"

He smiled and told her, "Well, I had to get permits from Environment Canada, the Parks Service and the BC Department of Land Management before I could remove old-growth timber from a

'recreational area' so close to a Waste Treatment Facility.

And I'm sorry, but due to the Provincial Medical cutbacks, they turned you down.

You may wish to try Dr. "Stihl".

.....UNQUOTE

QUOTE.....

Life in the Australian Army...

Text of a letter from a kid from Eromanga to Mum and Dad. (For Those of you not in the know, Eromanga is a small town, west of Quilpie in the far south west of Queensland)

Dear Mum & Dad,

I am well. Hope youse are too.

Tell me big brothers Doug and Phil that the Army is better than workin' on the farm - tell them to get in bloody quick smart before the jobs are all gone!

I wuz a bit slow in settling down at first, because ya don't hafta get outta bed until 6 am. But I like sleeping in now, cuz all ya gotta do before brekky is make ya bed and shine ya boots and clean ya uniform. No bloody cows to milk, no calves to feed, no feed to stack - nothin'!!

Ya haz gotta shower though, but its not so bad, coz there's lotsa hot water and even a light to see what ya doing!

At brekky ya get cereal, fruit and eggs but there's no kangaroo steaks or possum stew like wot Mum makes. You don't get fed again until noon and by that time all the city boys are buggered because we've been on a 'route march' - geez its only just like walking to the windmill in the back paddock!!

This one will kill me brothers Doug and Phil with laughter. I keep getting medals for shootin' - dunno why. The bullseye is as big as a bloody possum's bum and it don't move and it's not firing back at ya like the Johnsons did when our big scrubber bull got into their prize cows before the Ekka last year! All ya gotta do is make yourself comfortable and hit the target - it's a piece of piss!! You don't even load your own cartridges, they comes in little boxes, and ya don't have to steady yourself against the rollbar of the roo shooting truck when you reload!

Sometimes ya gotta wrestle with the city boys and I gotta be real careful coz they break easy - it's not like fighting with Doug and Phil and Jack and Boori and Steve and Muzza all at once like we do at home after the muster.

Turns out I'm not a bad boxer either and it looks like I'm the best the platoon's got, and I've only been beaten by this one bloke from the Engineers - he's 6 foot 5 and 15 stone and three pick handles across the shoulders and as ya know I'm only 5 foot 7 and eight stone wringin' wet, but I fought him till the other blokes carried me off to the boozer.

I can't complain about the Army - tell the boys to get in quick before word gets around how bloody good it is eh!.

Your loving daughter,

Sheila XXX

.....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 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"...)