

Hi everyone

Welcome to the October Biggin Hill Users Database Newsletter. The October edition of the Biggin Hill Airport "BUGLE" by John Bryan is also available for viewing/downloading on the Social Club's website at <http://www.bigginhillclub.co.uk>

Please keep those stories coming in for inclusion in future issues. Every month JB finds things to write, quite how, I don't know! (his direct email address is [johnbryan@jbplstdemon.co.uk](mailto:johnbryan@jbplstdemon.co.uk), 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..

#### CHARTWELL 70<sup>TH</sup> ANNIVERSARY BATTLE OF BRITAIN CONCERT

On the 4th September a new aviation event was held at National Trust Chartwell.

Organised by Synergy Events UK, the Battle of Britain concert recounted the story of those dark days during the summer of 1940. The concert was attended by over 2,600 people who set up their picnic tables on the lawns overlooking the lake and listened to the Central band of the Royal Air Force who were impressively accompanied by a Spitfire and Hurricane arriving exactly on cue from the BBMF, and later by another Spitfire and a ME109 from Duxford that staged a dog-fight overhead, while amazing pyrotechnics stunned those present.

This was more than just another picnic concert. The audience was taken musically through the story of the Battle of Britain and the lead up to it, with an emotionally charged narration and original soundbytes from the period, accompanied by images and videos on the two big screens set either side of the impressive stage. These sights and sounds were a clear reminder to the appreciative audience of the sacrifice that was made 70 years ago.

The evening was brought to a close with an impressive firework display, before Randolph Churchill took to the stage to praise the performers and the Synergy Events team and declared that the event must be repeated next year.

Colin Hitchins, Managing Director and organiser of the event, said "It was a wonderful evening, we had a vision of what we wanted to see and hear, judging by the reactions we have received it seems we achieved our aims to educate and entertain"

#### MINI REUNION IN OCTOBER

On Saturday October 30<sup>th</sup> at the Old Jail Public House in Jail Lane, Biggin Hill, (where Ann has kindly agreed to us having the use of the back room) we will be having a mini reunion for us oldies who will probably remember Bob Needham, formerly of County Flying Club, who is visiting the UK from Australia. We will have the room available from 1pm, and are hoping to see many of the old Biggin Hill'ites from that era. JB and I will be there early, to make sure anyone getting there early will be met by someone that they probably knew..

If you are able to attend, just so we have an idea of numbers, please email me – John Willis at [john@bigginhillreunited.co.uk](mailto:john@bigginhillreunited.co.uk)

## UNUSUAL OPPORTUNITY

Share in Twin Comanche C/R G-LARE for sale

1/4 share for sale in the group owning G-LARE, the iconic PA 39 hangared at Biggin Hill, subject to acceptance by continuing members. Aircraft is fully IFR equipped, including Garmin GNS430, Mode S, HSI / RMI, electronic engine management and fuel flows, etc. Basic costs are £400 per month and £100 per hour, including contribution to a very substantial engine and propeller fund. Further details on request. Also anyone interested in purchasing the whole aircraft is also invited to let me know. contact Harvey Crush at [HandM.Crush@arrakis.es](mailto:HandM.Crush@arrakis.es)

## BIGGIN HILL RESIDENTS ASSOCIATION MEETING

A Biggin Hill Residents Association meeting was held in St Marks Hall on the 22nd September, primarily to enlighten the residents of future plans for the airport. Newspaper articles promoting the meeting had suggested that this was to enable residents to obtain the facts about the annual Air Fair contract situation from the Airport Director, Peter Lonergan, who was to be the guest of the Residents Association.

I, as both a Biggin Hill resident, and a long term supporter of the airport, and the way that Andrew Walters and his team have developed it, saving it (in my opinion) from almost certain closure and development of a major housing estate or similar, decided to attend to listen with an open mind to the Airport Directors explanations of their recent actions regarding the Air Fair and ADI. After all, I had predominantly only heard one side of the story – not a good thing if one wishes to get a balanced view. I did not intend to speak or raise questions, just to listen and observe.

Mr Lonergan, spoke of the airport movements, giving the meeting an overview of the numbers of movements from the various categories of aviation. He explained about the building of a new airport fire station, and discussed at length the hotel project, which appears to have been delayed due to funding decisions involving third parties, who have been slow to commit to a firm proposal to proceed.

He continued to talk about a scheme for an Aviation Academy being implemented to educate students in aviation with the help of Mr Bernie Ecclestone, who was apparently making available one of the historic buildings in his Formula 1 West Camp.

He referred to the construction of the enlarged main apron alongside the Terminal, providing the airport with much needed further aircraft parking adjacent to the Terminal. He confirmed that the new Rizon Jet facility, visible on the South side from the main road, would be opening shortly, and that the facility would provide much needed local jobs (and would almost certainly provide employment for people graduating from the new Academy, mentioned previously

He made much reference to the 2012 Olympics and the importance of Biggin Hill airport in those plans. Considering the location of the Olympic Stadium some seemed to feel that access would be far easier from the North and East, but it was made clear Biggin Hill would play a major part. He did, however, answer questions about increases in movements during the period, and reassured attendees that there were quite serious limitations on aircraft parking space, and whilst he did anticipate very heavy demand for the airport facilities, once capacity had been reached there would be no more movements (unless they were just arriving, dropping passengers, and departing immediately, of course)

There were some questions from the floor regarding aircraft movement numbers and the apparent increase in size of some of the types using the airport. Mr Lonergan explained that there has been a general move away from the older, smaller, executive jets to the larger types, but also made the point that these newer jets were, in the main, using more modern and therefore much quieter technology. He reconfirmed that, whilst the aircraft size may have increased, the passenger numbers on board had generally remained the same. He pointed out that a particularly large type that had departed

earlier in the day had in fact just one passenger on board. He reconfirmed that there was no likelihood of larger passenger numbers being a factor in the changes.

During all these statements, Mr Lonergan constantly tried to avoid the attempts to steer the meeting onto the subject of the termination of the air show, saying he would come to that in due course.

When he finally agreed to move onto the subject of the future of the air show, Mr Lonergan and his associate, Jock Lowe, made various statements to explain why Biggin Hill Airport Ltd had terminated ADI's licence to operate the Air Fair. He referred to Jock Maitland as being in a nursing home, and therefore not being involved any longer, and his son, Jim, as not wishing to have any part. He did not make reference to another son, Keith. He referred to the fact that the Air Fair was being run by Colin Hitchins, who he described as a "part time fireman" (Colin has served for 29 years with the London Fire Brigade and was actually requested to transfer to Biggin Hill's Fire Station as Senior Officer following the Citation aircraft crash in Farnborough, where he was the officer in charge of the incident)

Mr Lonergan inferred that changes in legislation had forced the airport to take over the show – there has been no such changes, as most are aware. He said that legislation made it essential that the airport authority took it over, appearing to suggest that the legislation regarding such show organization had not been satisfied by ADI in recent years. (A blatant lie, as all those that have been involved would testify – ADI's adherence to legislation and their organisational ability to so do, has always been held in great esteem by those regulating the airshow industry.)

He positively stated that he alone as Airport Director was, is, and would always be, solely responsible for any nasty accident or incident that may occur as a result of the air display, irrespective of the organizing company. As everyone in the business knows – a blatant piece of miss-information. (Where was he in that terrible year when there were two fatal accidents? The responsibility remained with, and was taken by, the air show operating company, and it's legally appointed Display Director). The UK is a civilised country and as far as I am aware, no one has ever been prosecuted for such an incident. If this were the case, then all large entertainment events in the UK would cease, as most are run by specialist organizing companies on behalf of land and property owners.

A further poor excuse to attempt to justify the apparent withdrawal of a licence to run an air show from Air Displays International Ltd was also suggested. He stated that the contract called for Jock Maitland to be involved, and that this was clearly no longer the case. (The Chairman of the meeting, who had been involved at Council level at the time of the contract recalled that Maitland was named in the contract). More mis-information from Messrs Lonergan and Lowe, it seems. The contract did call for "a" Maitland to be involved, though not specifically Jock – and ADI remained 100% owned by the Maitland family at the time of the termination, so absolutely nothing had changed.

He evaded further questions regarding any forthcoming solutions to next year's air show despite the interest shown by many. Suggesting that "it may go ahead in some form, possibly with a shorter show, or occupying only one day instead of two" but that had yet to be decided at Board Level in two weeks time (notably after the normal air show deadline date for obtaining military participation). He stated that they were interviewing many potential candidates for the position of air show organiser, of which Colin Hitchins was just one.

There was an attempt to justify the actions by stating that they had a duty to local residents to minimise the effects of traffic disruption on their lives, almost arguing with residents present who said that the situation had improved dramatically in recent years, and that the traffic arrangements this year were much better than previous years, with very minimal delays. (as a resident, I can vouch for that – I have never been able to exit the show so quickly and easily than I did this year).

The meeting became quite heated and was seemingly coming to no sensible conclusion. At this point I, and several others, therefore decided to waste no further time listening to misinformation and spin, and left the meeting...

As a long term supporter of both Biggin Hill Airport Ltd and Air Displays International, I had been prepared to be open minded and hear the Airport's side of the story, but nothing I heard convinced me that the licence was terminated for anything other than the desire of Biggin Hill Airport to take control of an event that they have never particularly liked, in spite of it's PR value to the airport, and the obvious heritage aspect of the show to the residents, and visitors from all over the world.

It is a great shame that the residents were not told the truth, when the opportunity was there to do so, instead of simply trying to defend the indefensible actions taken by the airport immediately after the most successful Air Fair for many years.

(for online report see also <http://www.bigginhillreunited.co.uk/airshow.html>)

That's about it for this month...

John Willis - Biggin Hill Airport Users Database

(And Finally:

The following text was sent to me by Simon Peers. It may be written by an American, and refer to prices in US Dollars, but the underlying reasoning still stands for the UK, and I personally thought it was very good!.....

QUOTE.....

#### TAX SYSTEM EXPLAINED IN BEER

Suppose that every day, ten men go out for beer and the bill for all ten comes to \$100...  
If they paid their bill the way we pay our taxes, it would go something like this...

The first four men (the poorest) would pay nothing.

The fifth would pay \$1.

The sixth would pay \$3.

The seventh would pay \$7..

The eighth would pay \$12.

The ninth would pay \$18.

The tenth man (the richest) would pay \$59.

So, that's what they decided to do.

The ten men drank in the bar every day and seemed quite happy with the arrangement, until one day, the owner threw them a curve ball. "Since you are all such good customers," he said, "I'm going to reduce the cost of your daily beer by \$20". Drinks for the ten men would now cost just \$80.

The group still wanted to pay their bill the way we pay our taxes. So the first four men were unaffected. They would still drink for free. But what about the other six men? The paying customers? How could they divide the \$20 windfall so that everyone would get his fair share?

They realised that \$20 divided by six is \$3.33. But if they subtracted that from everybody's share, then the fifth man and the sixth man would each end up being paid to drink his beer.

So, the bar owner suggested that it would be fair to reduce each man's bill by a higher percentage the poorer he was, to follow the principle of the tax system they had been using, and he proceeded to work out the amounts he suggested that each should now pay.

And so the fifth man, like the first four, now paid nothing (100% saving).

The sixth now paid \$2 instead of \$3 (33% saving).

The seventh now paid \$5 instead of \$7 (28% saving).

The eighth now paid \$9 instead of \$12 (25% saving).

The ninth now paid \$14 instead of \$18 (22% saving).

The tenth now paid \$49 instead of \$59 (16% saving).

Each of the six was better off than before. And the first four continued to drink for free. But, once outside the bar, the men began to compare their savings.

"I only got a dollar out of the \$20 saving," declared the sixth man. He pointed to the tenth man, "but he got \$10!"

"Yeah, that's right," exclaimed the fifth man. "I only saved a dollar too. It's unfair that he got ten times more benefit than me!"

"That's true!" shouted the seventh man. "Why should he get \$10 back, when I got only \$2? The wealthy get all the breaks!"

"Wait a minute," yelled the first four men in unison, "we didn't get anything at all. This new tax system exploits the poor!" The nine men surrounded the tenth and beat him up.

The next night the tenth man didn't show up for drinks, so the nine sat down and had their beers without him. But when it came time to pay the bill, they discovered something important. They didn't have enough money between all of them for even half of the bill!

And that, boys and girls, journalists and government ministers, is how our tax system works. The people who already pay the highest taxes will naturally get the most benefit from a tax reduction. Tax them too much, attack them for being wealthy, and they just may not show up anymore. In fact, they might start drinking overseas, where the atmosphere is somewhat friendlier.

David R. Kamerschen, Ph.D.  
Professor of Economics

For those who understand, no explanation is needed.  
For those who do not understand, no explanation is possible

.....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"...) )