

Hi everyone

Welcome to the November 2008 Database Newsletter.....

The November edition of the new Biggin Hill Airport "BUGLE" by John Bryan is available for viewing/downloading on the Social Club's website at <http://www.bigginhillclub.co.uk>

Please remember to send JB any stories of interest, and photos, for inclusion in future issues. It's your newsletter so please help JB to keep it coming....
(his direct email address is johnbryan@jbplstd.demon.co.uk, or you can send items directly to me to pass on)

Email address updates and additions

Please keep those email address updates and suggested new database members details coming.

More old friends gone...

During this month, as previously notified by a special Mid-Month Newsletter, we lost George Hammond - his funeral was attended by several friends and colleagues on 21st October....

During this month we also lost Dave Green, a former radio engineer from Air Couriers (the hangar now occupied by RAS Aircraft Completions on the far side) back in the early days of Biggin Hill. He subsequently worked for various companies, including Synergy Aviation based at Fair Oaks, who carried out a flypast at his funeral with 2 Navajo aircraft on which Dave worked. Now retired, he had lived for many years on the Isle of Wight, but had stayed in touch with us over the years, indeed attending the 1998 reunion, when he came back into contact with old colleagues from those days. Dave, who died suddenly while out walking, leaves a wife, Jill, and two sons.

Runway 11/29

As mentioned in the Bugle, in spite of rumours to the contrary, the Airport Authority has confirmed that there is no intention to close runway 29 due to the construction of a new hangar in the area close to the threshold. Robert Walters said of these rumours "the closure of runway 11/29 is not planned in the medium to long term, and especially not as a result of the new hangar build, which is far enough away from the approach path as to not pose a threat to its continued operation. No one can ever say never, of course, but closure is not featured in the airports plans".

Fixed Point Refuelling

The fixed Point refuelling area for aircraft to the area east of the main runway (Located on the northeast side of 11/29) is almost completed, and, once some minor technical issues have been resolved, this facility will come into service. The opening of this service is "delayed, but imminent"

South East Camp development

A third planning application has been submitted for the Hotel, to be located adjacent to the South Camp main entrance. These plans are substantially different to those previously submitted and rejected, and take into account changes required by the Council. It is therefore hoped that this facility will be approved this time, and that the area at the entrance can be further improved visually and that facility for both the airport and the local community commenced soon.

EFG is now established in their new home close to the taxiway and the 11 threshold, and Cabair is expected to move soon into their part of that building, clearing the way for their current building (the former A J Whitmore's) to be demolished.

The new development on the South Camp area for Middle East based, Rizonjet (whose CEO is former Biggin Hill'ite, Will Curtis), is hoped to complete by August 2009, and the build of the Air Partner hangar development alongside the 29 threshold is expected to commence in January 2009. Ground preparation has been carried out for both sites.

That's about it for this month

John Willis
Biggin Hill Airport Users Database

(And Finally: Isn't it nice to know our money is being well spent.....

Out of every pound paid out in income support, 11 pence finds its way into the pockets of the civil servants employed to administer it. For housing benefit the figure is 15 pence. But they are both a picture of efficiency compared with the Government's Financial Assistance Scheme, set up in 2004 to compensate pensioners who have been left penniless when their company pension schemes collapsed. In its first two years of operation, the scheme paid out a grand total of £100,000, shared between 32 pensioners. Yet in those two years the scheme cost £5.2 million to administer. Needless to say the scheme was run by civil servants who had no fear of ending up victims of a collapsed pension scheme themselves: they are all signed up on final salary pension schemes, generously underwritten by the taxpayer.

(Acknowledgements to Ross Clark's 'How to Label a Goat')

If anyone else has good examples of Governmental stupidity and removal of the population's right to live a normal life, please email them to me as a possible inclusion in a monthly "and Finally" ...)