

Hi everyone

Welcome to the December 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.

JB's December edition of the Biggin Hill Airport "BUGLE" is also now available online on the Social Club's website at <http://www.bigginhillclub.co.uk> To view it, once in the Bugle section, via the link on the homepage, click on the appropriate month's link.

NOVEMBER WEATHER

November weather has again been very changeable – some really beautiful days, but many days with low cloud and/or poor visibility, and in many cases when this cleared then we had strong and gusty winds that were frequently right across the only available runway.

I don't know about others, but I really can't ever remember a whole year with such poor and unseasonable weather conditions. Roll on 2018 – and let's hope for a total reversal of this trend, with wonderful flying weather for more than just the odd few days each week....

JOHN (JB) BRYAN

After lots of promises, and operation dates booked, poor JB has had his knee operation cancelled yet again, and is back at home, waiting now for a date after Christmas. So far it's only been about 10 months coming – what great service!!! I'm sure when he eventually gets in, the NHS service will be excellent, but putting one's life on hold waiting for a date that actually happens must be amazingly frustrating, and disrupts family life dramatically. Keep cheerful JB, we all hope this will be sorted soon and you can get back to normal.

CANDY HALEY

It is with great regret that I have to inform old Biggin Hill'ites of the recent passing in early November of old Sportair member, Candy Haley.

A former Solicitor, who actually did all the legal work for my own very first house purchase, Candy was an active Sportair Flying Club member at Biggin Hill in the 70's with husband David, who passed away a few years ago. She was last seen by many of us at the memorial Garden Party near Headcorn in Kent, held to celebrate the life of the late Gordon Franks, who took over from me as the club's CFI.

Candy's son, Christopher, tells me that his mother died suddenly, following a few years of poor health.

Her funeral will be held at All Saints' Church, Ockham, Surrey, on Friday 8th December at 11am; all who knew her are very welcome to attend.

CROYDON AIRPORT COLLECTORS FAIR 2108

A date in advance for your diaries...

The Croydon Airport Military, Aviation, and Model Fair 2018, will take place on Sunday 7th January starting from 10:30am. It is to be held at the former Aerodrome Hotel, (next door to Airport House) Now the Hallmark Hotel, Purley Way, Croydon Surrey CR9 4LT (J.7 M.25) There will be stalls offering Aviation & Military Collectables, Book and Model Collections, Plastic kits, Diecast Models and Toys. There will even be the opportunity to visit the historic Croydon Airport Control Tower.

Entry is £4 but children under 10 are free, and there is also free car parking.

For any more information, Contact Dave Sutton, email: davidsutton16@aol.com or call: 07973 885754

THE IMPENDING 8.33 kHz RADIO DEADLINE

By now everyone will be aware of the impending deadline of 1st January 2018 for radio equipped aircraft to have an 8.33 kHz capable radio fitted.

The CAA has listened to feedback from the GA community (including that from Biggin Hill's very own Amrit Singh Bamrah of Falcon) regarding equipment availability and capacity of avionics engineers, and has balanced this against the EuroControl direction that will provide more time for owners to equip.

The CAA's Bob Liddiard formally responded in writing to Singh explaining the various circumstances where it was acceptable, beyond the deadline (but with an over-riding final date of 31stDecember 2018) to not be compelled to have 8.33 kHz radios fitted by the end of 2017.

In essence, the situation is:

- 1) The law is changing on the 1 January 2018. From this date, if you need to communicate on any 8.33 kHz channel you will need to use an 8.33 kHz capable radio.
- 2) An exemption is in place such that if the planned flight uses **exclusively frequencies with 25 kHz separation including any mandated en-route stations**, then **the carriage of an 8.33 kHz radio is not required before 31st December 2018.**
- 3) Throughout 2018 ground services will be converting to 8.33 kHz. The conversion date will be decided by each individual ground station. Airspace users are strongly advised to ensure they use up to date and accurate information before flying and follow any instructions given by units. Once **any** ground station or service that you are mandated to talk to on your planned flight converts to an 8.33 kHz channel, you must only communicate using an 8.33 kHz capable radio. (See NOTE below)
- 4) There are certain listed specific frequencies (in CAP1606) which are traditionally used by certain sectors of aviation, for example Gliding, Ballooning, Hang Gliding, Parachuting, Microlights, etc., and of course "SafetyCom". **If at no time it is necessary for the mandatory use of radio on any other frequencies**, then **the installation deadline increases to 31st December 2018.**

5) In any case, unless the carriage of certain communications equipment (typically for IFR flight in controlled airspace) is mandatory, then it is not necessary to physically remove equipment that is not 8.33 kHz compliant, except that it should be restricted for use only on specified exempted 25 kHz frequencies, such as communicating in an emergency on 121.5 - Such radios can also be used to receive ATIS reports or similar.

We therefore CAN continue to fly light aircraft in many areas of the UK **BUT ONLY** until such time that ground stations in the area to be operated in are allocated a **CHANNEL** in the 8.33 range, **at which time it is mandatory to have an 8.33 kHz radio fitted.** (See NOTE below)

Having said all that, there is a positive programme of allocating 8.33 Khz channels to lots of ATC units and LARS units - it is almost certain that 8.33 channels will be required relatively quickly, very particularly within the exceptionally busy London ATCC and TMA areas. The moment that **ANY** frequency at Biggin Hill, Lydd, Southend, Shoreham, Rochester, Lashenden, Fair Oaks, Blackbushe, Redhill, Stapleford, North Weald, or Farnborough (Airport or LARS) etc., is allocated an 8.33 kHz **CHANNEL**, then your aircraft **MUST** be equipped with an 8.33 kHz radio. It is very likely that some of these **WILL** be changed quite quickly, simply because of the massive reduction in the annual Licence fee (considerably more than the cost of changing a ground radio set in most small airport cases!)

Personally I would take these slight changes to simply allow a few weeks more to re-equip with at least one 8.33 kHz capable radio, not to carry on and ignore what is happening long term.....

NOTE – We will easily be able to tell if a ground station has been allocated with an 8.33 kHz CHANNEL when the published frequency has a 6 digit channel ending: **05, 10, 15, 30, 35, 40, 55, 60, 65, 80, 85 or 90**. Most channels will convert to allocations in bold (**05, 30, 55 or 80**) that are the closest corresponding channel to their existing assignment (i.e. 129.405 instead of 129.400). These changes will be subject to a change in each station's A.I.P. entry but with a NOTAM to advise of the change prior to the permanent inclusion in the next AIRAC cycle. Once that change occurs it will become compulsory for the carriage of an 8.33kHz radio if radio communication with that station is mandatory.

CIRCUIT RESTRICTIONS AND CHANGES AT BIGGIN

There are lots of things circulating about changes ostensibly threatening the very existence of GA at Biggin Hill – most of these are somewhat embellished and not totally true at all.

What is happening is that extensive circuit training is becoming less able to be fitted in to the traffic flows. It is something that has been known to the clubs and training organisations at the airport, who have been encouraged to make alternative arrangements with other local airfields for the bulk of this training. As there have not been the reductions that the airport hoped for, they have now decided that the very reduced charges for “touch and goes” are going to stop next year from April and all touch and goes will be charged as a full landing fee.

There are also to be some changes to the basic landing fee rates that have not been increased for two years even to keep pace with inflation, and that is being planned to catch up next year. The lowest weight band (under 800Kgs) is disappearing so the basic landing fee will be the same for all aircraft up to 1700Kgs, which covers most light training aircraft.

Although various comment are suggesting that all landings will be a minimum of £42, that is not the case at all – firstly the rate increases to catch up with inflation have not even been decided yet, and secondly – all existing discounts applicable to clubs and private owners will continue to apply.

Yes, there will be a small increase on the rates charged in 2017/18, but it is unlikely to affect private owners very much at all after the discounts are taken into account. (only a few aircraft will be affected by the loss of the lowest rate band). Most private owners do not do circuits, so the loss of the discounted touch and go rate will be somewhat irrelevant to them.

Looking at it from the positive side, we still have an airport where we can base our aircraft, and it's financial security is likely to ensure that this situation will continue, and it won't end up as a housing estate like so many others in the UK! We also have a long hard surface runway (no waterlogging!) with full runway and approach lighting, an instrument approach (soon to be both ends of the runway), fully licenced and staffed air traffic control, and full time customs. In periods of heavy snow, our airport is one of the first to be serviceable in this part of the world. Not bad for around £30 to £35 for a landing and one of the lowest Avgas fuel prices around the area.

The changes may not be ideal, but it really isn't the end of GA at Biggin Hill....

NEWS FROM AROUND THE CLUBS, BUSINESSES & OTHER AIRPORT USERS

If you would like me to include your business or personal comments in the Newsletter, either on a regular basis, or just occasionally, please drop me an email with your contact details and the requested contribution and I will try to include it in the next Newsletter. I will acknowledge anything sent to me for inclusion. (Please email: John Willis at john@bigginhillreunited.co.uk)

ALOUETTE FLYING CLUB

It is that time of the year again - after a busy year, in spite of the poor weather for much of 2017, we are all getting ready for the festive season again.

Our next club evening is Wednesday 6th December (all are welcome to join us for a beer), and for your diaries, our seasonal Club Dinner will be at the Jail pub on 6th January. More details will be on our website at: www.alouette.org.uk in due course.

Have a "Happy Season" from all at Alouette.

Best Wishes
Bruno Bruniges
alouettechairman@gmail.com

FALCON FLIGHT ACADEMY (inc EFG) & FALCON FLIGHT SERVICES

A very festive hello from all at Falcon, Surrey & Kent and EFG! Well what a year it has been. A disappointing summer has hopefully opened up a prosperous winter (albeit cold thus far).

As a long established Approved Training organisation and maintenance facility we have celebrated 40 years at Biggin and look toward the future. Our fleet, primarily a mix of Cessna and Piper, is aiming towards an all Piper organisation with the arrival of Piper Archers and a Cadet over the next few months.

Adapting to the ever increasing commercial traffic is vital to the survival of GA at Biggin and make no mistake Falcon is pioneering this.

Through sheer graft Singh has canvassed, spoken with and pushed the CAA and all involved parties to extend the 8.33 deadline back allowing more of you to ask us to equip your aircraft for the future.

Another heavy piston twin joined us for maintenance recently proving that years of dedication and expert problem solving always rise above. That combined with a flurry of additional high performance piston aircraft looking for established expertise, we are grateful for all for your support.

Record numbers visited the Pilot Careers Live exhibition at London Heathrow this month. With more people looking to train for their Commercial Pilot aspirations it's no wonder they look at London's premier airport.

The CATS Aviation Program rolls out in the New Year with dedicated online support for pilots training for both PPL(A) and Commercial aspirations. With proven ability to train the best of pilots, this will be embedded in all our pilots to ensure the most professional experience for all involved, be it on the ground or in the air.

We take this opportunity to wish each and every one of you a very Merry Christmas and a Happy New Year. from Ops, to Fuelling, Security to Fire and back again your support is tremendous. Air Traffic Control play a vital role for us in particular and we are eternally grateful for the support, flexibility and all round showmanship of all involved.

Wishing you all the best for the festive season.

Best Wishes
Anoop Singh Bamrah

MONTHLY REPORT FROM THE OFFICE OF WILL CURTIS

November has been another busy month at the airport. The weather has yielded some good flying weather for light aviation, but punctuated by some very wintery weather that is perhaps a portent for a hard winter to come.

Our runway 03 GPS approach is with the CAA but due, apparently, to a bottleneck in their Flight Procedures Design department, we are not yet able to proceed further. We await their blessing and hope to have the 'go ahead' before Christmas. We now expect implementation in the late spring 2018. I can report that we have overcome all other major

obstacles and see no reason why we cannot now proceed to satisfactory completion of this project.

The new terminal hangar is nearly complete and we expect to open it to customers a week ahead of schedule in mid-December. The offices, which will now need to be fitted out, will follow on by the end of Q1 of 2018.

As previously mentioned, all will be aware that there has been increasing pressure on light aviation brought about by an increase in business jet activity. The truth is that Biggin Hill Airport is now prime real estate – a change from the halcyon days of the 1980's where some 250,000 light aviation movements were recorded annually. At that time, Biggin Hill was very much surplus to national aviation requirements.

Today, with the major hub airports becoming increasingly congested by scheduled airline and holiday charter operations, business aviation is being progressively displaced to smaller London area airports such as ours. This will undoubtedly have a knock on effect on light aviation at Biggin Hill, displacing some light aviation to smaller aerodromes around London. Whilst this is sad, it is a consequence of year on year the increase in UK commercial aviation. I believe that we have made the correct choice for Biggin Hill Airport, namely to remain in the Business Aviation sector – because it is the quietest and lowest density sector of commercial aviation and therefore the best fit for local residents. These changes in the aviation sector are a 'rising tide' that cannot be stopped and light aviation must accept that the pressure for runway capacity will drive changes that will not always be welcome.

We have already made it clear that we will find space for light aviation at Biggin Hill for the foreseeable future and we take our responsibility to continue to host light aviation seriously. There has been much doom and gloom spread by the usual parties, but the reality is that Biggin Hill can no longer cope with high volumes of light aviation training activity because of the issues this causes to business aviation. This has been made clear to the flying schools, behind the scenes, over a period of more than 24 months.

All light aviation users will know that we previously agreed to freeze light aviation landing fees until April 2018, but from April 2018, the airport fees will go up. We will be removing the lowest weight bracket (less than 800kgs) and the minimum weight charge will become 'less than 1,700kgs'. The base fees for this weight class will not change dramatically and they will not, therefore, greatly affect the fees presently paid by the vast majority of private owners of aircraft with a MATOM of 800-1,700kgs. Furthermore, the general discounts that have previously applied to those paying by direct debit and to flying clubs will remain in place. So the average private owner and private pilot renting an aircraft will see very little change in the airport fees they pay.

The main change is that discounts surrounding circuit training (i.e. touch and go landings) will be greatly reduced in scope or, in some cases, removed altogether. This will not preclude anyone actually carrying out circuit training here at Biggin Hill - for instance - to renew a rating, although it may cost a little more than before. The restriction limiting us to one aircraft at a time carrying out circuit training at any one time will remain in force for all the safety related reasons it was originally introduced. You will also note that this does not change the viability of Trial Flying Lessons (because, of course, they only need to make

one landing per sortie) – it simply means that, commercially speaking, ab-initio or high density circuit training will need to be done elsewhere.

Now for some good news, I am informed by our SATCO, Bill Robinson, that the current restriction on Sunday evening operations will be lifted shortly. The NOTAM will be withdrawn when this restriction ceases. I am sure this will not make much difference at this time of year, but it will surely help next summer. Please note, however, that a shoulder hours charge will apply after 2000 local time as per the airport Schedule of Fees and Charges.

May I take this opportunity to wish you all a Happy Christmas and prosperous New Year. Until next month, safe flying!

Best regards
Will Curtis
MD – Biggin Hill Airport Ltd

ROLL OF HONOUR

A few more names have been added to the ever lengthening Roll of Honour in recent weeks. Thank you to members that continue to provide us with additional names of old Biggin Hill'ites who we have missed. The Roll of Honour can be seen on the website at www.bigginhillreunited.co.uk

Anyone who flew from, or worked, or even socialised regularly at the airport since it became a civilian base in 1959/60 and who has passed away, should ideally be included on there. If you know of someone whose name belongs on the Roll, please email me with their names, and details at john@bigginhillreunited.co.uk

DATABASE EMAIL ADDRESSES

A constantly updated list of database members can be seen at <http://www.bigginhillreunited.co.uk> Please remember to let me know if your email address is changed. If you know others who are not on the list but are eligible to join (i.e. if they currently fly from the airport, or work there, or ever have done so) please let me know or tell them about us – Database membership is, of course, free.

All that remains for me to do is to wish all readers and your families a very wonderful Christmas and a Happy and prosperous New Year from myself and JB

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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.....

We were dressed and ready to go out for a dinner & theatre evening. We turned on a 'night light', turned the answering machine on, covered our pet parrot and put the cat in the backyard.

The we phoned the local taxi company and requested a taxi. The taxi arrived, and we opened the front door to leave the house. As we walked out the door, the cat we had put out in the yard scooted back into the house.

We didn't want the cat shut in the house because she always tries to get at the parrot.

My wife walked on out to the taxi, while I went back inside to get the cat. The cat ran upstairs, with me in hot pursuit.

Waiting in the cab, my wife didn't want the driver to know that the house would be empty for the night so, she explained to the taxi driver that I would be out soon. "He's just going upstairs to say good-bye to my mother."

A few minutes later, I got into the cab.

"Sorry I took so long," I said, as we drove away. "That stupid bitch was hiding under the bed. I had to poke her ass with a coat hanger to get her to come out. She tried to take off, so I grabbed her by the neck. Then, I had to wrap her in a blanket to keep her from scratching me. But it worked! I hauled her downstairs and threw her out into the backyard! She'd better not shit in the vegetable garden again!"

The silence in the Taxi was deafening.

.....UNQUOTE

QUOTE.....

A husband and wife are sitting quietly in bed reading when the wife looks over at him and asks the question....

WIFE: "What would you do if I died? Would you get married again?"

HUSBAND: "Definitely not!"

WIFE: "Why not? Don't you like being married?"

HUSBAND: "Of course I do.."

WIFE: "Then why wouldn't you remarry? "

HUSBAND: "Okay, okay, I'd get married again."

WIFE: "You would?" (with a hurt look)

HUSBAND: (makes audible groan)

WIFE: "Would you live in our house?"

HUSBAND: "Sure, it's a great house.."

WIFE: "Would you sleep with her in our bed?"

HUSBAND: "Where else would we sleep?"

WIFE: "Would you let her drive my car?"

HUSBAND: "Probably, it is almost new."

WIFE: "Would you replace my pictures with hers?"

HUSBAND: "That would seem like the proper thing to do."

WIFE: "Would you give her my jewellery?"

HUSBAND: "No, I'm sure she'd want her own."

WIFE: "Would you take her golfing with you?"

HUSBAND: "Yes, those are always good times."

WIFE: "Would she use my clubs?"

HUSBAND: "No, she's left-handed."

WIFE: --silence --

HUSBAND: "Shit."

.....UNQUOTE

QUOTE.....

You pick up a hitchhiker... A young, sexy, beautiful girl. Suddenly, she faints inside your truck and You take her to the hospital.

Now that's stressful.

But at the hospital, they say she is pregnant and congratulate you that you're going to be a father. You say that you are not the father, but the girl says you are.
This is getting very stressful!

You request a DNA test to prove that you are not the father.
After the tests are completed, the doctor says the test shows you're infertile, and probably have been since birth.
You're extremely stressed but relieved.

On your way back home, you think about your 5 kids at home...

NOW THAT'S REAL STRESS!!!!!!

.....UNQUOTE

QUOTE.....

Arguing with a woman is like reading a Software Licence Agreement – In the end you have to ignore everything and click "I agree"

Behind every angry woman there stands a man who has absolutely no idea what he did wrong!

Never make a woman mad. They can remember stuff that hasn't even happened yet!

Some things are just better left unsaid – and I usually realise it right after I say them!

Every time you talk to your wife, your mind should remember that "This conversation will be recorded for training and quality purposes"

Been there – done that. Then been there several more times, because apparently I never learn!

A wise man once said nothing!

Be decisive. Right or wrong, make a decision. The road of life is paved with flat squirrels who couldn't make a decision!

If a woman says "First of all" during an argument – run away, because she has prepared research, data, and charts, and will destroy you!

.....UNQUOTE

QUOTE.....

A young Arab boy asks his father, "What is that strange hat you are wearing?"

The father said, "Why, my son, it is a 'chechia.' In the desert it protects our heads from the intense heat of the sun."

"And what is the long flowing robe you are wearing?" asked the boy.

"Oh, my son!" exclaimed the father "It is very simple. This is a 'djbellah.' As I have told you, in the desert it is not only very hot, but the sand is always blowing. My djbellah protects the entire body,"

The son then asked, "But Father, what about those ugly shoes you have on your feet?"

"These are 'babouches' my son," the father replied. You must understand that although the desert sands are very beautiful, they are also extremely hot. These babouches' keep us from burning our feet."

"So tell me then," added the boy.

"Yes, my son..."

"Why are you living in England and still wearing all this shit?"

.....UNQUOTE

QUOTE.....

Brexit made simple - An excellent explanation!

Dave Davis is at the golf club returning his locker key when Mr Barnier, the membership secretary sees him.

"Hello Mr Davis", says Mr Barnier. "I'm sorry to hear you are no longer renewing your club membership, if you would like to come to my office we can settle your account".

"I have settled my bar bill." says Mr Davis.

"Ah yes Mr Davis", says Mr Barnier, "but there are other matters that need settlement."

In Mr Barniers office - Mr Davis explains that he has settled his bar bill so wonders what else he can possibly owe the Golf Club?

"Well Mr Davis" begins Mr Barnier, "you did agree to buy one of our Club Jackets".

"Yes" agrees Mr Davis "I did agree to buy a jacket but I haven't received it yet". "As soon as you supply the jacket I will send you a cheque for the full amount".

"That will not be possible" explains Mr Barnier. "As you are no longer a club member you will not be entitled to buy one of our jackets"!

"But you still want me to pay for it" exclaims Mr Davis.

"Yes" says Mr Barnier, "That will be £500 for the jacket. There is also your bar bill".

"But I've already settled my bar bill" says Mr Davis.

"Yes" says Mr Barnier, "but as you can appreciate, we need to place our orders from the Brewery in advance to ensure our bar is properly stocked". "You regularly used to spend at least £50 a week in the bar so we have placed orders with the brewery accordingly for the coming year. You therefore owe us £2600 for the year".

"Will you still allow me to have these drinks?" asks Mr Davis.

"No of course not Mr Davis". "You are no longer a club member!" says Mr Barnier. "Next is your restaurant bill" continues Mr Barnier. "In the same manner we have to make arrangements in advance with our catering suppliers". "Your average restaurant bill was in the order of £300 a month, so we'll require payment of £3600 for the next year".

"I don't suppose you'll be letting me have these meals either" asks Mr Davis.

"No, of course not" says an irritated Mr Barnier, "you are no longer a club member!" "Then of course" Mr Barnier continues, "there are repairs to the clubhouse roof".

"Clubhouse roof" exclaims Mr Davis, "What's that got to do with me?"

"Well it still needs to be repaired and the builders are coming in next week", your share of the bill is £2000".

"I see" says Mr Davis, "anything else?".

"Now you mention it" says Mr Barnier, "there is Fred the Barman's pension". "We would like you to pay £5 a week towards Fred's pension when he retires next month. He's not well you know so I doubt we'll need to ask you for payment for longer than about five years, so £1300 should do it. This brings your total bill to £10,000" says Mr Barnier.

"Let me get this straight" says Mr Davis, "you want me to pay £500 for a jacket you won't let me have, £2600 for beverages you won't let me drink and £3600 for food you won't let me eat, all under a roof I won't be allowed under and not served by a bloke who's going to retire next month!"

"Yes, it's all perfectly clear and quite reasonable" says Mr Barnier.

"P*** off!" says Mr Davis

Now we understand what Brexit is all about!!!!

.....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"...))