

Hi everyone

Welcome to the August Newsletter for the Biggin Hill Airport Users Database. 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](http://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!)*

### **JULY WEATHER**

At long last the weather in July has been predominantly good – some periods of quite strong and gusty winds, and some low cloud and drizzle, but in general Summer flying weather most of the time.

Hopefully this will now continue for a few months and improve a bit too to enable us to keep up our flying and promote PPL training. ...

### **SAD LOSSES**

This month, regretfully we have again lost a couple of old Biggin Hill'ites.....

### **KATHLEEN MARY "KAY" ELLIOTT**

Sadly on 29<sup>th</sup> June our very old friend, Kathleen Mary Elliott (known to us all as Kay) passed away after suffering from dementia and being diagnosed with Alzheimer's.

As many will obviously remember, Kay was married to the late Peter Elliott who left us some 19 years ago, and she was a regular admin person and general helper at the wonderful Experimental Flying Group at Biggin Hill, which was actually the first ex-Croydon Airport based aircraft that moved here when that airport closed in 1959. (as many of you will know, I joined that Group at the age of about 11, and that's when I first met Kay. Such a lovely lady...)

Kay met her husband, Peter, at Croydon Airport, where she was a teleprinter operator and he was an aircraft engineer there. They married in 1955 and set up home in a flat in Wallington. Peter subsequently became a professional pilot and flew for BOAC, which of course eventually became British Airways. Hubby was also a flying instructor and worked when free at weekends with Rex Nicholls. So Kay was at Biggin virtually every weekend.

Whilst Peter was obviously a very enthusiastic pilot and also an owner with Kay of their own light aircraft, Kay herself was an incredibly enthusiastic aviator, and, whilst not having her own licence, flew with Peter all the time in their aircraft. She absolutely loved everything Aviation and Aircraft-wise and was very knowledgeable on most aviation matters....

Peter became a Captain with BOAC, and subsequently a Training Captain on VC10's, so he flew all over the world, and Kay frequently flew with him to all these amazing long-haul destinations, when he was on duty with the airline.

As the years passed, they moved to Purley, but of course continued to spend most of their spare time at the club at Biggin.

Some years ago they also decided to build a light aircraft – they did this in their home and in the initial stages the fuselage was actually built in their lounge at home! After it started getting close to completion, which both of them worked on, the half-built airframe was trailed up to the airfield to be completed.

Both of them spent loads of time at the airfield, socialising as well as flying, both in the club's aircraft but also in their own. They were both serious aviation enthusiasts!

Because Kay was so interested in aviation, after Peter sadly died around 19 years ago, she continued to visit Biggin Hill at the weekends, socialising with many of us in Surrey and Kent Flying Club's clubhouse, and others, plus she attended most social gatherings and BBQ's at Shipping and Airline's hangar. She was also an active member of the Croydon Airport Society, which was the aerodrome where she and Peter met all those years ago. She was always welcome and was well thought of in the local flying world.

Although by this time she was widowed, Kay continued to enjoy travel, including cruising, of which she did several.

Around nine years ago, she moved to a flat in Sanderstead where initially her life continued normally, including her social involvement with us all at Biggin. But sadly after a while her health began to deteriorate, slowly at first, but then the signs became more pronounced. Gradually we were all starting to lose the Kay we had all known for all those years.

Whilst she remained in her flat, she became looked after by a team of live-in carers, and stopped communicating with all her aviation friends in those last few years sadly.

Kay's funeral was held on Tuesday 25<sup>th</sup> July and was attended by many family and friends.

We will all miss this wonderful lady and friend to many of us for many, many, years. But we all believe she is free of all the problems being experienced in these latter years of her full and wonderful life, and will probably be happy, back together with Peter – Somewhere, who knows where, they will be flying together once again...

Rest in Peace Kay, you will be much missed by us all, but never ever be forgotten.

Kay's name has been added to the BigginHillReunited Roll of Honour....

## **IVES BRANSON**

Sadly old Biggin Hill'ite Ives Branson passed away peacefully in his home on 5th July with his wife Sheila present.

Ives was born in France in February 1928, and lived and grew up in Paris, where he met several celebrities through his father's work as a music publisher, and he continued his love of music, especially classical and jazz, throughout his life.

He was 11 when war broke out, and he remembered watching from his grandfather's house in the summer of 1940 as German troops marched in Brittany. (we understand from his family that he actually helped someone towards the end of the war to escape by cycling an escaped prisoner of war across Paris in the dead of night, to aid the resistance.)

Years later, Ives came to England where he worked for BEA for a while, and around the same time restored a Bugatti, which was a car he was immensely proud of.

He then moved to Nigeria, to oversee electrical installations, as well as being secretly contracted to set up radio stations across the country for the British High commission. It was here that he met his wife-to-be, Sheila, and it was also in Nigeria where his 3 children Julian, Helen and Sophia were born.

In 1970, Ives and his family moved to Southborough, and it was around this time that he learned to fly light aircraft. He was very passionate about flying and over the next 30 years he clocked up loads of flying hours.

In 1981 Ives bought the ex-Whitbread and ex-Southern Air Charter Piper Aztec B, G-ARYF, which he used to travel for work to France, and also to fly with his family and friends all over Europe. He owned the aircraft until selling it in 2002

Ives also spent much of his life serving his community. He was a Scout Leader for St Thomas Cub Scouts for over 10 years, and he dedicated over 30 years of his life to the Rotary club of Southborough.

Ives was an extremely nice person and was of course known by many of us old Biggin Hill'ites.

Rest In Peace Ives - You will be sadly missed and always remembered by all your flying friends.

Ives name has been added to the BigginHillReunited Roll of Honour

## **COUPLE OF OLD BIGGIN HILL'ITES**

To lighten the newsletter a little.....

Over the weekend of the 22<sup>nd</sup> and 23<sup>rd</sup> July, myself and my wife, Christina, travelled down to Cornwall for a few days, having been invited to attend an 80<sup>th</sup> birthday party of a very special personal friend of mine from the 60's and early 70's. We stayed for three days in Newquay before travelling over to Withiel, near Bodmin, on the Saturday morning for the celebrations.

The special friend, whom I had not actually seen for 51 years, was Nick Lilley whose birthday was being celebrated with family and close friends from all around the UK and also as far afield as New Zealand and the South of France. The party, which was initially to be a surprise, was arranged by one of Nick's daughters, Daisy, and was organised to take part in the grounds of his brother down in Cornwall.

On the day, I also met up with John Richardson, who was very much a hero of mine in the 60's when he was a British European Airways First officer, as well as a flying instructor. John

was a business partner of Nick's back then when they owned jointly with the late Ralph Scott and Bob King the hangar and maintenance and aircraft sales company, Express Aviation. I also hadn't seen John (who is currently 84) for the same 51 years, and we had a tremendous time reminiscing about all the flying experiences the three of us did back in the 60's and early 70's together. That side of things was absolutely fantastic....

Nick was quite emotional and stunned to see us both after all those years, so it was a very special weekend for all of us, as well as his family and other friends....

As many of you may possibly remember, Nick, whose father owned the major shoe company called Lilley and Skinners (and which eventually became the British Shoe Corporation!), owned with John Richardson a Piper Aztec A (G-ARHL) which many of you used to see me flying occasionally, and Nick also owned and flew a Brantly helicopter. Nick and I often flew together in the helicopter, as well as the Aztec.

For me, the meeting up again with both Nick and John was very special and we are hoping to get together again very soon, this time probably at Biggin.

So, please join me in wishing Nick a very Happy 80<sup>th</sup> Birthday for the 23<sup>rd</sup> July and hope to celebrate many more together.

## **AIRPORT DEVELOPMENT PROGRESS**

The airport seems to be settling down significantly as a very much improved mainly Business Aviation airport these days and the entire location now looks very impressive.

I think we all realise that times have changed somewhat and Biggin is not a true "General Aviation" airport just for light aircraft anymore. But I think most of us do appreciate that, had Andrew Walters and his team not moved the airport towards Business Aviation, it is quite likely that Biggin would have slowly become financially unviable and would probably have faced total closure, with the site eventually becoming a massive housing estate instead.

So, whilst many light aircraft operators and pilots are not totally happy with the way the airport has changed, at least we still have an airport rather than nothing at all to suit our love of flying.

The CEO's section below will probably give us more up to date information on the progression of the facilities to keep the airport moving forward.

But from our point of view, obviously the most obvious improvements include the addition of the now successful Landings Hotel, with not only accommodation, but good bar and restaurant facilities for residents and non-residents alike – though please just remember that, as non-resident's, it is important to make a call to book access to these facilities.

(The Hotel's website does display the various menu's so you can see what is available to you and your guests – I'm sure you will be very pleasantly surprised at what they offer whether you are just seeking afternoon tea, bar snacks, or impressive full meals)

The new Taxiway "Bravo" joining the "Foxtrot" taxiway to the current "Alpha" taxiway just north of the Heritage hangar has now been fully completed and in operation.

For those light aircraft pilots operating at Biggin Hill nowadays, please see the section below that highlights some operational changes that have occurred, which we should all ensure we are aware of:

### **MAJOR OPERATIONAL CHANGES FOR LIGHT AIRCRAFT ENGINE RUN UPS**

In the last week or so, the Airport made operational changes to light aircraft engine run up locations, that initially were felt to be quite unsafe. Effectively it was initially suggested that all engine runups should be carried out on the aircraft's normal parking ramps before calling for taxiing out instructions for the departure. As a result of these changes, there were a number of communications with the airport to ensure that safety was not compromised.

I'm pleased to confirm that the Airport Operational Instructions were subsequently amended by a second Centrik message which, in case you haven't read the instruction, it is reproduced below:

#### BHAL-OPNOT-002-23-R2 Light A/C pre-flight engine runs

The Light Aircraft Run-up Area is located on the eastern end of taxiway Charlie near the taxiway Alpha/Charlie intersection, use of this area is to primarily allow light aircraft to conduct pre-flight engine checks when runway 21 is in use.

Due to the proximity of the hangars adjacent to taxiway Alpha (Heritage Hangar), taxiway Alpha is categorised as a 'Code B' taxiway, this means some large aircraft types are not able to use taxiway Alpha.

With the introduction of Taxiway Bravo, larger aircraft types will be able to utilise the portion of taxiway Alpha between the A1 hold and where taxiway bravo joins onto alpha. Therefore, this portion of taxiway has been recategorised as a 'Code C' taxiway.

Note: Between the intersection of taxiway Bravo/Alpha and holding point Alpha 4, the taxiway will remain a 'Code B' taxiway.

The following changes shall be brought into effect to safeguard the 'Code C' taxiway alpha strip:

1. To facilitate pre-flight engine runs on taxiway Charlie, a thin solid white line has been marked on the ground between taxiway edge markings, any operator using this area **MUST** be located on the west side of this line, this will ensure the taxiway alpha 'Code C' strip is safeguarded.
2. Due to the physical characteristics of taxiway Charlie where it joins onto taxiway Alpha, the available space on the 'bell mouth' has narrowed, therefore a maximum of one aircraft at any time may occupy this area.
3. During periods of low traffic levels, ATC maybe able to facilitate pre-flight engine runs at the runway holding point.

\* These new procedures will be effective from the 1st of August 2023 \*

There will be no change to pre-flight engines runs on the main apron, currently these are not permitted.

Any high power engine runs will remain subject to the requirements in BHAL-AOI-013-V2 "Aircraft Engine Runs"

Thank You

Barry Sargeant – Head of Airport Operations

### **AUGUST BIGGIN HILL POSTED FUEL PRICES**

The "posted" Biggin Hill Airport fuel prices, excluding VAT, for the calendar month of August 2023 are:

£1:88.5 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)

£0:83.9 per litre for Jet A1

Sustainable Aviation Fuel currently out of stock...

**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).

### **MONTHLY NEWS FROM THE CEO's OFFICE**

The Airport continues to perform well even though the economic landscape remains uncertain. Whilst movement levels remain lower than the previous year, the Airport continues to perform slightly ahead of budget and well ahead of 1019 pre COVID movements. Whilst movement figures remain behind this time last year, average weight and sortie length have continued to increase, as has the associated fuel uplift. That said, the focus remains on the need to balance control of costs against continued investment in infrastructure.

After its formal opening in March of this year, the Hotel has performed extremely well with occupancy levels already reaching over 70%. The feedback from crews, visitors and guests has been outstanding and the Hotel is already establishing a reputation for excellent service and a high-quality dining experience. The Airport continues to progress options for the re development of West Camp. Plans have been drawn up to capture both Airport requirements and the potential to redevelop certain listed buildings within the old RAF camp. These plans will be developed in partnership with LBB and Heritage England. The Airport has completed its enhancements to Churchill Way except for the new Gatehouse. Alternative options are being considered to control access other than a permanent manned facility.

Significant progress has been made since the Airport submitted a new Statement of Need for a 03 RNAV on 23<sup>rd</sup> April. The initial scoping meetings with Gatwick, NATS and the Airport's design consultants, TRAX International, have proved very productive. Early indications suggest the Airport can produce a design that resembles the track proposed in the original submission but critically uses principles promoted by both the Future Airspace South Implementation and the Airspace Modernisation Strategy. Additionally, this approach will address all of the concerns raised by the CAA in CAP2500.

The Airport continues to progress the ACP for the 21 RNAV overlay and has finalised the documentation required for the Stage 3 Consultation Strategy and Full Options Appraisal ahead of the July 2023 timeline. The Airport has submitted the Stage 3 consultation documentation in accordance with the timeline and is awaiting CAA decision. Following consultation, according to the revised timeline, the CAA approval would be provided in January 2024, targeting the 04/2024 AIRAC, which will be effective in April 2024.

Work continues at pace with Marshalls regarding the establishment of the Marshalls Skills Academy and the Airport is working hard to ensure this project is delivered as quickly as possible. In the meantime, we are proving demand through the increased utilisation of the training hub and would encourage everyone to engage with the Airport to make best use of the training facility.

Regards  
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](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 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.....

Best wishes  
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 amusing short stories....

I would like to thank everyone for sending their contributions for this section. To avoid me running out of jokes, please keep them coming by email to [john@bigginhillreunited.co.uk](mailto:john@bigginhillreunited.co.uk)

QUOTE.....

During the wedding rehearsal, the groom approached the pastor with an unusual offer: "Look, I'll give you \$100 if you'll change the wedding vows. When you get to the part where I'm supposed to promise to 'love, honor and obey' and 'be faithful to her forever,' I'd appreciate it if you'd just leave that out."

He passed the minister a \$100 bill and walked away satisfied.

On the day of the wedding, when it came time for the groom's vows, the pastor looked the young man in the eye and said:

"Will you promise to prostrate yourself before her, obey her every command and wish, serve her breakfast in bed every morning of your life, and swear eternally before God and your lovely wife that you will not ever even look at another woman, as long as you both shall live?"

The groom gulped and looked around, and said in a tiny voice, "Yes," then leaned toward the pastor and hissed: "I thought we had a deal."

The pastor put a \$100 bill into the groom's hand and whispered: "She made me a better offer."

.....UNQUOTE

QUOTE.....

I was at my bank today waiting in a short line. There was just one lady in front of me, an Asian lady, who was trying to exchange yen for dollars. It was obvious she was a little irritated.

She asked the teller, "Why it change? Yesterday, I get two hunat dolla of yen. Today I only get hunat eighty? Why it change?"

The teller shrugged his shoulders and said, "Fluctuations."

The Asian lady says, "Fluc you white people too!"

.....UNQUOTE

QUOTE.....

A man asked a waiter to take a bottle of Merlot to an unusually attractive woman sitting alone at a table in a cozy little restaurant.

So the waiter took the Merlot to the woman and said, 'This is from the gentleman who is seated over there.'.... and indicated the sender with a nod of his head.

She stared at the wine coolly for a few seconds, not looking at the man, then decided to send a reply to him by a note.

The waiter, who was lingering nearby for a response, took the note from her and conveyed it to the gentleman.

The note read: 'For me to accept this bottle, you need to have a Mercedes in your garage, a million dollars in the bank and '7' inches in your pants'.



After reading the note, the man decided to compose one of his own in return. He folded the note, handed it to the waiter and instructed him to deliver it to the lady.

It read:

'Just to let you know things aren't always what they appear to be.

I have a Ferrari Maranello, BMW Z8, Mercedes CL600, and a Porsche Turbo in my several garages;

I have beautiful homes in Aspen and Miami, and a 10,000 acre ranch in Louisiana. There is over twenty million dollars in my bank account and portfolio.

But, not even for a woman as beautiful as you, would I cut off three inches. Just send the bottle back'

.....UNQUOTE

QUOTE.....

Teacher: "Kids, what does the chicken give you?"

Student: "Meat!"

Teacher: "Very good! Now what does the pig give you?"

Student: "Bacon!"

Teacher: "Great! And what does the fat cow give you?"

Student: "Homework!"

.....UNQUOTE

QUOTE.....

Josey wasn't the best pupil at Sunday school. She often fell asleep and one day while she was sleeping, the teacher asked her a question. "Who is the creator of the universe?"

Joe was sitting next to Josey and decided to poke her with a pin to wake her up.

Josey jumped and yelled, "God almighty!"

The teacher congratulated her.

A little later the teacher asked her another question, "Tell me who is our lord and saviour?"

Joe poked Josey again and she yelled out, "Jesus Christ!"

The teacher congratulated her again.

Later on the teacher asked, "What did Eve say to Adam after their 26th child?"

Joe poked Josey again and she shouted, "If you stick that thing in me again, I'll snap it in half and stick it up your ass!"

.....UNQUOTE

QUOTE.....

Sarah goes to school, and the teacher says, "Today we are going to learn multi-syllable words, class. Does anybody have an example of a multi-syllable word?"

Sarah waves her hand, "Me, Miss Rogers, me, me!"

Miss Rogers says, "All right, Sarah, what is your multi-syllable word?"

Sarah says, "Mas-tur-bate."

Miss Rogers smiles and says, "Wow, Sarah, that's a mouthful."

Sarah says, "No, Miss Rogers, you're thinking of a blowjob."

.....UNQUOTE

QUOTE.....

Factoids:

Glass takes one million years to decompose.

Gold is the only metal that doesn't rust, even if it's buried in the ground for thousands of years.

Your tongue is the only muscle in your body that is attached at only one end.

Zero is the only number that cannot be represented by Roman numerals.

The song Auld Lang Syne is sung at the stroke of midnight in almost every English-speaking country in the world to bring in the new year.

The roar that we hear when we place a seashell next to our ear is not the ocean, but rather the sound of blood surging through the veins in the ear.

Nine out of every 10 living things live in the ocean.

The University of Alaska spans four time zones.

The tooth is the only part of the human body that cannot heal itself.

Warner Communications paid 28 million for the copyright to the song Happy Birthday.

Intelligent people have more zinc and copper in their hair.

The Swine Flu vaccine in 1976 caused more death and illness than the disease it was intended to prevent.

The military salute is a motion that evolved from medieval times, when knights in armour raised their visors to reveal their identity.

The moon moves about two inches away from the Earth each year.

Everything weighs one percent less at the equator.

The letter J does not appear anywhere on the periodic table of the elements.

.....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" ...)