

Hi everyone

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

JB's August 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.

SUMMER AT LAST

At long last we at Biggin have enjoyed some excellent flying weather, albeit also experiencing some amazing thunderstorms with spectacular lightning and tropical rainfall (fortunately mainly occurring overnight).

The Clubs and Private Owners certainly have made the very most of the chance to blow the cobwebs off our aircraft.

Long may it continue!

MORE SAD LOSSES THIS MONTH

This month, I have been informed of the sad passing of several old friends and colleagues:

Les Manwaring, passed away aged 90 at his home in Penzance on 23rd June. His funeral was held on Wednesday 9th July at 3pm at Treswithian Crematorium near Camborne (Cornwall).

Les, who flew regularly for many years at Biggin, will be remembered by many old Biggin Hill'ites as the person that at one stage took over the old Surrey & Kent bar at the airport.

R.I.P. Les.....

Former Alouette Flying Club members, David Brown and Andy Appleby have also recently passed away:

David Brown flew with Alouette and we believe he was a founder member along with Don Perch in the days when they flew a red and yellow Taylorcraft (known affectionately as "The Bloodshot Banana"). He remained an active member and pilot for many years and it is believed he may have served on the Air Fair committee at some point many years ago.

David, who was close to his family and lived in Tatsfield, had apparently been ill for some time. His funeral was at St Mary's church in Tatsfield and was well attended by his family and friends, including some from Allouette.

R.I.P David

Andy Appleby died on the 21st June and his funeral at the Parish Church of Ripe and Chalvington was attended by many friends and family.

He to fly with Alouette in 1971 on the Victa Airtourer. He went on to fly Jodel G-BPPS, which he rebuilt and then flew for over 30 years. Sadly his final illness just prevented him completing a restoration of `PS` which is due imminently to take to the skies again.

R.I.P. Andy

All three are entered on the Roll of Honour at www.bigginhillreunited.co.uk

(Thanks to Robert Burgess, Michael Townsend, and Laurie (Harry) Harris for keeping us all informed)

NEW AIRPORT EXHIBITION

On 25th and 26th July, Biggin Hill saw the launch of a new show aimed at the luxury end of the market. The Elite London 2014, luxury lifestyle show, was held at the impressive Rizon Jet facilities at the airport, the first time such an event has been held in the UK.

This show was unique in bringing together a diverse range of exhibitors showcasing and offering the very best of the world's leading luxury brands, including numerous private jets and helicopters, super cars and speed boats, as well as many luxury lifestyle products and services such as fine and contemporary art.

Visitors were able to enjoy a number of thrilling experiences, such as test-driving 'supercars' and were also entertained by a private Spitfire flying display each day

Plans are now apparently underway to hold the 2nd edition of The Elite London in May 2015. *(a little out of my league, but it did look quite impressive – Ed)*

"SMALL" AIRCRAFT - THEIR FUTURE AT BIGGIN HILL

There have been rumours abound recently about the future of small aircraft at Biggin Hill being limited. Whilst it is a fact that small aircraft simply do not make a large enough proportion of the income at the airport, when compared with the overall business, it is definitely not true that the airport doesn't see a future for small aircraft here. However, we must all appreciate their position - The airport's current core business is as a business jet centre for London - that is where the bulk of their revenue is generated and they must obviously protect their core business.

Both Andrew Walters and Will Curtis have expressed publically their continued and

ongoing support of small aircraft at the airport, and it still features highly in the airport's investment plans (East Camp proposed development, taxiway resurfacing, self-refueling facilities, etc..). But - small aircraft must fit in and not jeopardise the airport's core business.

It is a fact that the bulk of noise complaints in the immediate vicinity come, not from jets, but from small aircraft (the exception to this being complaints from the "Parks" and Petts Wood to the northeast, where people in these areas would prefer we are not an airport at all, even though most moved in long after we were established as an airport). We do need to keep our house in order by operating as a good neighbour.

What is also clear is that the new airport's Safety Management System (SMS) has highlighted that small aircraft are the subject of far more incidents than the core business (jets), and these incidents do, and can, affect that jet traffic adversely. It only takes a business jet being baulked into making an enforced go around, and the "boss" in the back is likely to tell his crews to find him another airport to operate into - clearly this is something that the airport needs to guard against.

Airmanship in the main at Biggin is actually better than most small airports, but the SMS does show that there are a few specific aircraft that cause problems resulting in noise complaints and potentially dangerous airmanship issues. These few people could, and probably will, jeopardise all of our small aircraft operations at Biggin unless they can be persuaded to change their ways.

AIRMANSHIP ISSUES

As mentioned above, most people who fly from Biggin do indeed do their very best to both be good neighbours and demonstrate good airmanship, so what really are the issues that worry everyone?

The main ones are:

1) Runway incursions - ie. entering or crossing a runway without prior clearance - this may not sound necessarily an issue, but take one particular case of a Biggin Hill based privately owned aircraft taxiing from the Main (Tower) Apron, back to the other side of the airport. Cleared to Delta 3 only (and with a jet lined up on 21 awaiting release) the said aircraft crossed D3 and continued towards A3 - it ignored three separate radio calls, before responding after runway entry! Fortunately, the jet was held by ATC and a potentially catastrophic incident avoided. Whilst that incident was at the extreme end, Biggin Hill consistently uses multiple runways, so all of them must be considered active at all times and not entered without prior clearance (and looking, of course!). Such a catastrophic incident could well spell the end for all small aircraft operations at Biggin, but could so easily be avoided. This type of incident is not an isolated one!

2) Airmanship issues - typically here it would involve such incidents as entering (or re-entering) the ATZ without clearance, or turning across the village low level with full power. These can be both annoying to the local residents, but can also be potentially dangerous - for example, an aircraft (again a different Biggin based privately owned small aircraft) joining from the west, cleared to report at 5 miles "for onward clearance", and next being seen turning very short final for 21 in front of a jet previously cleared to land and who had to exercise a go around as a result! (A potentially lost client for the airport?).

As I said, most people are very conscientious and operate well at Biggin, but it is the few that don't and who believe that any rules don't apply to them, that are putting all of us at risk.

Common issues are also circuit size (do you remain well inside the ATZ on all your circuits, unless asked to extend?), and failing to follow the Noise Abatement procedures that are published for the airport. (Do you always adjust your climb track 10 degrees right after takeoff on 21? You should - it's been a published procedure at Biggin for at least a couple of years!).

When was the last time you read the UK Air Pilot entry for your home airport? I have to admit that I personally didn't used to - I would always check the entry for another airport I was planning to fly to, but my home base - probably not. But we should regularly check it for changes - if we did, we would see that the Noise Abatement procedure is not just for the jets (which most people I've spoken to believed) but does indeed include us all. But watch the departures on 21 and see how many small aircraft comply with that - currently, not that many...

I suppose what I am trying to do here is not to teach you all to "suck eggs" as the saying goes, simply to try to get across what we can all do to help ourselves to improve our own security for a long term future at the airport. We all love our airport, but we've got to help them to help us and make them see we want to fit in with the airport's core and profitable business.

Clearly, many of us would love it to be like it was in the carefree 60's and 70's, but without the revenue generated from the jet traffic, the airport would almost certainly have closed completely years ago (as was the active plan from the Council some years ago). The development of the airport has ensured that we all have an active airport from which to operate, but with some restrictions that make it different to how it was - but at least it is still here!

PANSHANGER TO CLOSE

Another airport bites the dust!!!

Earlier in July, for those that didn't already hear, I received the following email text that was sent out to the members of the North London Flying Club at Panshanger:-

"It is with great sadness that we have had to produce this special release about the Aerodrome (Panshanger) closure in September.

Key highlights are as follows:

- Panshanger Aerodrome will be operation up until Saturday 20th September 2014*
- Young Aviators Day to go ahead on Friday 1st August*
- Students, please arrange a one to one with your instructor to discuss the continuation of your studies.*
- Voucher holders, please get in touch to book in a date if you have not already.*
- Let's make the last Panshanger Revival Day on Sunday 10th August 2014 a good one!*
- Don't miss the last event, our Aerobatic Day on Sunday 14th September 2014*
- Thank you to the Somers Family for the use of the airfield for over the last 20 years*

We hope you will make use of the Aerodrome up until the last day of operation."

A very sad announcement, as I'm sure you will all agree. The loss of yet another airport is just terrible - wherever next??

SOUTHEND RMZ

By the time you read this, the new Radio Mandatory Zone (RMZ) activated on 18th July will

be well established in force. Take care to contact Southend Radar on 130.775 prior to entering this area (you probably have been doing so anyway, but now it is compulsory). For full details of the area it covers, have a look at <http://www.flyer.co.uk/aviation-news/newsfeed.php?artnum=1977>

In the absence now of Manston radar, this service is really the only radar coverage out into North Kent, and they are very helpful and friendly.

This RMZ is a temporary measure pending the review of the Controlled Airspace requirements for Southend that have been submitted and is scheduled to take place on or before the Spring of 2015.

NEWS FROM AROUND THE CLUBS

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

A Very Good Day To You All!

Wow, what a spell of weather we have been having, albeit with the occasional shower. Nonetheless Biggin has been rife with aircraft movements keeping everyone nice and current! Here at the Falcon camp we have seen students embark on their First Solo flights and some completing their PPLs in cracking times.

Maintenance as ever is very busy, with Falcon recently taking on a KingAir B200. We are here for all your servicing requirements.

The Festival of Flight (yes I know, one month too late!) was a great hit with many members. Past and present members dropped into the School to say "Hi!" and partake of a BBQ. Even the Mayor of Bromley, Julian Benington, swung by for a burger and glass of wine! We salute the guys and gals who made this possible, from Pilots to Ground Crew, Catering to Security, and never forgetting the airport, Colin and his team!

An added benefit for our Members and PPL Holders is that they get regular reminders and "nudges" regarding radios calls and airport etiquette. As Biggin grows it is important for all of us to stay the proficient pilots that Biggin rightly expects of us.

However everyone can use a brush up every now and again. With the ever increasing jet traffic it's good to see GA keeping a firm grasp on things but remember, if you ever want an IMC detail, a checkout, or generally a great dual flight, then both EFG and Surrey & Kent are here to help! With Judy's excellent manner, and Paul T's fantastic wit we are all happy to see you any time!

Housekeeping - Everyone is aware of various noise abatement notices and we should all remember to adhere to the airport departure and joining instructions. As a general rule of thumb though, let's all remember to stay clear of Biggin Hill Village as we take off on R21 and keep an eye on your track!

So folks, keep flying, stay happy, and stay blessed. Over and Out

Anoop Singh Bamrah

MONTHLY REPORT FROM THE OFFICE OF WILL CURTIS

More fine weather has made July another great month for light aviation and clubs.

Sadly this has resulted in an unacceptably high level of runway incursions, airspace infringements and wholly avoidable noise complaints. We are currently working on how we mitigate these issues, which have now reached a level that has triggered the CAA to request a meeting with me on the subject! More news to follow.

Please be under no illusions though, if you infringe a runway or airspace you will be the subject of a Mandatory Occurrence Report to the CAA, submitted by Biggin Hill ATC. A nice man from the CAA may then come round and could tear up your licence. At best you may receive a lecture and you could even be prosecuted for the criminal offence of breaching the Air Navigation Order. So, if you insist on infringing an active runway or controlled airspace, please don't be surprised if you end up receiving a summons or be called for an interview at Gatwick. You have been warned!

Stopping at a holding point is obviously basic first lesson stuff – there really can't be any excuse for entering any runway without a specific clearance to do so. Please – I implore you all - pay attention to your clearance, write it down and read it back and, if in any doubt about your clearance limit, ask BEFORE proceeding. Taxiing is one of the most hazardous periods of any flight, so please don't just relax and assume you are clear to continue.

We have also been working hard on being a better neighbour, and we will soon be embarking on a new Noise Action Plan. If you live in the local area, you will soon receive a letter from me about this initiative. This process will involve consultation with local residents as well as pilots using Biggin Hill Airport. The result will likely be several "no fly" zones, such as the no fly zone over Biggin Hill (which is unfortunately regularly ignored by a few selfish individuals on whom we are, rest assured, swiftly homing in). We are also looking at our published jet routings and these may be improved from a noise abatement standpoint where we are able to do so.

The Noise Action Plan, as well as all airport related safety and security matters will be overseen by a new Safety and Noise Abatement Review Board (SANARB – well everything in aviation needs a proper acronym!).

The SARNAB will be made up of myself - the Accountable Manager, the BH ATC Management team, the BHA Safety Manager and 6 to 10 current and experienced pilots from all areas of operations - light aircraft through business jets and helicopters.

The SARNAB will help design the new noise abatement procedures and we will publish them once they are all agreed. The Board will meet monthly and will review every safety and security report and all noise complaints received in the preceding month.

The 6 to 10 pilot members of the SARNAB (I.E. only those persons NOT employed by Biggin Hill Airport) will be able to vote to:

1. Issue a warning to an errant operator or pilot
2. Require further flight instruction be undertaken by a pilot before any further operation from Biggin Hill Airport
3. Issue a fine of £250 which will go to the local community
4. Exclude individual pilots from using Biggin Hill Airport in perpetuity

Any pilot refusing to accept and discharge 1,2 or 3 will find themselves moved to option 4 – exclusion – in fairly short order. Having asked nicely for the past 6 months without any

really significant sign of improvement, this is now seen by the airport as being the only way to control the few individuals (and they are in the smallest minority), that simply will not behave sensibly, before they cause the kind of accident that could bring a swift and unpleasant end to light aviation at Biggin Hill Airport.

I am sure that you will all see from the above that it is not the airport who will be policing airport users, but your own peer group – IE other experienced pilots that operate from Biggin Hill. This is intended as a mechanism which will enable the light aviation community to bring its own house in order.

I should stress that we all appreciate that any individual pilot can make an isolated mistake, and it not these people we are trying to hit – just those that consistently demonstrate bad airmanship and an inability to follow basic airport rules and procedures.

Until next month, safe and quiet flying (please)!

Best 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

When sending anything in, 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.....

The word "Politics" is derived from the word "poly", meaning "many", and the word "Ticks", meaning "blood sucking parasites"

~Author Unknown

Politics is the gentle art of getting votes from the poor and campaign funds from the rich, by promising to protect each from the other.

~Oscar Amringer, "the Mark Twain of American Socialism."

I offered my opponents a deal: "if they stop telling lies about me, I will stop telling the truth about them".

~Adlai Stevenson, campaign speech, 1952..

A politician is a fellow who will lay down your life for his country.

~Texas Guinan. 19th century American businessman

I have come to the conclusion that politics is too serious a matter to be left to the politicians.

~Charles de Gaulle, French soldier & statesman

Instead of giving a politician the keys to the city, it might be better to change the locks.
~Doug Larson (English middle-distance runner who won gold medals at the 1924 Olympic Games in Paris, (1902-1981)

We hang petty thieves and appoint the bigger thieves to public office.
~Aesop, Greek slave & fable author

Those who are too smart to engage in politics are punished by being governed by those who are dumber.
~Plato, ancient Greek Philosopher

Politicians are the same all over. They promise to build a bridge even where there is no river.
~Nikita Khrushchev, Russian Soviet politician

When I was a boy I was told that anybody could become PM; I'm beginning to believe it.
~Quoted in 'Clarence Darrow for the Defense' by Irving Stone.

Politicians are people who, when they see light at the end of the tunnel, go out and buy some more tunnel.
~John Quinton, American actor/writer

What happens if a politician drowns in a river?
That is pollution.
What happens if all of them drown?
That is a solution....!!!
.....UNQUOTE

QUOTE.....
Telephone rings, woman answers.

Pervert, breathing heavily, says, "I bet you have a tight arse with no hair?"

Woman replies, "Yes, I have, - He's watching the football .. - Who shall I say is calling?"
.....UNQUOTE

QUOTE.....
For those of us "of a certain age" ... and for you youngsters, well, these days will come soon enough!

Several days ago as I left a meeting I desperately gave myself a personal search. I was looking for my keys. They were not in my pockets. A quick search in the meeting room revealed nothing.

Suddenly I realised I must have left them in the car. Frantically, I headed for the car park.

My husband has scolded me many times for leaving the keys in the ignition. My theory is the ignition is the best place not to lose them. His theory is that the car will be stolen.

As I scanned the car park I came to a terrifying conclusion! His theory was right. The car park was empty.

I immediately called the police. I gave them my location, confessed that I had left my keys in the car, and that it had been stolen.

Then I made the most difficult call of all, to my husband's mobile.

"Hello My Love", I stammered; I always call him "My Love" in times like these. "I left my keys in the car, and it has been stolen."

There was a long period of silence. I thought the call had disconnected, but then I heard his voice. He barked, "I dropped you off!"

Now it was my time to be silent. Embarrassed, I said, "Well, please come and get me."

He retorted, "I will, as soon as I can convince this policeman I have not stolen your bloody car."

This is what I believe they call, "a senior moment!"
.....UNQUOTE

QUOTE.....

Fred was in the fertilized egg business. He had several hundred young' pullets,' and ten roosters to fertilize the eggs.

He kept records, and any rooster not performing went into the soup pot and was replaced.

This took a lot of time, so he bought some tiny bells and attached them to his roosters. Each bell had a different tone, so he could tell from a distance, which rooster was performing. Now, he could sit on the porch and fill out an efficiency report by just listening to the bells.

Fred's favourite rooster, old Butch, was a very fine specimen, but this morning he noticed old Butch's bell hadn't rung at all!

When he went to investigate, he saw the other roosters were busy chasing pullets, bells-a-ringing, but the pullets, hearing the roosters coming, would run for cover.

To Fred's amazement, old Butch had his bell in his beak, so it couldn't ring. He'd sneak up on a pullet, do his job and walk on to the next one.

Fred was so proud of old Butch, he entered him in the Brisbane City Show and he became an overnight sensation among the judges. The result was the judges not only awarded old Butch the "No Bell Piece Prize", but they also awarded him the "Pulletsurprise" as well.

Clearly old Butch was a politician in the making. Who else but a politician could figure out how to win two of the most coveted awards on our planet by being the best at sneaking up on the unsuspecting populace and screwing them when they weren't paying attention.

Vote carefully in the next election, you can't always hear the bells.
.....UNQUOTE

QUOTE.....

SUBJECT: TAKING DOWN THE BIRD FEEDER

This is the best analogy yet!

Is this a great solution for the mess that UK/America/Canada/Australia is now in economically.

I bought a bird feeder.

I hung it on my back porch and filled it with seed. What a beauty of a bird feeder it was, as I filled it lovingly with seed.

Within a week we had hundreds of birds taking advantage of the continuous flow of free and easily accessible food.

But then the birds started building nests in the boards of the patio, above the table, and next to the barbecue.

Then came the poop.

It was everywhere: on the patio tile, the chairs, the table - Everywhere!

Then some of the birds turned mean. They would dive bomb me and try to peck me even though I had fed them out of my own pocket..

And others birds were boisterous and loud. They sat on the feeder and squawked and screamed at all hours of the day and night and demanded that I fill it when it got low on food.

After a while, I couldn't even sit on my own back porch anymore. So I took down the bird feeder and in three days the birds were gone. I cleaned up their mess and took down the many nests they had built all over the patio.

Soon, the back yard was like it used to be quiet, serene.... and no one demanding their rights to a free meal.

Now let's see.....

Our government gives out free food, subsidized housing, free medical care and free education, and allows anyone born here to be an automatic citizen.

Then the illegal's came by the tens of thousands. Suddenly our taxes went up to pay for free services; small apartments are housing 5 families; you have to wait 6 hours to be seen by an emergency room doctor; Your child's second grade class is behind other schools because over half the class doesn't speak English.

Corn Flakes now come in a bilingual box; I have to 'press one ' to hear my bank talk to me in English, and people waving flags other than "ours" are squawking and screaming in the streets, demanding more rights and free liberties.

Just my opinion, but maybe it's time for the government to take down the bird feeder.

If you agree, pass it on; if not, just continue cleaning up the poop!

.....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"...))