

Hi everyone

Welcome to the Biggin Hill Users Database April Newsletter....

JB's April edition of the Biggin Hill Airport "BUGLE" is also 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, or you can send items directly to me to pass on: john@bigginhillreunited.co.uk

EMAIL ADDRESSES

Welcome to the new Database members who may be receiving this regular Newsletter for the first time. A full and current list of member names can be seen at <http://www.bigginhillreunited.co.uk>

Please remember to tell us if you change your email address. If you know others who are not members but are eligible to join (ie. if they currently fly from the airport, or work there, or ever have done so) please let me know or tell them about us – it is, of course, free.

NEW POSTAL ADDRESS

As mentioned in last month's Newsletter, just a quick reminder that the postal address for both Biggin Hill Reunited and the Biggin Hill Airport Social Club has now changed. The address is now: 26 Churchside Close, Biggin Hill, Kent, TN16 3QF. Please amend your records accordingly.

Email addresses remain: john@bigginhillreunited.co.uk or john@bigginhillclub.co.uk

JANET HOARE

It is with great sadness that I have to report the sudden death of our friend, Janet Hoare, on 1st March 2014. She was just 74.

Janet, who many Biggin Hill'ites will remember well as one of the Air Traffic controllers at Biggin in the 70's, was also well known in AOPA circles and from her many years, before she decided to retire, at Fair Oaks Aerodrome. Married to old Biggin Hill'ite, Stuart Hoare, Janet was quite heavily involved for some years in her hobby of genealogy, as well as enjoying gardening in her allotment. She lived locally, and occasionally met up with old contacts from her Biggin Hill days.

Janet's private family funeral was held on 13th March. The family have indicated that they would prefer not to take any calls at this difficult time.

ROY (P1G) SANDERS

Sadly another wonderful old Biggin Hill'ite, Roy Sanders, always known to his friends as the P1G, passed away on 26th March at his home in Holland at age 73, having been unwell for some time.

He was a very active member of most Biggin Hill clubs in the 60's and 70's, and was always the life and soul of every party. I'm sure his performances dressed as Shirley Bassey singing and performing "Hey - Big Spender" will be fondly remembered by all who frequented the social scene in those days.

When he originally appeared at Biggin, he was show biz empressario Sir Bernard Delfont's chauffeur, and Roy would often appear on the airfield in his employer's immaculate Rolls Royce. The population of Bromley was frequently shocked in the summer months to see a packed open topped Roller swinging to a halt outside the New India restaurant in East Street, and disgorging about 8 scantily clad folks who fancied a curry just before closing time!

Roy was last seen by most of us at the big Reunion in September 2003, but had, for many years, made his home in Holland, where his family tell me he had continued to be the clown of the town, just as he always strived to be for us. His funeral was held in Holland on 31st March 2014, attended by family and friends. He leaves wife, Carine, daughter Tamara and partner Eelco, and grandson, Devon, and I have passed on to them the condolences and best wishes of his many friends here at Biggin Hill..

TIME IS NEAR FOR LICENCE CONVERSIONS TO EASA

For many of us, the time is very close to the critical point for pilots licence conversion across to an EASA one if we wish to continue flying legally.

Critical dates

7th April 2014

Holders of CAA National UK Private Pilot's Licence (these are the licences that last for the life of the holder - ie. no 5 year expiry date) - This type of licence ceases to have the privileges of a Private Pilot's Licence after this date and reverts to the privileges attached only to an NPPL - ie. Aircraft under 2 metric tonnes Gross Weight with 4 or less seats; flown only during daylight hours in VMC, and only valid within the UK airspace.

(Holders of the 5 year expiring style JAR Private Pilots Licences are not affected by this date, except that on next renewal of the 5 year expiry, should that occur before 7th April 2015, the licence will then need to be converted to an EASA PPL as a part of that renewal process)

7th April 2015

All remaining UK Private Pilots Licences (UK National or JAR) will have to have been converted to an EASA licence unless EASA aircraft types are not flown at all. Effectively, unless you only fly only non-EASA types (unlikely) you will no longer be able to fly at all..

In general, most common types are EASA types (ie. PA28, C172 etc.) but non-EASA types include:
Microlights

Light gyroplanes

Ex-military aircraft

Foot-launched aircraft

Vintage aircraft

You do not have to have an EASA licence to fly these types of aircraft as you can fly them if you only have a national licence.

Recommended Practices

Whilst, at conversion to an EASA licence, all ratings are transferred across, only those actually current at the time of conversion will appear in the main part of the licence. Any ratings that are not current at that time (even just a day overdue) will appear on the back of the licence (effectively historic ratings that may be renewed in the future). Remember - In order to bring a historically held expired rating forward into the main part of the licence in the future, this will involve the CAA, and of course the cost associated with that!

Only ratings within the main body of the licence can subsequently be renewed locally by appropriate examiner/instructor signature within the licence itself, as previously, without directly involving the CAA.

I would therefore recommend, if at all possible that you ensure that all ratings that you require are valid at the point of conversion. But if that is not the case, it is obviously not an insurmountable issue.

Bear in mind that some ratings are not subject to an entry in your licence, rather just subject to a signature in your logbook. For example – whilst an SEP, MEP, IMC - now IR(R), Night, Aerobatics, and Instructors are all now specifically ratings within the licence, whereas others – eg. Tailwheel and Complex types - are simply logbook entries. If you are claiming any of these ratings that need to be in the licence - the first batch - please make sure you have them in your existing licence, or can show documentary evidence of completion of the course (duly signed off by the examiner) in your logbooks.

In addition to SRG 1104 form for the conversion, the English Proficiency form (SRG 1199) needs to be signed off by an appropriately qualified person (Club CFI, Examiner etc.). If there is any doubt as to your qualification for a rating, it would be wise to get the same person to supply a letter confirming that you are appropriately qualified to carry out what you are claiming (ie. aerobatics). (There was an instances where an applicant was refused an aerobatic rating even though the logbook showed evidence of the completion of an aerobatic course and was appropriately signed - but where the person who carried that out that course was now deceased and unable to verify it..

I would also recommend that, if you ever want to fly a non-EASA type, you ask to keep the privileges of your existing licence (which will now be known as a licence for Annex 2 aircraft) as well as the EASA licence.

How to apply for conversion

Once you have completed all the appropriate forms, and had things countersigned where appropriate etc. you can do one of several things....

- 1) Visit the CAA at Aviation House at Gatwick during normal working hours, present your documents, and wait for the licence
- 2) Post your documents to the CAA and await the return of the licence in due course (they apparently currently claim 10 working days from receipt of all required documents). You can pay the fees to have the licence returned to you by courier for security.
- 3) You can arrange for someone to do this for you.

For the purposes of 3) above, I am able to offer Biggin Hill Reunited members the following service: EASA Licence conversion, collect and deliver service - (normally one day turnaround, max 2 working days)

Option 1) If all forms (normally SRG1104 and SRG1199) have been fully completed and signed (especially the English Proficiency one)

- a) Meet at Biggin and check forms, collect payment, current licence, and logbooks
 - b) Take to CAA by hand and wait for licence collection
 - c) Handover at pre-arranged place at Biggin the new licence and return logbooks
- Price £75 + CAA direct charges

Option 2) If no forms already completed

- a) Arrange with Roger Patterson of S&KFC for assistance with forms completion, including English

proficiency Signoff.

b) Meet and collect signed forms, collect payment, current licence, and logbooks

c) Take to CAA by hand and wait for licence collection

d) Handover at pre-arranged place at Biggin the new licence and return logbooks

Price £75 + Roger's fee (£25) + CAA direct charges

If anyone would like to use me for this, please call me (John Willis) on 01959 571533 or email me at john@bigginhillreunited.co.uk

NEW EASA INSTRUMENT RATINGS

As noted in last month's Newsletter, 13th March saw a good attendance at two presentations describing the new EASA Instrument Ratings. Originally planned as one meeting, due to higher numbers, a second, earlier, meeting was hastily arranged.

Thanks to Timothy Nathan, who prepared and gave the presentations, and to the airport for hosting the meetings, which were very informative and enlightening.

BIGGIN HILL "FESTIVAL OF FLIGHT"

Plans are now very advanced for the new one day flying event at Biggin Hill on 14th June 2014.

By the time you read this, the website will have gone live and full details of the day can be found on there, including currently booked display items. See:

<http://www.bhfof.co.uk>

As was pointed out previously, the event will have just 15,000 tickets available and once sold, there will be no more released. Given the interest in the local community for another air show, I would recommend buying your tickets as soon as they are released on 2nd April 2014 to avoid disappointment.

AIRPORT USERS MARQUEE AT THE FESTIVAL OF FLIGHT

At the time of going to press, plans are quite advanced on our suggestion for a special Marquee on the flightline for airport users who wish to pay extra for a slightly better facility for the day. Following my email question sent out last week, we received overwhelming support and this convinced the airport that it made sense to offer that facility. Thank you to all who responded so quickly.

As soon as we have the confirmed cost and details of the facility being made available, I will email all those who indicated they would wish to buy marquee tickets at the guide price with instructions as to how to apply for them. (Note that Marquee tickets will not allow show entry, so that cost is additional.)

ANOTHER AIRPORT CLOSING?

On 19th March 2014 Manston Airport, in Thanet, Kent, announced that they were entering into a 45 day consultation period with staff over the possible orderly closure of the airport. Manston is a good airport in a good location with reasonably good surface links that could easily be extended. Such a shame to lose yet another airport when Boris is trying to create havoc by building a new airport in the Thames Estuary with the inevitable effects on GA access to airspace in the South East – Perhaps expansion of Manston and current surface links would be a considerably cheaper and less disruptive option??

If anyone would like to help, there is an ePetition out there attempting to show support for keeping the airport:

<https://you.38degrees.org.uk/petitions/save-manston-airport?bucket=&source=twitter-share-button>

Apparently the unusual situation exists where the local MP supports the airport and wants it to remain open. That makes a pleasant change..

FARNBOROUGH

Last month's article on Farnborough Airport's attempts to shut off half of southern England with controlled airspace for their traffic, I just wanted to remind you that any feedback on these totally ridiculous plans needs to be submitted before Friday 2nd May 2014. Please make your views known.

The entire document package can be viewed and downloaded from:

<http://www.consultation.tagfarnborough.com>

NEWS FROM AROUND THE CLUBS

This is a new section to the monthly newsletter where Biggin Hill Clubs and other organisations can regularly promote their activities and services, plus social functions that are open to others, via the Database. (it could be used, for example, to let Biggin Hill users know of any job vacancies, etc.). If you would like me to include your business in the Newsletter, either on a regular basis, or just occasionally, please drop me an email with your contact details and I'll be in touch directly. (John Willis - john@bigginhillreunited.co.uk)

FALCON FLIGHT ACADEMY (inc EFG) & FALCON FLIGHT SERVICES

What a cracking weekend this last one was! The sun certainly made for great flying as was seen by scores of people in and around Biggin.

As you probably know, the Falcon Flag has been flying for nearly 40 years and Singh is happy to say it's still very much business as usual. With Sun, Smiles and of course Blessings, Singh and the guys & gals over at Falcon are all smiles working on many different projects every day.

Is your aircraft in need of a check, or maybe you want some Mods done – then give Singh or Shonu a call on 01959 572339! Don't forget reprogramming your Kannad or Artex ELT either, all this and more at your doorstep.

Dare I say it.....EASA.... Argh!!! As many of you fellow aviators are aware, we are being scare mongered by words of difficulty and hassle that the new regulatory body will bring. In all fairness I think you should not fret.

There is plenty of resource here at the airport to help, and the CAA is actually helping us all out where possible. The support from the authority has been tremendous, however there is some confusion within the industry in regards to changing over to EASA and what is the best course of action.

Our advice here is to complete any ratings and/or revaluations prior to submitting your licence for changeover. *[See also the section earlier in this Newsletter - Ed]*

After a period of some uncertainty, the IMC Rating is still well and truly alive in the UK and, as a result, there has been a steady influx of people starting IMC courses here with EFG. May I remind all

of you that we are all here to help. Whether it is a conversion, renewal or revalidation or even a new rating, in the EFG building we can cater for:-

PPL
IMC
Night
Multi Engine Courses
CPL
IR
Flight Instructor Courses

Falcon has worked long and hard to ensure that Biggin Hill is the place to get all your ratings under one roof!! Any questions you can always call EFG on 01959 540400 for advice and guidance!

Happy Flying
Anoop Singh Bamrah

MONTHLY REPORT FROM THE OFFICE OF WILL CURTIS

March has been a quiet month from an air traffic point of view. This is due to an unprecedented expansion of civil activity at RAF Northolt.

Northolt have recently announced an immediate 250% increase in permitted civil flights (from 7,000 movements per annum to 17,500 movements per annum) without any of the proper planning or industry consultations which would be required of any civil aerodrome. RAF Northolt, which operates to military safety standards considerably less stringent than those required at civil aerodromes, is now essentially to become a civil airport serving just 5,000 military and ministerial movements each year against some 12,500 civil movements. Despite this fundamental change in nature, Northolt has failed to abide by EC Directive 1108/2009 which requires that military airports serving civil aircraft should set safety standards at least as robust as those required at an equivalent civil airport.

According to the UK CAA, Northolt would not qualify for a civil aerodrome licence because it does not meet the required standards and in particular it does not have the required safety overruns and has numerous obstacles in the guarded slopes. Northolt is regulated by the Military Aviation Authority and by EASA in respect civil flights. We must hope that EASA will address this anomaly with the requisite urgency.

This alarming development has seen a stagnation in the numbers of business jet aircraft using Biggin Hill at a time of year when we might normally expect to see traffic levels increasing. Northolt is the closest airport to the west end of London and therefore has a marked competitive advantage over other GA airports, including Farnborough and Oxford, which have also seen a decline in traffic as a result.

I do not need to tell you that airports are not cheap to run and require a base level of traffic in order to assure commercial viability. Rest assured that Biggin Hill is financially secure and currently makes a modest trading profit - albeit not one that offers a viable rate of return on the considerable investment. With the news this week that Manston is to close its doors, it is easy to see that the survival of small regional airports cannot, in any way, be taken for granted. Military aerodromes are effectively government subsidised and should not be able to abuse that position to the detriment of their civil counterparts. If you are concerned about this, you can write to your MP to object to the manner in which Northolt has behaved - essentially in a manner that no commercial company could, riding roughshod over all normal planning and safety legislation.

Now to some good news!

Phase 1 of the new airport WI-FI system is now complete and is active in the terminal area. Phase 2 will extend this coverage out on to the main apron and Phase 3 to the East Camp area. We expect all phases to be complete by June. I will keep you posted.

March saw some periods of settled weather which allowed light aircraft some good opportunities to take to the spring air and we saw a good number of movements in these periods. Unsurprisingly, the fine weather also allowed people out in to their gardens and this unfortunately resulted in some noise complaints generated by light aircraft overflying the village - mainly visiting aircraft.

Whilst noise complaints at this time of year are perhaps inevitable, I would like use this opportunity just to make an early season reminder - if you are planning to get airborne, please do your best to keep well to the west of the village on departure. Please don't turn east towards Sevenoaks or the QE2 bridge until to the south of Tatsfield and generally avoid overflying all built up areas in the vicinity of the airport to the greatest extent possible. Our based pilots and regular flyers are usually pretty good in this regard, but if you have members of your club who don't fly very frequently, or visitors from another airfield, please just remind them of the need to follow these basic noise abatement procedures. Your cooperation and airmanship in this regard is very much appreciated.

As you will probably all be aware, the Biggin Hill Festival of Flight has been announced for June 14th 2014. This exciting event will have a feel similar to the air shows we all enjoyed in past years, but will hopefully cause less disruption to companies and flying clubs operating from Biggin Hill. All ramp areas and taxiways will remain live and accessible to aircraft throughout the event, so these will remain classified as live airside areas. This means that you will be able to come and go as normal during the day and generally go about your business as usual. A full operations notice will be published by ATC in due course and whilst there will be some periods during the day where the airport will be closed to traffic to permit air display items to fly, this should not prevent flying schools and clubs from working around these constraints. The event will see around 3 hours of the top air display items, including the Red Arrows, along with parachutists, model aircraft flying, motor cycle display teams and vintage cars. The event is really about creating a great family day out for our local community. I am excited about this event which I see as recreating the air show feel in a sustainable manner. Again, I will keep you all posted.

Until next month, safe and enjoyable flying!

Regards
Will Curtis
MD – Biggin Hill Airport Ltd

BIGGIN HILL AIRPORT SOCIAL CLUB

Thank you to all those who have already sent in their renewal fee –Your support is much appreciated. Full details can be found at www.bigginhillclub.co.uk

Existing members just need to send a cheque payable to Biggin Hill Airport Social Club Ltd for the due fee as listed on the website, plus a self-addressed stamped envelope for the return of the new card. But please remember, if you are a new member applying, we need a completed application form with your contact details, a head and shoulder photo for each person the application covers, a Stamped Addressed envelope so we can send back your membership photo-card – and of course

your cheque for the appropriate membership fee payable to Biggin Hill Airport Social Club Ltd (if you don't supply a photograph, we can't produce the card)...

Please remember to use the new postal address...

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 intended!). Thanks to everyone for sending their contributions....)

QUOTE.....

And now for some Nursery Rhymes - Not quite as I remember them!

Mary had a little pig,
She kept it fat and plastered;
And when the price of pork went up,
She shot the little bastard.

Mary had a little lamb
Her father shot it dead
Now it goes to school with her,
Between two hunks of bread.

Jack and Jill went up the hill
To have a little fun
Stupid Jill forgot the pill
And now they have a son.

Humpty Dumpty sat on a wall,
Humpty Dumpty had a great fall
All the kings' horses,
And all the kings' men
Had scrambled eggs,
For breakfast again.

Hey diddle, diddle, the cat took a piddle,
All over the bedside clock
The little dog laughed to see such fun
Then died of electric shock.

Georgie Porgy pudding and pie,
Kissed the girls and made them cry
And when the boys came out to play,
He kissed them too 'cos he was gay.

There was a little girl who had a little curl
Right in the middle of her forehead..
When she was good, she was very, very good
But when she was bad...
She got a fur coat, jewels, a waterfront condo and a sports car.

You have to be old enough to appreciate this.
If you don't understand, it's because you're too young!!!

.....UNQUOTE

QUOTE.....

Four old retired guys are walking down a street in London.

They turn a corner and see a sign that says, Old Timers Bar - ALL DRINKS 10p.

They look at each other and then go in, thinking, this is too good to be true.

The old landlord says in a voice that carries across the room, "Come on in and let me pour one for you! What'll it be, gentlemen?"

There's a fully stocked bar, so each of the men orders a pint of bitter.

In no time the landlord serves up four frothing pints of bitter and says, "That'll be 10p each, please."

The four guys stare at the landlord for a moment, then at each other. They can't believe their good luck. They pay the 40p, finish their pints and order another round.

Again, four excellent pints are produced, with the landlord again saying, "That's 40p, please."

They pay the 40p, but their curiosity gets the better of them. They've each had two pints and haven't even spent a £1 yet.

Finally one of them says, "How can you afford to serve a pint of Bitter as good as this for a 10p a pint?"

"I'm a retired tailor," the landlord says, "and I always wanted to own a bar. Last year I hit the Lottery Jackpot for £25 million and decided to open this place. Every drink costs 10p. Wine, spirits, beer. It's all the same."

"Wow! That's some story!" one of the men says.

As the four of them sip at their pints of beer, they can't help noticing seven other people at the end of the bar who don't have any drinks in front of them and haven't ordered anything the whole time they've been there.

Nodding at the seven at the end of the bar, one of the men asks the landlord, "What's with them?"

The landlord says, "They're retired people from Scotland. They're waiting for Happy Hour when drinks are half-price."

.....UNQUOTE

QUOTE.....

AN ACTUAL CRAIG'S LIST PERSONALS AD

To the guy who tried to mug me in Downtown Savannah the night before last.

Date: 2013-11-27, 1:43am E.S.T.

I was the guy wearing the black Burberry jacket that you demanded that I hand over, shortly after you pulled the knife on me and my girlfriend, threatening our lives. You also asked for my girlfriend's purse and earrings. I can only hope that you somehow come across this rather important message.

First, I'd like to apologize for your embarrassment; I didn't expect you to actually crap in your pants when I drew my pistol after you took my jacket.. The evening was not that cold, and I was wearing the jacket for a reason... My girlfriend was happy that I just returned safely from my 2nd tour as a Combat Marine in Afghanistan. She had just bought me that Kimber Custom Model 1911 .45 ACP pistol for my birthday, and we had picked up a shoulder holster for it that very evening. Obviously you agree that it is a very intimidating weapon when pointed at your head ... isn't it?!

I know it probably wasn't fun walking back to wherever you'd come from with crap in your pants. I'm sure it was even worse walking bare-footed since I made you leave your shoes, cell phone, and wallet with me. (That prevented you from calling or running to your buddies to come help mug us again).

After I called your mother or "Momma" as you had her listed in your cell, I explained the entire episode of what you'd done. Then I went and filled up my gas tank as well as those of four other people in the gas station, -- on your credit card. The guy with the big motor home took 153 gallons and was extremely grateful!

I gave your shoes to a homeless guy outside Vinnie Van Go Go's, along with all the cash in your wallet. [That made his day!]

I then threw your wallet into the big pink "pimp mobile" that was parked at the curb - after I broke the windshield and side window and keyed the entire driver's side of the car.

Earlier, I managed to get in two threatening phone calls to the DA's office and one to the FBI, while mentioning President Obama as my possible target. The FBI guy seemed really intense and we had a nice long chat (I guess while he traced your number etc.).

In a way, perhaps I should apologize for not killing you ... but I feel this type of retribution is a far more appropriate punishment for your threatened crime.

I wish you well as you try to sort through some of these rather immediate pressing issues, and can only hope that you have the opportunity to reflect upon, and perhaps reconsider, the career path you've chosen to pursue in life. Remember, next time you might not be so lucky.

Have a good day!

Thoughtfully yours, Semper fi,

Alex

.....UNQUOTE

QUOTE.....

An old man lay sprawled across three entire seats in the theatre.

When the usher came by and noticed this, he whispered to the old man, "Sorry sir, but you're only allowed one seat." The old man just groaned but didn't budge.

The usher became more impatient. "Sir, if you don't get up from there I'm going to have to call the manager." Once again, the old man just groaned.

The usher marched briskly back up the aisle, and in a moment he returned with the manager. Together the two of them tried repeatedly to move the dishevelled man, but with no success. Finally they summoned the police.

The officer surveyed the situation briefly then asked, "Al I right buddy what's your name?" "Fred," the old man moaned.

"Where ya from, Fred?" asked the police officer.

With terrible pain in his voice, and without moving a muscle, Fred replied, "The balcony!"

.....UNQUOTE

QUOTE.....

We are assured these were actually said in court

Barrister: Can you describe the individual?

Witness: He was about medium height and had a beard.

Barrister: Was this a male, or a female?

Barrister: How many autopsies have you performed on dead people?

Coroner: All my autopsies are performed on dead people.

Barrister: Do you recall the time that you examined the body?

Coroner: The autopsy started around 8:30 p.m.

Barrister: And Mr. Dennington was dead at the time?

Coroner: No, he was sitting on the table wondering why I was doing an autopsy.

Barrister: Before you performed the autopsy, did you check for a pulse?

Coroner: No.

Barrister: Did you check for blood pressure?

Coroner: No.

Barrister: Did you check for breathing?

Coroner: No.

Barrister: So, then it is possible that the patient was alive when you began the autopsy?

Coroner: No.

Barrister: How can you be so sure?

Coroner: Because his brain was sitting on my desk in a jar.

Barrister: But could the patient have still been alive nevertheless?

Coroner: It is possible that he could have been alive and practicing law somewhere.

.....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"...))