

Hi everyone

Welcome to the October 2013 Biggin Hill Users Database Newsletter....

JB's October edition of the Biggin Hill Airport "BUGLE" is now available online on the Social Club's website at <http://www.bigginhillclub.co.uk> ***As always it is NOT included here - to view it, once in the Bugle section, via the link on the homepage, 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](mailto:johnbryan13@sky.com), or you can send items directly to me on [john@bigginhillreunited.co.uk](mailto:john@bigginhillreunited.co.uk) 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](http://www.bigginhillreunited.co.uk) using the link to the database members list.

If you ever change your email address, please remember to let me know (and also, please feel free to introduce new Biggin Hill'ites to the database).

## **ROY TAYLOR'S 90<sup>th</sup> BIRTHDAY**

For those really old Biggin Hill'ites, most will remember Roy Taylor. Roy celebrated his 90<sup>th</sup> birthday on 27<sup>th</sup> September

Originally an engineer in the Fleet Air Arm, Roy worked for Field Aircraft as a management engineer until he joined Jock Maitland (who held the lease at Biggin Hill) as the Airport Manager. In the early days, after Croydon Airport closed, everyone moved over to the new civil airport, and Roy's expertise as an engineer made him an invaluable partner to Jock, who also owned, ran, and flew with Maitland Drewery Air Charter.

Roy not only ran the airport on a day to day basis, but also managed Airport Hire, a motor caravan hire company owned by Jock (which became one of the largest in the UK at that time). Roy was also a major organiser, with Jock, of the 1963 Biggin Hill International Air Travel Fair (and the, later to become famous, Biggin Hill Air Fairs). Roy was a great friend to many of us in those days, and was a major force in keeping Biggin Hill Airport open and available to us all.

In 1980 Roy was headhunted back into the Hunting Group, the owners of Fields, into a senior management position on their engineering side at Castle Donnington (now East Midlands Airport). His departure was a great loss to Biggin Hill and he was much missed by us all.

Roy continued with Huntings until he retired in 1971. In retirement, Roy managed to combine his favourite hobbies – photography and travel – and has apparently spent around 6 months a year driving around the whole of Europe and Scandinavia in his motor caravan. He is still very active and has maintained to this day a close friendship with Phil Johnson, who owned Wolfe Garage in Westerham and was also involved with Jock in both the airport and Airport Hire. Happy Birthday Roy...

## **TIM AND RICHARD DOYLE**

Many of the older members will almost certainly remember the late Tim Doyle, who owned West Essex Aero Club at Biggin, and his son Richard who also sadly passed away some years ago now.

I have recently had contact from Richard's sister (Tim's daughter), Kathy, who has been trying to find out more about her brother and Dad's activities at Biggin. She was pleased to see that both are remembered by us all on the Roll of Honour at [www.bigginhillreunited.co.uk/honour.html](http://www.bigginhillreunited.co.uk/honour.html)

She would love to hear from people who knew them, and also to have any copies of photos of them from those distant happy days of the family's involvement at the airport. If you have any memories of either that you would like to share with her, or any photo's that you are happy for her to have of them, please send them in the first instance to me at [john@bigginhillreunited.co.uk](mailto:john@bigginhillreunited.co.uk)

I will pass them on to her with your contact email. Thanks for your help..

### **DEREK HARDIMAN**

Members will recall that our old friend, Derek Hardiman, suffered a serious stroke in mid-2012. Many of you had been asking me about him. For those that would like to know, I understand that he has now been moved into a long term care home, at Fallowfield, Ashfield Lane, Chislehurst, BR7 6LQ, Telephone 0208 467 2781. You are in our thoughts Derek...

### **SAD NEWS FROM KO SAMUI**

On 2<sup>nd</sup> September JB received a call to tell him that old Biggin Hill'ite, Jack Ryan, passed away suddenly the previous night. His partner there found JB's number and wanted to let him know the sad news.

JB tells me that he was speaking with Jack only 2 days before on Skype and he was looking well and enjoying life in Thailand, where he moved to some 10 years ago. Jack, a taxi driver, frequented the Pilots Pals bar and was known to many of us.. R.I.P. Jack Ryan.

### **CHARLES DANIELS**

As Facebook users will already know from my posting there, we rather belatedly have to inform you of the loss of another old Biggin Hill'ite, Charles Daniels sadly passed away on 8th August 2013 after a long illness. Many from the 60's and 70's will remember Charles well and with great affection.. R.I.P. Charles...

### **BROMLEY BUSINESS AWARD FINALISTS**

Congratulations to Falcon Flying Group at Biggin Hill Airport on becoming one of only 6 finalists in the Best Medium Sized Business category at the 2013 Bromley Business Awards. The final winners have yet to be decided, and they will be announced at the annual Awards Dinner on 17<sup>th</sup> October 2013.

Congratulations Singh and your teams (headed up by Anoop and Shonu) and all your staff for reaching the finals of this prestigious competition, and good luck in the finals.

### **BIGGIN HILL AGAIN HOSTS BAE 2013**

11<sup>th</sup> and 12<sup>th</sup> September saw, for the third year in succession, the Business Aircraft Europe Expo and Conference hosted at London Biggin Hill Airport. The show, housed in the large new hangar alongside the Terminal Building, was twice the size of the previous year, and was attended by more than 800 industry professionals.

With over 60 exhibiting companies from Europe (plus places as far away as Jordan and Nairobi) the entire hangar was taken up with stands, and conference area, all of which circled the main

restaurant area, with static aircraft displays at each end.

Additionally the delegates were entertained on the first evening at the Rizon Jet Networking event in the impressive Rizon hangar. With facilities and catering to match the impressive surroundings, and with a backdrop including luxury cars and aircraft, the evening clearly went down well with all attendees, who were also entertained by an impressive lone Spitfire display courtesy of the Biggin Hill Heritage Hangar, and sponsored by aviation insurers, Haywards Aviation.

A very impressive event, well organised, and Biggin Hill management should be congratulated in bringing so many top industry specialists back to Biggin Hill again, via this event.

### **MONTHLY REPORT FROM THE OFFICE OF JENNY BAGSHAW (*née* MUNRO)**

Thank you once again for the chance to contribute to the newsletter - for the last time on my watch.

When I joined the Airport in March 2011, I had no idea how life was going to change, but thanks to a few twists of fate, my time at the helm of this amazing Airport will come to an end on 18th October. Of course I am sad about that - it is a great honour to run such an iconic operation - but exciting times lie ahead and we are both looking forward to the next stage in our life. I am glad to be able to hand the business on in a healthy state, and poised for continued success in an exciting future.

Running Biggin Hill is, in my opinion, unique in the aviation industry and I am very proud to be part of that "club". It is a diverse, multi-faceted role, which spans the breadth of the entire industry; and the depth of running a regulated facility from top to bottom. The team at the Airport is amongst the most committed I have come across anywhere in the world, and being multi-disciplined and professional, managing everyone as an individual is a challenge in itself - but rewarding too.

So, it is with huge respect and with best wishes that I hand all this over to my successor, Will Curtis. It might be a great job, but it isn't easy. Support from any quarter is always appreciated - so my request is that you give him yours just as you did with me.

I thank you sincerely for your warm welcome initially and then your continued understanding of the inevitable challenges which crop up along the way. I will continue to watch with interest how things are going at Biggin - with the help of this newsletter!

With best wishes to all the readers, it's goodbye from me. Jenny

Jenny Bagshaw (*née* Munro)  
MD – Biggin Hill Airport Ltd

### **SOME INTERESTING VIDEOS**

A380 approach and landing at San Francisco

Pilot's View: of the approach and landing at San Francisco. The Pilots sit away from everything! No yoke, etc. The Captain pulls up a keyboard once in a while to enter information, but the aircraft does most of the work.

The huge Lufthansa A380 makes its First Landing at the San Francisco Airport. It seems extensively automated. The Air Traffic Controller gives them Heading, Altitude, Speed, and they dial It In. Pretty interesting! (best watched in full screen view)

<http://www.wimp.com/approachlanding/>

And staying with San Francisco - The Asiana 214 accident

The following is an amazing computer simulation of the Asiana 214 accident when it crashed on landing during a poorly executed visual approach. How more fatalities were avoided is difficult to comprehend.

This provides a true understanding of how low the aircraft was in relation to the glide slope. Computer generations are marvelous in helping to reconstruct aircraft accidents. The light blue 'ghosted' plane is where he was supposed to be....

[http://www.youtube.com/watch\\_popup?v=shF\\_2neUyFM&feature=share](http://www.youtube.com/watch_popup?v=shF_2neUyFM&feature=share)

## **BIGGIN HILL AIRPORT SOCIAL CLUB**

Thanks again for all that have renewed again for 2013. Your support is much appreciated  
Full details can be found at [www.bigginhillclub.co.uk](http://www.bigginhillclub.co.uk)

Before closing for this month, I'm sure I'm speaking for all of us when I wish Jenny Munro the very best wishes for the future on leaving Biggin Hill. Thank you for opening up the dialogue with the users in such a refreshing manner, which I am sure will continue under the leadership of your replacement, Will Curtis. Please stay in touch with us from time to time.. Good luck for the future.

And to Will Curtis, who starts in the post of Airport's new MD today 1<sup>st</sup> October, welcome to your new post..

That's it for this month

John Willis  
Biggin Hill Airport Users Database

(And Finally: a bit of education this time, followed by a couple of jokes.. Thanks, as always, to everyone for sending their contributions.... )

QUOTE.....

I'm sure you, like me, have grown up seeing lots of apparent graffiti announcing that "Kilroy was here" with the head and large nose peering over a wall, and always felt it was some sort of joke. I never knew it was a person and what it was all about. Well after you read this you will know "The Rest of the Story".....

"KILROY WAS HERE"

His name is engraved in stone in the National War Memorial in Washington, DC - back in a small alcove where very few people have seen it. For the WWII generation, this will bring back memories. For you younger folks, it's a bit of trivia that is a part of our American history. Anyone born from 1913 to about 1950, is familiar with Kilroy. No one knew why he was so well known- but everybody seemed to get into it. So who was Kilroy?

In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the real Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.

'Kilroy' was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy . His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. He would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark.

Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his check mark on each job he inspected, but added 'KILROY WAS HERE' in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message.

Once he did that, the riveters stopped trying to wipe away his marks. Ordinarily the rivets and chalk marks would have been covered up with paint. With the war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced.

His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific.

Before war's end, "Kilroy" had been here, there, and everywhere, on the long hauls to Berlin and Tokyo . To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that someone named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arc de Triomphe, and even scrawled in the dust on the moon.

As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably, were the first GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo!

In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its' first occupant was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?"

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy yard in Halifax, Massachusetts .

And The Tradition Continues...

EVEN Outside Osama Bin Laden's House!!!

.....UNQUOTE

QUOTE.....

### The Old Pilot

You think you have lived to be 75 and know who you are, then along comes someone who blows it all away!

An old Marine Pilot sat down at Starbucks, still wearing his old USMC flight suit and leather jacket and ordered a cup of coffee.

As he sat sipping his coffee, a young woman sat down next to him. She turned to the pilot and asked, 'Are you a real pilot?'

He replied, "Well, I've spent my whole life flying planes, first Stearmans, then the early Grumman's.... Flew a Wildcat and Corsair in WWII, and later in the Korean conflict, Banshees and Cougars. I've taught more than 260 people to fly and given rides to hundreds, so I guess I am a pilot, and you, what are you?"

She said, "I'm a lesbian. I spend my whole day thinking about naked women. As soon as I get up in the morning, I think about naked women. When I shower, I think about naked women. When I watch TV, I think about naked women. It seems everything makes me think of naked women."

The two sat sipping in silence.

A little while later, a young man sat down on the other side of the old pilot and asked: "Are you a real pilot?"

He replied, "I always thought I was, but I just found out I'm a lesbian."

.....UNQUOTE

QUOTE.....

### The Irish Bic Lighter

Paddy and Sean were fishing on the Irish shoreline when Paddy pulled out a cigar. Finding he had no matches, he asked Sean for a light.

'Ya, shure, I tink I haff a lighter,' Sean replied with an Irish accent, and then reaching into his tackle box, he pulled out a Bic lighter 10 inches long.

'My God, man!' exclaimed Paddy, taking the huge Bic lighter in his hands. 'Where'd yew git dat monster?'

'Well,' replied Sean, 'I got it from my Genie.'

'You haff a fecking Genie?' Paddy asked.

'Ya, shure. It's right here in my tackle Box,' says Sean.

'Could I see him?' says Paddy

Sean opens his tackle box and sure enough, out pops the Genie.

Addressing the Genie, Paddy says, 'Hey dere! I'm a good pal of your master. Will you grant me one wish?'

'Yes, I will,' says the Genie.

So Paddy asks the Genie for a million bucks.

The Genie disappears back into the tackle box leaving Paddy sitting there waiting for his million bucks.

Shortly the Irish sky darkens and is filled with the sound of a million ducks..... Flying directly overhead.

Over the roar of the million ducks Paddy yells at Sean, 'What the hell? I asked for a million bucks, not a million ducks!'

Sean answers, 'Ya, I forgot to tell yew dat da Genie is hard of hearing. Do yew really tink I asked for a 10 inch Bic?'

.....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"...)