

Hi everyone

Welcome to the November 2011 Biggin Hill Users Database Newsletter.

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

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 ADDRESS UPDATES AND ADDITIONS

Thanks to those who have sent amended email addresses, and suggested new members, and of course, welcome also to those that have recently added their names to the database.... For current member names see <http://www.bigginhillreunited.co.uk> and go to the link to the database membership..

HARVEY ROWLERSON

Old Biggin Hill'ite Harvey, who learnt to fly at Biggin in the 60's with the late Peter Elliott at the original Experimental Flying Group, sadly passed away on Saturday (29th October).

Known to many of us real oldies, Harvey was a former British Airways Captain, having retired some years ago. He was a protégé of Peter (at the time a BOAC pilot), who was able to assist him back in those old days through the UK professional licences and was also able to help him to join the, then, BOAC, subsequently British Airways of course, a quite difficult task in those days.

In recent years, Harvey had suffered from some ill health, which he seemed to us to have overcome. He lived in the Exeter area with his wife Rosalind, and also leaves a daughter Mellisa. Our thoughts are with the family at this difficult time.

ADAM MYERS

Just a note here to let our friend Adam, a long term friend and Biggin Hill'ite from the 70's, know that he is in all our thoughts. Adam has recently been taken very ill, and his wife, Christine, is having to cope with all the emotions that must inevitably be present at such a difficult time.

I understand that, whilst Adam is not really up to receiving visitors at this time, he would welcome contact from any old Biggin Hill friends and colleagues. He can be emailed directly at adam.myers@virgin.net or contacted by post at 33 Gilbert Road, Bromley BRA 3QP

I know that it will be good for Adam to know he has friends out there thinking about him.

AIRCRAFT SHARE AVAILABLE

One of our database members is the owner of the Biggin Hill based, US registered, Liberty XL2 (N518XL). He tells me that, as the result of a member of the small group formed around this aircraft leaving, he has a share available. For anyone wishing to fly a modern, and very well

equipped, two seat touring aircraft, this could offer a very cost effective option. Bill sent the following details:

“The Liberty is only five years old, and is an FAA instrument certified two-seater aircraft with FADEC engine control and an excellent and up to date nav/com display, including a Garmin 530, S mode transponder, 2nd nav/com, and DME. Our group is small, only five members in total, and the costs of flying are very economical indeed: £1000 to join, £130 per month standing order, and £65 per hour flying costs (including fuel). Anyone interested should contact me at: williameroberts2@aol.co.uk. Further information about the Liberty XL2 can be found at the company webpage: www.libertyaircraft.com “

AIRCRAFT FOR SALE

One of our database members, Tony Barnes, is selling his long term owned aircraft, 1978 Piper Lance II, PA32RT-300 G-BFYC.

Full details, including photos, can be seen at www.bigginhillclub.co.uk/gbfyc.pdf

This beautifully maintained and very low time IFR equipped aircraft has been owned by Biggin Hill'ite Tony since 1990, and has been maintained on a “no expense spared” basis throughout and has always been hangared. Tony now spends much of his time with his new interest, boating, and has little time available left to fly his aircraft. He feels that it should be flown much more than he is able to do nowadays, and is therefore reluctantly offering it for sale.

Anyone interested should make direct contact with Tony on email a.a.barnes@btinternet.com

GASCo/CAA SAFETY EVENING

Biggin Hill Airport are hosting a GASCo/CAA Safety Evening on Monday 14th November 2011. If you would like to attend this event please email pa@bigginhillairport.com

The event will be held in the Passenger Terminal Building at Gate 4 starting at 19:30 (local time).

Tea and coffee will be served from 19:00 (local time) and is expected to last for approximately two and a half hours. There will also be a raffle and free hand outs courtesy of the organisers.

The subjects that will be discussed are as follows:

- a.. Looking after the planning
- b.. Looking after the flight
- c.. Looking after yourself
- d.. Olympic airspace restrictions and general questions.

CABAIR UPDATE

It is now clear that the whole Cabair organisation, which included both the schools at places like Biggin Hill, and their commercial training organisations in the UK and USA, have all closed down and it now seems likely to be a permanent closure.

I understand that some new owner/operators were found to take over the “club” at Cabair’s old Elstree premises. It seems that there was an attempt for someone to take over the Cabair operation, but those attempts failed when it became clear that they wanted to do so without taking on the commitments to the airport and to private owners that were incurred under the Cabair name.

Once the business was actually closed the Airport (quite appropriately in my opinion) refused to allow a new organisation to start at the airport undertaking flying training, as this was totally against the declared policy of the airport. The long established policy of the Airport Management has been that they did not wish to restrict training organisations and clubs at the airport, but would not allow new organisations to start, even if an existing business were to close down. The idea behind this policy was to reduce the numbers of organisations carrying out training by a form of natural progression, and simultaneously allow continuing organisations to prosper with less unrealistic levels of competition. A not unrealistic attitude to take to protect their tenants.

A number of aircraft owners and a maintenance organisation, as well as the airport themselves, have been left with substantial debts incurred by the Cabair organisation at Biggin Hill. It seems to me that, at Board level, Cabair has a lot to answer for, as it must have been (or at least should have been) obvious to them that they were, for some months, incurring debts against the leased aircraft that they would never be able to pay. I believe this action could possibly be related to trading insolvently??? Perhaps someone should seek recompense against the individual Directors who had a legal responsibility to prevent such a set of events from occurring.....

In the meantime, we should all support, wherever we can, those owners who have been affected by Cabair’s demise, and of course Singh, who has additionally substantial unpaid maintenance bills relating to Cabair aircraft. All in all, a very sad state of affairs. Colin Heathcote, who originally started Cabair at Fairoaks with a single Apache in the late 1960’s must be appalled at what the new owners did with the brand that he developed over all those years.

OCTOBER AT BIGGIN HILL - FROM THE OFFICE OF JENNY MUNRO

The recipients of the newsletter may have seen some press coverage this week about Biggin Hill Airport’s plans for the future. This news was generated by a Press Release that I issued a week ago, confirming that we have submitted a response to the Department for Transport’s consultation on a Sustainable Future for UK Aviation.

This response confirms the message that I have consistently delivered at Residents’ Associations and talks with other interested parties - that our strategy is to concentrate on our niche market of general aviation rather than commercial aviation. The UK urgently needs a strategic direction on aviation in general - a message which has seen plenty of media coverage recently and is being called for from right across the board. At Biggin, we are very clear about our place in that. Again, a consistent message – that we concentrate on business aviation in terms of the UK aviation agenda, which in turn helps us to support and sustain light aviation. Both are extremely important to us and we feel that our current mix is, in the main, optimal for all the users of the Airport.

In terms of events coming up in November which may interest the readers, there is a CAA Safety Evening / Roadshow due to take place on 14th November, which the SATCO is co-ordinating. I hope this will be useful to many of the members. *[see separate article above – Ed.]*

Jenny Munro
MD – Biggin Hill Airport Ltd

BIGGIN HILL AIRPORT SOCIAL CLUB

Thank you for your continued support of the club, the fees for which help to fund the costs of both the Club website and the Reunion site. Full details for new, and existing members, can be found on the club website at www.bigginhillclub.co.uk where you can find details of existing membership concessions available via your membership cards.

That's it again for this month...

John Willis - Biggin Hill Airport Users Database

(And Finally: This month – a history lesson, a TV programme report, and a clever personal advert to lighten the mood... Thanks to the members who sent them in to me

QUOTE.....

FIRST - Whoever said history was boring

There is an old Hotel/Pub in Marble Arch, London which used to have gallows adjacent. Prisoners were taken to the gallows (after a fair trial of course) to be hung. The horse drawn dray, carting the prisoner was accompanied by an armed guard, who would stop the dray outside the pub and ask the prisoner if he would like "ONE LAST DRINK". If he said YES it was referred to as "ONE FOR THE ROAD" If he declined, that prisoner was "ON THE WAGON".....

They used to use urine to tan animal skins, so families used to all pee in a pot & then once a day it was taken & sold to the tannery. If you had to do this to survive you were "Piss Poor". But worse than that were the really poor folk who couldn't even afford to buy a pot they "Didn't have a pot to Piss in" & were the lowest of the low....

The next time you are washing your hands and complain because the water temperature isn't just how you like it, think about how things used to be. Here are some facts about the 1500s:

Most people got married in June because they took their yearly bath in May, and they still smelled pretty good by June. However, since they were starting to smell brides carried a bouquet of flowers to hide the body odour. Hence the custom today of carrying a bouquet when getting married.

Baths consisted of a big tub filled with hot water.. The man of the house had the privilege of the nice clean water, then all the other sons and men, then the women and finally the children. Last of all the babies. By then the water was so dirty you could actually lose someone in it. Hence the saying, "Don't throw the baby out with the Bath water!"

Houses had thatched roofs, thick straw piled high, with no wood underneath. It was the only place for animals to get warm, so all the cats and other small animals (mice, bugs) lived in the roof. When it rained it became slippery and sometimes the animals would slip and fall off the roof. Hence the saying "It's raining cats and dogs." Also, there was nothing to stop things from falling into the house. This posed a real problem in the bedroom where bugs and other droppings could mess up your nice clean bed. Hence, a bed with big posts and a sheet hung over the top afforded some protection. That's how canopy beds came into existence.

The floor was normally just dirt. Only the wealthy had something other than dirt. Hence the saying, "Dirt Poor." The wealthy had slate floors that would get slippery in the winter when wet, so they spread thresh (straw) on floor to help keep their footing. As the winter wore on, they added more

thresh until, when you opened the door, it would all start slipping outside. A piece of wood was placed in the entrance-way. Hence: a thresh hold.

In those old days, they cooked in the kitchen with a big kettle that always hung over the fire. Every day they lit the fire and added things to the pot. They ate mostly vegetables and did not get much meat. They would eat the stew for dinner, leaving leftovers in the pot to get cold overnight and then start over the next day. Sometimes stew had food in it that had been there for quite a while. Hence the rhyme: "Peas porridge hot, peas porridge cold, peas porridge in the pot nine days old".

Sometimes they could obtain pork, which made them feel quite special. When visitors came over, they would hang up their bacon to show off. It was a sign of wealth that a man could, "Bring home the Bacon." They would cut off a little to share with guests and would all sit around talking and "Chew the fat"..

Those with money had plates made of pewter. Food with high acid content caused some of the lead to leach onto the food, causing lead poisoning & death. This happened most often with tomatoes, so for the next 400 years or so, tomatoes were considered poisonous.

Bread was divided according to status. Workers got the burnt bottom of the loaf, the family got the middle, and guests got the top, or "The Upper Crust".

Lead cups were used to drink ale or whisky. The combination would sometimes knock the imbibers out for a couple of days. Someone walking along the road would take them for dead and prepare them for burial. They were laid out on the kitchen table for a couple of days and the family would gather around and eat and drink and wait and see if they would wake up. Hence the custom of "Holding a Wake".

England is old and small and the local folks started running out of places to bury people. So they would dig up coffins and would take the bones to a bone-house, and reuse the grave. When reopening these coffins, 1 out of 25 coffins were found to have scratch marks on the inside and they realized they had been burying people alive. So they would tie a string on the wrist of the corpse, lead it through the coffin and up through the ground and tie it to a bell. Someone would have to sit out in the graveyard all night (the graveyard shift.) to listen for the bell; thus, someone could be, "Saved by the Bell " or was considered a "Dead Ringer".....

Now, who still thinks history is boring !!!

NEXT A REAL LIFE STORY TAKEN FROM A USA TV PROGRAMME.....!

New York resident Kathy Evans brought humiliation to her friends and family when she set a new standard for stupidity with her appearance on the US version of the popular TV show, 'Who Wants To Be A Millionaire.'

Evans, a 32-year-old wife and mother of two, got stuck on the first question and proceeded to make what fans of the show are dubbing 'the absolute worst use of lifelines ever.' After being introduced to the show's host Meredith Vieira, Evans was posed with a typically easy initial \$100 question.

The question was: 'Which of the following is the largest?'

- A) Peanut
- B) An Elephant
- C) The Moon
- D) A Car

Immediately Mrs. Evans was struck with an all consuming panic as she did not readily know the answer. 'Hmm, oh boy, that's a toughie,' said Evans, as Vieira did her level best to hide her disbelief. 'I mean, I'm sure I've heard of some of these things before, but I have no idea how large they would be.'

Evans made the decision to use the first of her three lifelines, the 50/50.. Answers A and D were removed, leaving her to decide which was bigger, an elephant or the moon. However, faced with an incredibly easy question, Evans still remained unsure.

'Oh! It removed the two I was leaning towards!' exclaimed Evans. Darn.. I think I better phone a friend.' Mrs. Evans asked to be connected with her friend Betsy, who is an office assistant.

'Hi Betsy! How are you? This is Kathy! I'm on TV!' said Evans, wasting the first seven seconds of her call. 'Ok, I got an important question. Which of the following is the largest? B, an elephant, or C, the moon. 15 seconds hun.' Betsy quickly replied that the answer was C, the moon. Evans proceeded to argue with her friend for the remaining ten seconds. 'Betsy, are you sure?' said Evans. 'How sure are you? Duh, that can't be it.'

To everyone's astonishment, the moronic Evans declined to take her friend's advice. 'I just don't know if I can trust Betsy. She's not all that bright. So I think I'd like to ask the audience,' said Evans.

Asked to vote on the correct answer, the audience returned 98% in favor of answer C, 'The Moon.' Having used up all her lifelines, Evans then made the dumbest choice of her life. 'Wow, seems like everybody is against what I'm thinking,' said the too-stupid-to-live Evans. 'But you know, ometimes you just got to go with your gut. So, let's see... I'm going to have to go with B, an elephant. Final answer.'

Evans sat before the dumbfounded audience, the only one waiting with bated breath - and was told that she was wrong, and that the answer was in fact, C, 'The Moon.'

Caution... people like this really do exist among us (well in America anyway)!

AND LAST - An advert found in the Canberra (Australia) Times, Personal Section: This bloke should have gotten a few replies simply for taking the time to think of this!

WANTED: A tall well-built woman with good reputation, who can cook frogs legs, and who appreciates a good fuchsia garden, classical music and talking without getting too serious.

Interested?

Then please only read lines 1, 3 and 5;

Still interested?

Call me at..... 8250-0327

.....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"...)