

Hi everyone

Welcome to the September Newsletter for the Biggin Hill Airport Users Database. Apologies for the slightly shorter Newsletter than normal, as I have been away for a major part of the month of August.

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

You are reminded that for Database subscribing members, even if your Newsletter doesn't arrive by email at the beginning of the month, you can always view it online, as well as any back copies of this Newsletter by visiting the club website at www.bigginhillclub.co.uk

(If you have not received your copy within 24 hours of the beginning of the month, please check the club website above where you can find and draw it down for yourself!)

AUGUST WEATHER

August has been a great month for most of the month for light aircraft flying and training (or at least it was prior to me going on holiday in just a bit over three quarters of the month!). Before I left, there were some less than ideal days, but in the main most were flyable.

We did, of course, have a couple of days where the heat wave gave us some days that were less than perfect, with temperatures hitting the early to mid-30 degrees which were not ideal, but most were well within limits to enable training to continue.

Let's hope we continue to enjoy such conditions throughout the month of September before the winter weather starts to hit us again...

JOHN BRYAN (JB)

It is with great sadness that I must report the passing of one of Biggin Hill Airport's very special personalities on 29th August 2022, just before going to print with this month's Newsletter. John Bryan, known throughout the flying fraternity around the world, and particularly at Biggin Hill, as "JB" was very closely connected with this Newsletter and group, as the writer of the Biggin Hill "Bugle" for many years before ceasing producing the magazine back in February 2018 due to health problems.

JB was a very special person and an exceptional pilot, Instructor, Examiner, and World-Wide Ferry Pilot.

JB was placed in a care home full time from around late 2020, and subsequently became a permanent resident as he required full time care and was unable to cope at home where he had suffered from several falls that resulted in him being taken to hospital.

A few of us have managed to talk to JB during this period in the home, but although he was able to hold a relatively limited conversation, he always appeared unsure of his situation although seemed quite contented.

His daughter, Briony, has stayed in regular communication with me so I was able to let JB's many friends know how he was getting on....

Briony notified me on the morning of 30th August that JB had spent the last 5 days in hospital and sadly passed away with his wife Christine, and Briony by his side on the morning of the 29th....

JB was a totally amazing person, and had friends all over the world – he will be incredibly missed by all of us...

His name will be entered in the BigginHillReunited Roll of Honour

Rest in Peace JB – you will remain in our hearts and minds forever.....

The following is ***Reprinted from the Biggin Hill “BUGLE” – February 2009 Edition - AIRFIELD PERSONALITIES Section – (Written by JW)***

John Bryan, known to his friends as “JB” (a self-described – Professional Tourist), was born at Evandale, Tasmania in 1933, just two miles from the grass airfield at Western Junction....

World War II saw this aerodrome turned into a large flight training school for the RAAF. Although forbidden to loiter on the road leading past the airfield, JB became friendly with the sentries and was allowed to conceal himself behind the hedge and watch the many flights (of mainly Tiger Moths) coming and going.

He learned to drive in 1945, when he was just 12 years old, but it would be 4 years before he was legal on the road, by which time he had gained lots of driving experience. He began his personal association with aircraft and aviation at the Tasmanian Aero Club at the age of 15. During this period, across a five-bar gate at the airport, he met Anthony Eden, the then British Secretary of State for Foreign Affairs – Later Prime Minister. (Eden was considered to be the best dressed man in Britain at that time). This chance meeting for JB would be the first of many well-known dignitaries he has met, from Princes to Presidents, Royalty, plus many other wonderful people, all of whom would become, long term reliable friends.

In 1949 he started work for Australian National Airways and, although just 16, it wasn't long before he was able to taxi a DC3 solo. Just imagine being allowed to do that today – the health and safety brigade would have wet themselves!! Things were apparently very laid back in those far off days in Tasmania.

Eventually moving to the Australian mainland, he purchased one of the first six BMW motorcycles to be imported into the country, riding to northern Queensland and beyond doing 500 miles a day on the open roads with no speed limits. But in 1956 he packed his bags and headed (initially) for Italy with the uncertainty of the Suez Canal being opened. At the time of his previous brief meeting with the now PM, Anthony Eden, he had no idea that this person would become so involved in a conflict that came close to affecting JB's own life and did affect the lives of so many others!

Eventually arriving in the UK after six months on the Continent, his next stop would be to the famous Brands Hatch Race Circuit and the Isle of Man TT Races. He always carried a camera and was invited to become a freelance photographer for Motorcycle News, which gave free access to many circuits around the UK.

But in 1963 a visit to the first Biggin Hill Air Show re-kindled his interest in aviation. After joining Biggin Hill Flying Club in 1964 he achieved a first solo after 6 hours. Building his hours, he went on to commence training for an Instructors Rating at Surrey & Kent in 1966 with the late Peter Chinn. In July 1966 Biggin Hill Flying Club became a full-time club, and JB became its CFI, operating two Austers and a Victa Air Tourer.

Subsequently, some 18 months later, the club moved into larger premises and expanded its fleet with two more Victa Air Tourers and a Rallye, (the latter of which was to become the beginning of a long association with SOCATA (A division of Aerospatiale) built aircraft.

JB gained his Examiners Rating and would continue to instruct for the next 34 years.

Moving in 1971 to Air Touring Club as CFI, and did his first ferry flight to Akureyri, on the north coast of Iceland with a Rally 100. From this one trip, a succession of ferry flights all over the world for Aerospatiale followed over the next 31 years. (inter-dispersed with other non-Aerospatiale ferry activities). In the summer of 1976, Rothmans, in association with Grand Metropolitan Hotels of France, Socata, and Pilot Privé, sponsored a 9 day 3,000km, tour of the UK by 34 French pilots, and 12 Rallye 893 aircraft. JB was provided with a backup Rallye 894E from the factory carrying some spares and tools.

Returning to Toussus le Noble after a faultless journey, one aircraft suffered a severe engine gear failure near Beauvais and made a forced landing. JB was dispatched to collect the downed crew and transport them back to Toussus, where a celebration party was laid on for the participants. JB was presented with a leather flying jacket and christened '**Capitaine Haddock**' because of his uncanny resemblance to this famous character in the journal '**Tin Tin**'. Unbeknown to these fellow pilots, this name had already been bestowed upon him by the Corsican Press from a previous incident during a trip to Libya with five aircraft. *(It's a rather long story – but I'm sure he'll recount it some other time! – JW)*.

In 1977 he was asked to visit Delhi (Safdarjang) for the presentation of two aircraft to the Delhi Flying Club following the purchase of an early Airbus by Air India. JB would fly with the, then to be, next Crown Prince of India (Sanji Ghandi) in a third aircraft which he was delivering to Bankstown, (Sydney). Whilst there, he revisited Tasmania during this trip, some 21 years since he left those far off shores! In 1978 he took up the post of CFI for Aerogulf Flying School at Dubai airport. The weather here was so good that, in one year he achieved 1,000 hours! He left Dubai late in 1980, only to return to the UAE with a Maule 235 aircraft.

Following a few weeks back in Dubai he then departed to Fort Worth, Texas, for six months, followed by Johannesburg for the next six months, making this a year's holiday.

A couple of months were spent in the UK before returning to live in Johannesburg. But the lure of ferry flying drew him back to Europe and he spent the next 8 years ferrying to Africa, and beyond, becoming known as "**the African expert**". He got to know many people throughout Africa and always knew the ever-changing political situations and how to get around them.

During the mid-80's he became heavily involved with Brands Hatch Circuits, yet again flying around Europe and the UK for the next seven years following F1 Races and many other major racing events from cars to Motorcycle GP's. These were the halcyon days of the sport. (Many of these experiences in the motor racing world were shared with other well-known past Biggin Hill'ites – the likes of Rhys Perraton, Mitch Parsons, Garry Studd and many others, who flew circuit to circuit with their respective drivers and teams, and they were always together, usually sharing the same hotels and finding rooms for each other).

JB has always been ready to travel at a moment's notice, that's where the term 'Professional Tourist' came from. He has always given freely of his experience and guidance for those planning long distance flights. After all, he says, it is only another section of a cross country flight, and that is what flying is about. **Travel beyond.....!**

Now in his 76th year, our JB is still actively flying – only completing a transatlantic ferry of a Mooney Acclaim with Graham Corbin as recently as June last year. From his flying exploits, and his monthly Bugle newsletter, JB is known across the world, and is one of GA's gentleman pilots.... (JSW)

.....Biggin Hill "Bugle" February 2009 Reprint ends

R.I.P. JB – you will never be forgotten.....

AIRPORT DEVELOPMENT PROGRESS

The various Airport developments are progressing very well as described last month.....

The “Landings Hotel” appears to be well on schedule for opening just after the New Year although there may be various tours and welcoming events prior to the Christmas holidays ahead of the opening.

The sculpture and the Battle of Britain special garden and memorial statue, that was designed by John Everiss, has now moved from the RHS Garden Show in Chelsea and is prepared for a formal special opening in mid-September. For those visiting the airport before then, the garden and statue is visible from the main road and the entrance to the South side of the airport, albeit that the actual statue is covered up until the formal opening on 15th September.

The garden features a four metre high statue of a WWII pilot that is constructed from 1,200 layers of 8mm stainless steel plates. It will of course be a wonderful feature at the South Camp entrance as well as becoming a beautiful feature right in front of the new hotel.

The Churchill Way is now complete from the entrance right round to the Heritage Hangar, and it also features new street lighting along the length of the road all the way to the Heritage Hangar....

The new Bombardier Hangar and complex is now completed, and virtually all services have now been moved from the original facility by the South Camp entrance.

And, of course the wonderful and most popular Lookout Café is now open and attracting many of the local population as was the case pre-Covid closure.

Although no further construction of a new security office on the site of the original Old Armoury building near the industrial estate entrance road has yet been commenced. Having said that, it is still thought likely that this will almost certainly occur in due course.

SEPTEMBER BIGGIN HILL POSTED FUEL PRICES

The “posted” Biggin Hill Airport fuel prices, excluding VAT, for the calendar month of September 2022 are:

£2:04.6 per litre for 100LL Avgas if supplied from the Fuel Bowser (if uplifted using fuel account card Only from the Self-Refuel pumps = minus 5p per litre)

£1:06 per litre for Jet A1 (or £1:53.1 per litre for “Sustainable Aviation Fuel”!)

SPECIAL NOTES: Users are advised that credit and debit cards can no longer be used at the self-refuel pumps. If you use self-refuelling, you will need your airport H-TEC fuel account card with you when you go there. (if you haven't got one with you, you will have to go over to the Main Terminal apron to uplift fuel from the bowsers instead).

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

As the long days of summer start to draw to a close, we can look back on another packed month of aviating here at Alouette. Scarcely a day has passed where we haven't seen both our aircraft launching into the great big blue above.

G-ICOM is our C172 workhorse. She has been with the club for the last couple of years and has been the trusted steed in which many of our students have had that momentous first solo, or passed their skills test. The 172 is a brilliant trainer and, while dignified and very forgiving in the air, can also put up with the controlled impact of a student landing!

G-AVSP is our exotic fruit in the bowl. A PA28-180C with a Garmin 430 and an Aspen glass cockpit instrument display, coupled with the benign qualities of a PA28 makes Sierra Papa quite the touring machine. Aimed more at PPL holders than students, in the short time she has been online she has taken our members for the obligatory fish and chips on the Isle of Wight, and then as far afield as Germany! And as she isn't being hammered into the ground day in and day out, G-SP has fantastic availability for any of you PPL holders both in the club and from outside who may be looking to saddle up on a new aeroplane. (Club full flying membership is just £120 a year from April to March, or a pro-rata lower rate for mid-year joiners).

Both aircraft are available for hire to licence holders for £215 per tacho hour, and training rates in G-OM, for any of you who want to get airborne and learn how to stay there, are £235 per tacho hour. Generally, 60 mins chock to chock time equals just around 0.8 tacho hour, which is of course the basis of payment.

We also have our monthly social evening coming up - Wednesday 7th September from 1930 in the Alouette clubhouse as usual. So if you want to come and have a look around either aircraft, and have a drink while you're at it, feel free to head on over!

Until next month, blue skies and happy flying to you all!

Stuart Taylor
Club Chairman

MONTHLY NEWS FROM THE CEO'S OFFICE

The Airport continues to experience increased traffic movements and this trend doesn't appear to be slowing any time soon. The factors driving this growth remain in place and, whilst the rate of growth might slow as the increase in costs start to bite deeper, the reality is that business aviation is an agile and resilient sector that appears well equipped to ride out the storm. As in previous months, the Airport continues to see an increase in transatlantic traffic with a corresponding uplift in fuel revenue.

I find myself repeating the narrative regarding the challenging economic landscape, which remains uncertain. The cost-of-living crisis, energy, union strikes, Brexit woes and taxes are all areas that the new Prime Minister will have to address as a matter of urgency. Closer to home, the challenge of recruiting and retaining staff remains the Airport's most critical challenge.

On the development side, the construction of the Hotel is continuing at pace and practical completion is planned for mid-December. As previously stated, The Airport might elect to complete operational work up trials over the Christmas break with a formal opening in January 2023. As part of its wider infrastructure development plan, the airport has completed enhancements to its road infrastructure at the main terminal site and will shortly complete its enhancements to Churchill Way. The Airport continues to engage with stakeholders regarding the potential redevelopment of elements of West Camp and the demand for additional hangars and apron space remains high. Over the next 2 months the Airport hopes to complete its conversation of Hangar 170. The final touches are now being made to the Strongest Link Garden and plans are well advanced for the formal unveiling on 15th September.

Turning to airspace change, the Airport continues to engage with the CAA regarding the flyability of the approach design given the complexity of the airspace to the south of the Airport. The Airport have now been advised that the CAA should be in a position to make a final decision by the end of September/ early October.

The Airport has recently engaged with several GA operators to improve its communication regarding potential NSA infringements and will continue to engage with the community regarding improvements in compliance with the NAP. I continue to be grateful to all operators for the professionalism demonstrated in compliance with our noise abatement procedures. Thank you

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 in the past) please let me know or tell them about us – Database membership is, of course, free.

That's it for this month. Enjoy your flying - Please stay well and stay safe.....

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 ever intended!). - a few relatively clean but amusing short stories....

Thanks to everyone for sending their contributions to this section. To avoid me running out of them, please keep them coming by email to john@bigginhillreunited.co.uk

QUOTE.....

A Russian wife turned to her husband and asked, "What's this special military operation our glorious leader keeps talking about?"

Her husband replied, "It's a proxy war between Russia and NATO."

"Oh, right. How's it going?"

"Well," he replied, "so far we've lost 24000 soldiers, 2000 tanks, 200 aircraft, numerous helicopters, loads of armoured vehicles and artillery pieces and our Black Sea flag ship along with other naval pieces"

"Wow! What about NATO?"

"They haven't turned up yet."

.....UNQUOTE

QUOTE.....

If you find yourself feeling useless, remember it took 20 years, trillions of dollars, thousands of soldier's deaths, and four U.S. presidents to replace the Taliban with the Taliban.

As I watch this generation try to rewrite our history, one thing I'm sure of .. it will be misspelled and have no punctuation.

So, you've been eating hot dogs and McChickens all your life, but you won't take the vaccine because you don't know what's in it?

Sometimes the Universe puts you in the same situation again to see if you're still a dumbass.

There is no such thing as a grouchy old person. The truth is, once you get old you stop being polite and start being honest.

.....UNQUOTE

QUOTE.....

(Make sure you click on the link at the end.)

Pasquale died. In his will he had provided for an elaborate \$40,000 funeral.

As the last guests departed the affair, his wife Angelina turned to her oldest and dearest friend, "Ah Pasquale would be pleased," she said.

"You're right," replied Maria, who then lowered her voice and leaned in close. "So, go on, how much did this really cost?"

"All of it," said Angelina. "Forty thousand dollars."

"Aw, No!", Maria exclaimed, "I mean, it was a very grand affair, but \$40,000?"

Angelina answered, "The funeral was \$6,500. I donated \$500 to the church. The whiskey, wine and snacks were another \$500. The rest went for the Memorial Stone."

Maria computed quickly!

"Mama Mia! For the love of God Angelina, \$32,500 for a Memorial Stone? How big is it?"

[\[http://www.charlesrivercc.org/images/dynamic/getImage.gif?ID=1000007041\]](http://www.charlesrivercc.org/images/dynamic/getImage.gif?ID=1000007041)

.....UNQUOTE

QUOTE.....

This comes from 2 math teachers with a combined total of 70 yrs. experience.

It has an indisputable mathematical logic. This is strictly a mathematical viewpoint... and it goes like this:

What Makes 100%?

What does it mean to give MORE than 100%? Do you ever wonder about those people who say they are giving more than 100%? We have all been to those meetings where someone wants you to give over 100%.

How about achieving 103%?

What makes up 100% in life?

Here's a little mathematical formula that might help you answer these questions:

If:
A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

Is represented as:
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26.

Then:
H-A-R-D-W-O-R-K
 $8+1+18+4+23+15+18+11 = 98\%$

And
K-N-O-W-L-E-D-G-E
 $11+14+15+23+12+5+4+7+5 = 96\%$

But,
A-T-T-I-T-U-D-E
 $1+20+20+9+20+21+4+5 = 100\%$

And,
B-U-L-L-S-H-I-T
 $2+21+12+12+19+8+9+20 = 103\%$

And, look how far Ass Kissing will take you.

A-S-S-K-I-S-S-I-N-G
 $1+19+19+11+9+19+19+9+14+7 = 118\%$

So, one can conclude with mathematical certainty, that while Hard work and Knowledge will get you close, and Attitude will get you there. It's the Bullshit and Ass Kissing that will put you over the top.

Now you know why Politicians are where they are!

Have you ever seen a better explanation than this formula...?
.....UNQUOTE

QUOTE.....
Have You Got a Goldfish

Two builders (Dave and Stuart) are seated either side of a table in a pub when a well-dressed man enters, orders a beer and sits on a stool at the bar. The two builders start to speculate about the occupation of the suit.

Dave: I reckon he's an accountant.

Stuart: No way, he's a stockbroker.

Dave: He ain't no stockbroker! A stockbroker wouldn't come in here!

The argument repeats itself for some time until the volume of beer gets the better of Dave and he makes for the toilet. On entering the toilet he sees that the Suit is standing at a urinal. Curiosity and the several beers get the better of him.

Dave: 'Scuse me. no offence meant, but me and me mate were wondering what you do for a living?

Suit: No offence taken! I'm a Logical Scientist by profession

Dave: Oh? What's that then?

Suit: I'll try to explain by example; Do you have a goldfish at home?

Dave: Er mmm, well yeah, I do as it happens!

Suit: Well, it's logical that you keep it either in a bowl or in a pond. Which is it?

Dave: It's in a pond!

Suit: Well, it's reasonable to suppose that you have a large garden then?

Dave: As it happens yes, I have got a big garden.

Suit: Well then, it's logical to assume that, in this town, if you have a large garden then you have a large house?

Dave: As it happens, I've got a five-bedroom house built it myself!

Suit: Well, given that you've built a five-bedroom house it's logical to assume that you haven't built it just for yourself and that you are quite probably married? And with a family?

Dave: Yes I am married, I live with my wife and four children.

Suit: Well then, it is logical to assume that you are sexually active with your wife on a regular basis?

Dave: Yep! Five times a week!

Suit: Well then, it is logical to suggest that you don't masturbate very often?

Dave: Do what? Not me, mate!

Suit: Well, there you are! That's logical science at work!

Dave: How's that then?

Suit: Well, from finding out that you had a goldfish, I've told you about your sex life!

Dave: I see! That's pretty impressive... Thanks mate!

Both leave the toilet and Dave returns to his mate.

Stuart: I see the Suit was in there. Did you ask him what he does?

Dave: Yep! He's a logical scientist!

Stuart: What's that then?

Dave: I'll try and explain. Do you have a goldfish?

Stuart: Nope.

Dave: Well then, you're a w*nk*r
.....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"...))