

Hi everyone

Welcome to the February 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.

JB's February 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.

## **2018 WEATHER**

As was to be expected, January has run true to form, and hasn't been the best of months for light aviation, and it is likely that February will be much the same if previous years are anything to go by – but at least we are progressing towards Spring and can look forward to hopefully some great flying weather.

## **JOHN (JB) BRYAN**

After a wait of around a year, JB has finally had his knee operation and is back home recuperating. We all wish him well and know he will soon be rushing around again.....

## **KEVIN WOOLTERTON**

On 24<sup>th</sup> January we received the shock announcement that old Biggin Hill'ite, Kevin Woolterton, had passed away very suddenly. Still a relatively young man, this made the shock so much harder for his family and friends.

Many will remember the two brothers, Kevin and Tony, as very young lads, helping their father, Sid, at weekends pulling aircraft out of Express Aviation's hangar for us, and putting them to bed again at night.

(Their father will be long remembered for surviving a horrific crash on the Greenland icecap when the aircraft he was a passenger in (Aero Commander) hit the top of a mountain in cruising flight in a total whiteout. The pilot, Ray Hawkins, was killed instantly. After regaining consciousness, Sid crawled around the wreckage tearing fibreglass from the aircraft to wrap it around the Co-Pilot who had also survived but with terrible injuries, thereby saving his life. The photos Sid took whilst crawling around on the ice with his own appalling injuries will remain with us all who saw them, I'm sure. Sid, and the other survivor, were rescued by the crew of a passing USAF Hercules who saw the wreckage and landed on the icecap. Both went on to recover from their injuries.)

Living down on the Kent coast, courtesy of Social Media, and the very occasional visit, Keven remained in contact with many of his old friends at Biggin Hill until a day or so before his passing.

Kevin's funeral will take place at Hawkinge Crematorium on Thursday 8th February at 12 noon.

R.I.P. Kevin – you will not be forgotten...

## **NEW BIGGIN HILL LANDING FEE CLUB RATES PUBLISHED**

In spite of all the promises from some people of total gloom and doom and landing fees almost doubling across the board well into mid-£40's, the airport is now in the process of notifying the clubs of the charges that will be applicable from 1<sup>st</sup> April 2018.

Whilst it is correct that this year the rates are being increased to catch up with inflation after almost two years at the same rate, but they will still fall massively short of the predicted mid-£40's. For aircraft between 800Kgs and 1700Kgs (the most common category), the headline rate will be just £29.40 – but for owners and training organisations who pay their fees by Direct Debit monthly, the usual prompt payment discounts will apply. Circuit charges are also increasing, as anticipated, but they will remain significantly less than the full landing fee rate that we were all expecting.

Unfortunately, there is one category of aircraft that is quite badly affected, as the original band from 0 to 800Kgs is now being withdrawn. Therefore aircraft under 800Kgs (for example the Cessna 152), that used to benefit from a much lower rate, will pay significantly more, albeit still by far less than they were told by some to expect.

Of course, the expected downside is the much higher circuit fees than current that will affect ab-initio training adversely. But if clubs/schools plan, where possible, to go elsewhere for the bulk of their circuits, then the increased cost to the students can be minimised. With the safety necessity being to reduce the number of circuit aircraft at any given time, such changes have been almost inevitable and relatively predictable.

I understand that owners will shortly receive the formal letter announcing the new charges and discounts available but clearly it is not going to be the frightening numbers that some would have you believe.

### **SEEKING CONTACTS**

Old Biggin hill'ite, Bill Cullen, is seeking contact with any of his old workmates. (In particular, does anyone still have a contact for engineer Brian Prosper?) If you knew Bill back then drop me a note and I'll pass on your details to him.

### **OPPORTUNITY TO BUY SOME CLASSIC AVIATION PRINTS**

An Old Biggin Hill'ite has sent through this opportunity for you to buy some classic aviation prints AND benefit our local St Georges Chapel.....

“My father Derek Archer was a founding member of the PE group and spent much of his spare time at Air Touring in the Seventies. When he passed away two years ago we found a quantity of the Concorde print painted by Peter Westacott who was a renowned aviation artist. The print is called “Anniversary” and it was painted to commemorate the low level fly past of Concorde and two Spitfires over Biggin Hill Air Fair in 1986. The British Airways Concorde, G-BOAB, was piloted by Captain Roger Dixon in formation with Spitfire MK 1X MH 434 piloted by Peter Jarvis and Spitfire MK 1X ML417 piloted by John Allison.

There are also some prints of the Harrier and the Sopwith titled “Now and Then”

I would like to sell these for £15 plus p&p to raise some money for St George's Chapel which I think my dad would approve of.

Finally there is one print available titled “Cancelled”, which is a print of the TSR 2 test flight over Boscombe Down Devon. Open to best offers for this!

If anyone is interested please contact me through by email to [allison.macphee@gmail.com](mailto:allison.macphee@gmail.com) “

### **ME AND A RECENT PERSONAL ANNIVERSARY**

As many of you on Facebook will possibly have seen, January 28<sup>th</sup> was the 56<sup>th</sup> anniversary of my own very first “official” flying lesson. It was with the late, great, Rex Nicholls, in Auster 5, G-APRF

with Biggin Hill based, Experimental Flying Group (later to become EFG, which is, of course, still at Biggin). As a 14 year old, all the previous flying I had done wasn't able to be logged, hence the first "official" lesson. Obviously still flying today, I will hope to try to make my 60<sup>th</sup> anniversary of that special date whilst hopefully still actively flying – more on that in 2022!

I really don't know where all those years have gone, but I have loved every minute of my association with this wonderful airport of ours, and with some amazing people, many of course who are no longer with us. When I review the Roll of Honour at BigginHillReunited.co.uk it really is like a trip down memory lane – such wonderful folks, wow, if there is such a thing as an afterlife, there must be one hell of a party going on there....

## **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**

We started the new year with not the best weather however during this period Alouette has been busy. The Cessna 172 is now 8.33 compliant, and the PA28 is about to have it's new 8.33Khz radio fitted. Now all we need is some decent weather.

Socially we have been enjoying the festive season with club events and social meetings. The Club meal at the "Old Jail" was a great success with record numbers of attendees and plenty of laughs.

Our management has had an update which comprises of a whole new committee including a new Chairman. I have since stood down and the post is now continued by Josh Reeves. Thank you for all your past support

Regards  
Bruno Bruniges

In addition to the comments from Bruno above, I would like to introduce myself as the new Chairman of Alouette. On behalf of all members, I would like to take this opportunity to thank the current outgoing Committee for all their years of hard work and dedication. Furthermore I would like to extend a warm welcome to the new Committee. There will be plenty of new faces, fresh ideas and plenty of enthusiasm rather than "arthritis" keeping the club prosperous and flying for many more years to come.

On a different note the average age of the club has really dropped for the first time in many years.

Safe flying for 2018

Josh Reeves  
Chairman

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

Greetings from all at Falcon. What a start to the New Year! With a varied mix in weather we've been busy need over here taking advantage of some truly spectacular days.

Falcon saw it's CAA Inspection this month and we are proud to say we came flying through. We were praised on our culture of Safety, Standards in instructor training, and course structure for the students. Being enrolled on the same safety system as the airport (Centrik) gave us even more kudos. The authority was delighted that we take a proactive approach to preventing infringements by having all of our aircraft, even the Cessna 152, fitted with GPS.

This year will see the introduction of Piper Archers to the fleet meaning a more stable platform to fly and training. Faster approach speeds comparable to the complex aircraft ensuring we weave seamlessly into the pattern that is Biggin Hills ATZ.

Falcon has been busy but always happy to work on your pride and joy.

Till the next time - Safe flying, stay blessed

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

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

January has been a busy month for business aviation with movements significantly above forecast. The weather has not been ideal for light aviation, but nevertheless, plenty have taken to the sky.

As some, if not all are aware, we have experienced several 'high risk' light aviation incidents over the past months and this month we had another light aircraft losing a structural part whilst airborne. This, coupled with two previous 'high risk score' incidents has pushed the 'risk score' for light aviation in our Safety Management System past the acceptable point. The Board is now looking at what must be done to reduce the score to an acceptable level. It is worth noting that in two cases it is believed that a lack of diligent pre-flight actions on the part of the flight crew concerned, coupled with possible maintenance actions/errors, may have contributed to the incidents which resulted in the loss of structural parts. I would ask all to ensure that a proper pre-flight inspection is conducted on every occasion and that the checklist is followed carefully before departure. Sadly, if this trend continues, the Board may force us to take more extreme measures in respect of light aviation at Biggin Hill.

Further, we are still experiencing a high number of TCAS alerts due to interactions between light aircraft and business jets. Whilst these do not necessarily represent any risk of collision, they are a matter for mandatory reporting and a nuisance to our business jet customer who are intolerant of this type of thing. So we are developing ATC procedures to reduce this type of nuisance warning. This may lead to delays for light aviation, particularly whilst rejoining the circuit, but all can help by appreciating that there is a fairly large electronic TCAS safeguarding bubble surrounding a business jet. Sadly the size of this bubble cannot be properly defined as it changes dependent upon airspeed, phase of flight and aircraft configuration. These new procedures will be notified to everyone quite soon, but in the meantime, please help us to help you by listening out carefully when in the vicinity of the airport, and calling for a rejoin as early as practical to help our controllers to arrange appropriate spacing and separation from such traffic.

The new terminal hangar is now open and already 65% full. We expect it to be fully sold out by May 2018. The new office accommodation on the southern end of the hangar is currently being fitted out and should be completed around the end of March 2018.

The application for a new runway 03 GPS approach is still making its way through the CAA. We conducted two extensive consultations and prepared the Consultation Report Pack and submitted the IFP design last year, but a chronic lack of internal resource at the CAA is causing delays. We still hope to see it implemented in the late Spring 2018. Once we have approval in principle we will begin the installation of approach lighting.

Over the course of this summer, we intend to resurface taxiway Hotel. Much of it will need to be dug out completely and re-laid from the substrate up, so this will be a very substantial project. We may also install a 'link taxiway' between the runway and the southern end of the main apron - but

this will depend upon several factors. This project will ultimately ensure that we retain reliable and properly lit runway access for our business jet customers.

The former runway 29/11 will shortly be reconfigured as taxiways Echo and Foxtrot. Suitable surface markings are to be applied as soon as the weather improves.

You will all be pleased to learn that the weekend limitation on light aviation using the airport after 1900hrs has now been lifted - but please check the fees and charges before taking advantage of later airport access (outside of the original published hours - until 9pm weekdays and 8pm at weekends) as operations by in the late evening period are paid for by surcharges imposed on those making use of those hours.

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 web servers 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.

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.....**

Five surgeons are discussing who were the best patients to operate on.

The first surgeon says, 'I like to see Accountants on my operating table because when you open them up, everything inside is numbered.'

The second responds, 'Yeah, but you should try Electricians! Everything inside them is colour-coded.'

The third surgeon says, 'No, I really think Librarians are the best; everything inside them is in alphabetical order.'

The fourth surgeon chimes in, 'You know I like Construction Workers. Those guys always understand when you have a few parts left over at the end, and when the job takes longer than you said it would.'

But the fifth surgeon shut them all up when he observed, 'You're all wrong. Politicians are the easiest to operate on. There's no guts, no heart, no balls, no brains, and no spine, and only two moving parts - the mouth and the arse – and they're interchangeable

.....UNQUOTE

QUOTE.....

At The Villages retirement community in Florida last week, there was a bumper sticker on a parked car that read: "I miss Chicago."

So someone broke the windows, stole the radio, shot out all four tires, added an Obama Bumper Sticker, and left a note that read:

"Hope this helps!"

.....UNQUOTE

QUOTE.....

I don't understand why prescription medicine is allowed to advertise on TV or why anyone would think of trying one of the medicines after listening to the laundry list of warnings of possible side effects. But this is definitely an exception!

- Do you have feelings of inadequacy?
- Do you suffer from shyness?
- Do you sometimes wish you were more assertive?
- Do you sometimes feel stressed?

If you answered yes to any of these questions, ask your doctor or pharmacist about Cabernet Sauvignon.

Cabernet Sauvignon is the safe, natural way to feel better and more confident. It can help ease you out of your shyness and let you tell the world that you're ready and willing to do just about anything.

You will notice the benefits of Cabernet Sauvignon almost immediately and, with a regimen of regular doses, you'll overcome obstacles that prevent you from living the life you want.

Shyness and awkwardness will be a thing of the past. You will discover talents you never knew you had.

Cabernet Sauvignon may not be right for everyone. Women who are pregnant or nursing should not use it but women who wouldn't mind nursing or becoming pregnant are encouraged to try it.

Side effects may include:

Dizziness, nausea, vomiting, incarceration, loss of motor control, loss of clothing, loss of money, delusions of grandeur, table dancing, headache, dehydration, dry mouth, and a desire to sing Karaoke and play all-night Strip Poker, Truth or Dare, and Naked Twister.

Warnings:

The consumption of Cabernet Sauvignon may make you think you are whispering when you are not.

The consumption of Cabernet Sauvignon may cause you to tell your friends over and over again that you love them.

The consumption of Cabernet Sauvignon may cause you to think you can sing.

The consumption of Cabernet Sauvignon may create the illusion that you are tougher, smarter, faster and better looking than most people.

Please feel free to share this important information!

.....UNQUOTE

QUOTE.....

Stewart and his wife Barbara go to the county fair every year, And every year Stewart would say, "Barbara, I'd like to ride in that helicopter"

Barbara always replied, "I know Stewart, but that helicopter ride is seventy quid, and seventy quid is seventy quid!"

One year Stewart and Barbara went to the fair, and Stewart said, "Barbara, I'm 75 years old. If I don't ride that helicopter, I might never get another chance".

To this, Barbara replied, "Stewart, that helicopter ride is seventy quid, and seventy quid is seventy quid"

The pilot overheard the couple and said, "Folks I'll make you a deal. I'll take the both of you for a ride. If you can stay quiet for the entire ride and don't say a word I won't charge you a penny! But if you say one word it's seventy quid."

Stewart and Barbara agreed and up they went. The pilot did all kinds of fancy manoeuvres, but not a word was heard.

He did his daredevil tricks over and over again, but still not a word...

When they landed, the pilot turned to Stewart and said, "By golly, I did everything I could to get you to yell out, but you didn't. I'm impressed!"

Stewart replied, "Well, to tell you the truth I almost said something when Barbara fell out .... but, you know, seventy quid is seventy quid!"

.....UNQUOTE

QUOTE.....

WE ALL GET OLD IN THE END

I changed my car horn to gunshot sounds. People get out of the way much faster now.

Gone are the days when girls used to cook like their mothers. Now they drink like their fathers..

You know that tingly little feeling you get when you really like someone? That's common sense leaving your body.

I didn't make it to the gym today. That makes five years in a row.

I decided to stop calling the bathroom the "John" and renamed it the "Jim". I feel so much better saying I went to the Jim this morning.

Old age is coming at a really bad time. When I was a child I thought "Nap Time" was a punishment. Now, as a grownup, it feels like a small vacation.

The biggest lie I tell myself is..."I don't need to write that down, I'll remember it."

I don't have grey hair; I have "wisdom highlights". I'm just very wise..

If God wanted me to touch my toes, He would've put them on my knees.

Last year I joined a support group for procrastinators. We haven't met yet.

Why do I have to 'Press one for English' when you're just going to transfer me to someone I can't understand anyway?

Of course I talk to myself; sometimes I need expert advice.

At my age "Getting lucky" means walking into a room and remembering what I came in there for.

Actually I'm not complaining because I am a Senager (senior teenager). I have everything that I wanted as a teenager, only 50 years later:

- I don't have to go to school or work.
- I get an allowance every month.
- I have my own pad.
- I don't have a curfew.
- I have a driver's license and my own car..
- The people I hang around with are not scared of getting pregnant.
- And I don't have acne.

Life is great!

So... I have more friends I should send this to, but right now I can't remember their names.

Now I'm wondering... did I send this to you, or did you send it to me???????

.....UNQUOTE

QUOTE.....

One buzz word in today's business world is **MARKETING** - However, people often ask for a simple explanation of "Marketing." Well, here it is:

- \* You're a woman and you see a handsome guy at a party. You go up to him and say, "I'm fantastic in bed." That's Direct Marketing.
- \* You're at a party with a bunch of friends and see a handsome guy. One of your friends goes up to him and, pointing at you, says, "She's fantastic in bed." That's Advertising.
- \* You see a handsome guy at a party. You go up to him and get his telephone number. The next day you call and say, "Hi, I'm fantastic in bed." That's Telemarketing.
- \* You see a guy at a party; you straighten your dress. You walk up to him and pour him a drink. You say, "May I?" and reach up to straighten his tie, brushing your breast lightly against his arm, and then say, "By the way, I'm fantastic in bed." That's Public Relations.
- \* You're at a party and see a handsome guy. He walks up to you and says, "I hear you're fantastic in bed." That's Brand Recognition.
- \* You're at a party and see a handsome guy. He fancies you, but you talk him into going home with your friend. That's a Sales Rep.
- \* Your friend can't satisfy him so he calls you. That's Tech Support.
- \* You're on your way to a party when you realize that there could be handsome men in all these houses you're passing, so you climb onto the roof of one situated towards the center and shout at the top of your lungs, "I'm fantastic in bed!" That's Facebook.
- \* You are at a party; this old man walks up to you and grabs your ass. That's Bill Clinton
- \* You didn't mind it, but twenty years later your attorney decides you were offended and you are awarded a settlement. That's America

.....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" ...)