

Hi everyone

Welcome to the April 2018 edition of your Biggin Hill Users Database Newsletter. Welcome also to any new Database members who may be receiving this regular Newsletter for the first time.

Regretfully, as will be obvious when you read a little further down, there will not be an edition of the Biggin Hill Airport "BUGLE" this month. JB sends his apologies.

### **BIGGIN WEATHER?**

Apart from two significant bouts of snow during March that effectively prevented much light aviation, things are moving forward we hope towards Spring and of course the clocks have now changed, so we can, I hope start to again enjoy our hobby and dust off all the aircraft ready for the Summer – ever hopeful of a good year in 2018, following on from a couple of decidedly indifferent flying seasons.

### **JOHN (JB) BRYAN**

As many Facebook users will know – JB suffered a fall recently and was admitted to hospital. His wife, Christine, told us that he is recovering slowly but is being kept in until he is able to safely negotiate the stairs and steps at his home.

Initially admitted to Pembury Hospital in the Short Stay Surgical Unit, with no phone signal, no TV, and in a ward with absolutely no windows and therefore natural light, he was getting very depressed. However, at the time of writing (23<sup>rd</sup>), and just hours after I visited him at Pembury, he has literally just been moved to a different unit in Edenbridge specialising in recovery from such conditions. Apparently he now has a nice room there with a TV and central heating, plus a pleasant garden view with doors out to it from his room, which should improve matters a lot for him. Having said that, he was getting quite down before the move and was clearly really looking forward to having visitors. If any of you have the time, I'm sure JB would love to see you.....

He is in Edenbridge Hospital in Chartwell Ward and, for those of you that have his mobile number, his phone now works there! So feel free to text or call him.

His daughter, Briony, says that he would welcome any visitors if people are free, and that visiting is from 13.30 -17.30pm and then 18.30 - 20.30pm. Therapy is normally carried out in the morning, so they prefer afternoon visitors, but if you can only make morning, contact the hospital to check and they will accommodate where possible.

But, in case he should recover sufficiently to go back home sooner than expected (they anticipate him being in there for about a couple of weeks), if you are thinking of going to see him, it would be best to check, either with John himself, or with Christine on 01959 585881 or daughter Briony on 07886 966014 before setting off.

We all send JB our best wishes for a speedy recovery.

### **DAVID BROWN**

It is with great sadness that I report the passing of yet another old Biggin Hill'ite, David Brown, on 11th March following a very short battle with cancer. David who lived locally all his life, originally worked in the motor trade, whilst getting involved in flying in the early 70's.

He obtained his Private Pilot's Licence in 1971 at King Air Flying Club at Biggin. Flying throughout the 70's, he became an instructor in '77, and subsequently, after building up his experience,

passed his CPL and ATPL exams in '79 and '81 respectively. He was also a member of the Tiger Club at Redhill Aerodrome in the mid 70's. He started his commercial career with Biggin Hill's Fairflight Charters and then moved to Connectair at Gatwick in 1984. In '87 he moved to Britannia Airways, followed by City Flyer Express in '93, where he became a training Captain. As a result of the merger of City Flyer Express into British Airways he remained with BA until he retired in 2005.

David, who would have been 68 later this month, leaves behind a wife Diana, daughter Katy and son Michael. His memorial service is on 10th April at 13.30pm, at All Saints Roman Catholic Church, 12 Chichele Road, Oxted, RH8 0AG.

R.I.P. David

### **RAY CHUDLEY**

It is with great sadness that I also have to report the recent passing of second old Biggin Hill'ite, Ray Chudley, who also died on 11th March, aged 91.

Ray, who served in the Metropolitan Police for most of his working life, had his first flying experience at age 7 when he flew in a single engined Desouter air ambulance aircraft from Shere in Surrey. During WWII he served in the 1st Parachute Battalion, 1st Airbourne Division, jumping out of all sorts of aircraft and balloons, but later as a wireless operator. This experience in the forces helped to rekindle his love of all things aviation. Following his demob he joined the Met Police in 1948, where he remained until his retirement.

In 1970, after being coerced by his Commander to visit the newly formed Police flying club, he joined the fledgling Flying Club and gained his PPL at Biggin Hill, carrying out most of his future flying from the airfield with the club. He flew some 28 different types of aircraft during his aviation period until, after 38 years, his health failed him and he had to hang up his wings for the final time. To the very end, he maintained his close involvement with the Met Police Flying Club at Biggin, even helping to fund aircraft improvements quite recently.

He last flew, in the MPFC aircraft from Biggin Hill, as recently as last summer as an enthusiastic passenger.

Ray's funeral will be held on Friday 27th April at 2.45pm at Bluebell Hill Crematorium, (Medway), Robin Hood Lane, Chatham, ME5 9QU, after which there will be a wake held at: Cobtree Manor Park Golf Club, Chatham Road, Maidstone, ME14 3AZ

All who knew Ray are invited. Could you please let Jeff Cleary (07720 809633) know by 20th April if you plan to attend, so that numbers can be given to the family.

Ray will be missed by his many friends at Biggin Hill - R.I.P. Ray

### **FOOLISH ATTITUDE – HELPS NO ONE!**

Most people will remember that in last month's Newsletter, I put out a plea for Biggin based aircraft owners, operators, and pilots, to recognise the seriousness of the situation for light aircraft at our airport, and the need to "fit in", and help ATC to help us and thereby help us all secure our ongoing position at Biggin. Will Curtis also included a section in his monthly report that said effectively the same thing.

I'm very sad to say that one long term Biggin Hill based pilot/owner chose to ignore all of that and, presumably because he thought that by being belligerent and unhelpful he was somehow championing the light aircraft cause at Biggin.

He wasn't!

On a busy day, this pilot was inbound to Biggin from the South West and on initial call was instructed (requested) to hold at 5 miles for onward clearance. Instead of recognising the very heavy traffic situation and simply doing what he was asked - he proceeded to argue on the R/T that he was in Class G airspace and Biggin couldn't tell him that and he was going to hold at 3 miles. (he subsequently quoted the fact that he wasn't prepared to hold over a Redhill VRP, which was irrelevant as he hadn't been asked to do that! The "request" was to not get closer than 5 miles!).

We are all aware of the legal position, that Biggin can't legally "control" aircraft in Class G airspace, but equally, any pilot who has an ounce of common sense, accepts the need for such "requests" and does exactly that – and without argument!

As a result of this irresponsible and unprofessional attitude, many other aircraft were inconvenienced unnecessarily, and the Air Traffic Controller's workload sent through the roof!

Far from championing the Light Aircraft cause at Biggin Hill, this person has done more in a single flight to put another significant nail in Light Aviation's coffin than almost anyone else in many months. Everyone else is struggling to fit in and help the airport to support continuing Light Aircraft operations here, and this person has undone all that 99% of pilots at Biggin have struggled to achieve with the airport management and ATC!

If we do ever lose our rights to operate light aircraft at Biggin Hill, it is people like this that we will have to thank for it!

## **SCHOOLS GIVEN NOTICE TO VACATE THE AIRPORT**

Following on from the above section, although not directly related to it....

On Wednesday 7<sup>th</sup> March there was a series of meetings between the various Training organisations at Biggin Hill and the airport operators.

As a result of concerns expressed by the CAA and NATS, over the number of potentially serious TCAS RA's and level busts occurring at the airport, it was explained that the requested voluntary reduction in the number of training movements simply had not worked to contain the problem and it had become necessary to take more draconian action.

As a result, the airport Board of Directors had decided to forcibly reduce the number of Biggin Hill light aircraft movements from the current 35,000 a year, to 12,000. The only practical way of achieving that, whilst simultaneously protecting private owners based at the airport, was to terminate ab-initio training at Biggin Hill. Additionally, the airport claims that it needs the existing flying club sites for redevelopment for facilities for business aviation. Accordingly all training organisations were given notice to quit their premises, and given the contracted 6 months to vacate.

It was stressed that private owners who flew from the airport would be unaffected, and provided that they adhered to the airport's procedures and "fitted in" as required, they would continue to operate as currently. Private hire of aircraft and aircraft maintenance facilities was similarly unaffected. Clubs and Schools are now invited to submit proposals as to how such aircraft rental operations might be arranged once their respective leases terminate.

Inevitably this has turned the training world upside down and the schools are looking to make plans to relocate elsewhere in order to continue their businesses.

It is a sad day for Biggin Hill, which was where training schools and clubs were sent to following the closure of Croydon back in the late 50's, with a promise then of permanent security of location for their activities. But clearly events at Biggin Hill, with the closure of many London area airports forcing out exec-jets, and the relocation of many of those to Biggin Hill instead, has caught everyone by surprise and created a significant safety issue that previously did not exist.

## LICENCING AND MEDICALS

Just a reminder to everyone that the 8th April 2018 will see many people unable to continue to fly EASA aircraft with their previously held licences (UK National PPL and NPL cease to be valid) unless they have already converted them to EASA Part-FCL licences.

So, if your licence does not show "EUROPEAN UNION – FLIGHT CREW LICENCE – Issued in accordance with Part-FCL" on the front page of the document, then you cannot continue to fly most club and private aircraft types after 8th April. Aircraft classed as Annexe 2 types, typically those older types not issued with Certificates of Airworthiness, and many LAA home-builds, are not affected by this change and can continue to be flown on your National Licences (subject to the medical changes below!)

There are also restrictions on GP Medical Declarations. Don't get caught out – if you fly after 8th April with an invalid licence or medical you will probably invalidate the aircraft insurance as well as leave yourself open to CAA action against you. For full details of medical requirements - see: [http://publicapps.caa.co.uk/docs/33/CAP1441\\_MedicalLicenceTable\\_V10\(08March2017\).pdf](http://publicapps.caa.co.uk/docs/33/CAP1441_MedicalLicenceTable_V10(08March2017).pdf)

## STOP PRESS

Out on 20th March – a temporary respite - CAA gives one year exemption, in some circumstances, to some licence holders who's EASA licences were issued before 8th April 2018 and who have previously made a medical declaration which remains valid and has not been withdrawn.

Note: Only VFR within the UK, LAPL privileges, restricted to single engine piston, Helicopter, Aeroplanes, and TMG's, no commercial flights, no training flights, no introductory flights, no cost sharing and no student solo flying!

General Exemption E4655 published 20<sup>th</sup> March 2018 - See: <http://publicapps.caa.co.uk/docs/33/ORS4No1254.pdf>

Also:

<https://www.caa.co.uk/general-aviation/pilot-licences/medical-requirements/medical-requirements-for-private-pilots/>

## 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](mailto:john@bigginhillreunited.co.uk) )

## ALOUETTE FLYING CLUB

Greetings from Alouette,

A really dreary March is finally behind us. Hopefully April will be kinder so we can exploit the longer days.

Despite the unexpected news, it's still business as usual at Alouette. Alouette continues to be committed to keeping the cost of GA flying as low as possible.

Our members enjoy a spirited social scene spanning almost 60 years and of course some of the lowest private hire rates at Biggin Hill.

By the time you read this newsletter, both our PA28 G-BUJO and Cessna 172 G-BRAK are now fully 8.33 kHz compliant, and back in service. Therefore you are now able to visit all the UK's airports whether they still have the old 25 kHz frequencies or have already changed to the new ones - so there really isn't any excuse not to make the most of the April sun (hopefully!) and keep those licences active.....

Enjoy

Safe flying, best regards

Josh Reeves  
Alouette Chairman

### **FALCON FLIGHT ACADEMY (inc EFG) & FALCON FLIGHT SERVICES**

Greetings from all at the Falcon Camp

As the only Approved Training Organisation and professional flying school at Biggin Hill Airport, we share the shock at recent developments. We appreciate the support from the aviation industry, local community and all our friends far and wide.

January 3rd 1959 Rex Nicholls flew the first EFG (*Experimental Flying Group – Ed*) aircraft in to Biggin Hill. Today, EFG continues the legacy of pilots and instructors since, and we have every intention to carry this on.

As a company we are committed to safety, standards and success. Excellence is due to the many people who form the make-up of EFG, S&K, and the whole GA community here.

Though times seem uncertain, know we are working tirelessly to continue all of the above mentioned.

Reassurance was given that Falcon's maintenance will continue with no plans other than a cease to flight training.

So whilst we move forward, thank you again for all your support.

Meanwhile during the good flying days we have continued to honour all our customers and provide the steadfast training required in today's airspace.

The hangar is busy preparing our Archer as the latest addition. Contact Singh and Shonu for your next check.

Till the next time. Stay blessed, fly safe, stay strong.

Anoop Singh Bamrah  
Singh Bamrah  
Shonu Bamrah  
Falcon, EFG, and S&K

### **MONTHLY REPORT FROM THE OFFICE OF WILL CURTIS**

March has been a quieter month in all areas of airport activity. This has been partly due to inclement weather with winds and snow from the north east precluding business jet operations into Biggin Hill. Once we have our new GPS approach implemented, we should be more resilient in the

winter months. Nevertheless, we still achieved the budgeted levels for the month. Hopefully April will bring better weather for flying. A special thank you must go to the operational staff, headed by Ground Operations Manager, Barry Sargeant and Senior Fire Officer, Andy Mellers who ensured that the airport was cleared of snow and remained open. This involved pulling some 'all-nighters' so well done to all staff who went the extra mile to keep the wheels turning.

Many of you will already have heard that, by various means, we will be reducing light aviation movements at the airport to around 12,000 annually over the next 12 months. This is a reduction around 22,000 movements and has obviously and understandably not been welcomed by many airport users. However, the Airport has determined, using all available evidence and output from the airport safety management system, that this is the realistic level of light aviation we can safely sustain for the foreseeable future.

Whilst light aviation was once a mainstay of Biggin Hill Airport, this is no longer the case because light aviation - even at 1985 levels of 250,000 per annum - could not come even close to covering the £8.5 million annual cost of operating the airport. So, it is with heavy heart that we have taken some very difficult decisions that may affect people who have been here a long time, but whichever way we look at the problem, we have found that there is no realistic alternative. Private owners and bona-fide group ownership schemes will find that, when the dust settles, there is little change. As you will be aware already, the main change is to be in the area of flight training because it is the sheer density of flight training activity that ramps up the movements and raises controller workload at peak times. This summer, in order to address this problem, we trialed a scheme whereby circuit training went to other aerodromes such as Redhill to avoid using the Biggin Hill circuit, but sadly this did not really produce the results we hoped for.

In other news, the RAF will be visiting Biggin Hill on Friday 13th of April as part of their centenary celebrations. Our Festival of Flight this year (18th & 19th August) will also celebrate the 100th anniversary of the Royal Air Force.

The new terminal hangar 2 is now nearing completion and we expect the offices to be handed to us by the building contractor shortly. The hangar is already two thirds full and more customers are expected to arrive imminently. We should be full by early summer and then we must look at building a third hangar because London Luton Airport have just announced that, as a result of increasing airline movements, they will be closed to all non-scheduled traffic (including business aviation) between 2300 and 0700 from June 1st. They have a noise quota which they have reached and cannot therefore accept further traffic. This is the result of the continuing capacity crunch affecting all London airports including Biggin Hill. Indeed, this is what is driving more business aviation traffic to Biggin Hill and we have received numerous enquiries from new customers and we anticipate that this summer will be busier than ever.

To support this, our Fire team will be at RFFS Category 6 from May 1st allowing more flexibility for our business jet customers. This represents quite a change from the original days of the Biggin Hill Fire Service which, as many of you will remember, was based in the old fire station just south of the terminal. They now occupy a purpose built state of the art fire station and have no fewer than four foam appliances at their disposal!

Until next month, safe flying!

Best regards  
Will Curtis  
MD – Biggin Hill Airport Ltd

## **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](http://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](mailto: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) please let me know or tell them about us – Database membership is, of course, free.

Having said that, any contributions towards the cost of maintaining the various webservers and domain names etc., would always be gratefully received. (Cheques should be payable to “John Willis” and posted to me at 26,Churchside Close, Biggin Hill, Kent, TN16 3QF). Thanks to those who have already sent in contributions - your help is much appreciated.

That's it for this month.....  
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.....

Upon hearing that her elderly grandfather had just passed away, Katie went straight to her grandparent's house to visit her 95 year-old grandmother and comfort her.

When she asked how her grandfather had died, her grandmother replied, "He had a heart attack while we were making love on Sunday morning."

Horrified, Katie told her grandmother that 2 people nearly 100 years old having sex would surely be asking for trouble.

"Oh no, my dear," replied granny. "Many years ago, realizing our advanced age, we figured out the best time to do it was when the church bells would start to ring. It was just the right rhythm. Nice and slow and even. Nothing too strenuous, simply in on the Ding and out on the Dong."

She paused to wipe away a tear, and continued, "He'd still be alive if the ice cream truck hadn't come along."

.....UNQUOTE

### QUOTE.....

Some years ago, there was a Mensa Convention in Sydney. Mensa, as you may know, is a national organization for people who have an IQ of 140 or higher.

Several of the Mensa members went out for lunch at a local cafe.

When they sat down, one of them discovered that the salt shaker contained pepper and the pepper shaker was full of salt.

How could they swap the contents of the 2 bottles without spilling any and using only the implements at hand? Clearly this was a job for Mensa minds.

The group debated the problem, presented ideas and finally came up with a brilliant solution involving a napkin, a straw and an empty saucer.

They called the waitress over, ready to dazzle her with their solution.

"Miss", they said, "We couldn't help but notice that the pepper shaker contains salt and the salt shaker --."

But before they could finish, the waitress interrupted, "Oh ! Sorry about that".

She leaned over the table, unscrewed the caps of both bottles and switched them.

There was dead silence at the Mensa table.

Kinda reminds you of the Government, doesn't it.

.....UNQUOTE

QUOTE.....

The Pastor entered his donkey in a race and it won.

The Pastor was so pleased with the donkey that he entered it in the race again and it won again.

The local paper read: PASTOR'S ASS OUT FRONT.

The Bishop was so upset with this kind of publicity that he ordered the Pastor not to enter the donkey in another race.

The next day the local paper headline read: BISHOP SCRATCHES PASTOR'S ASS.

This was too much for the Bishop so he ordered the Pastor to get rid of the donkey.

The Pastor decided to give it to a Nun in a nearby convent.

The local paper, hearing of the news, posted the following headline the next day: NUN HAS BEST ASS IN TOWN.

The Bishop fainted.

He informed the Nun that she would have to get rid of the donkey, so she sold it to a farm for \$10.

The next day the paper read: NUN SELLS ASS FOR \$10

This was too much for the Bishop so he ordered the Nun to buy back the donkey and lead it to the plains where it could run wild.

The next day the headlines read: NUN ANNOUNCES HER ASS IS WILD AND FREE.

The Bishop was buried the next day.

The moral of the story is . . . being concerned about public opinion can bring you much grief and misery . . even shorten your life. So be yourself and enjoy life. Stop worrying about everyone else's ass and just cover your own !!!

You'll be a lot happier and live longer!  
.....UNQUOTE

QUOTE.....

While enjoying their evening cocktails, the wife asks her husband, in a very seductive voice, "Have you ever seen Twenty dollars all crumpled up?"

"No," said her husband.

She gave him a sexy little smile, unbuttoned the top 3 or 4 buttons of her blouse, and slowly reached down into the cleavage created by a soft, silky push-up bra, and pulled out a crumpled Twenty Dollar bill.

He took the crumpled Twenty Dollar bill from her and smiled approvingly.

She then asked him, "Have you ever seen Fifty dollars all crumpled up?"

"Uh.. no, I haven't," he said, with an anxious tone in his voice.

She gave him another sexy little smile, pulled up her skirt, and seductively reached into her tight, sheer panties... and pulled out a crumpled Fifty Dollar bill.

He took the crumpled Fifty Dollar bill and started breathing a little quicker with anticipation.

"Now," she said, "have you ever seen \$50,000 dollars all crumpled up?"

He said, "No!," trying to hide his anticipation.

She said, "Check the garage."  
.....UNQUOTE

QUOTE.....

The supermarket had a sale on boneless chicken breasts. I intended to stock up.

At the store, however, I was disappointed to find only a few skimpy pre-packaged portions of the poultry, so I complained to the butcher lady.

"Don't worry," she said, "I'll pack some more trays and have them ready for you by the time you finish shopping."

Several aisles later, I heard the lady butcher's voice boom over the public-address system: "Will the gentleman who wanted bigger breasts please meet me at the back of the store."

.....UNQUOTE

QUOTE.....

Mick and Paddy were fishing on the Irish shoreline when Mick pulled out a cigar.

Finding he had no matches, he asked Paddy for a light.

'Ya, sure, I tink I haff a lighter,' Paddy replied and then reaching into his tackle box, he pulled out a Bic lighter 10 inches long.

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

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

'You haff a fecking Genie?' Mick asked.

'Ya, sure. It's right here in my tackle box,' says Paddy.

'Could I see him?'

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

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

'Yes, I will,' says the Genie.

So Mick asks the Genie for a million bucks. The Genie disappears back into the tackle box leaving Mick 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 one million ducks Mick yells at Paddy, 'What the hell? I asked for a million bucks, not a million ducks!'

Paddy 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"...) )