

Hi everyone

Welcome to the February Newsletter for the Biggin Hill Users Database. Welcome also to any new Database members who may be receiving this regular Newsletter for the first time.

You are reminded that, even if you ever fail to receive your Newsletter by email, you can always view it online, as well as back copies of this Newsletter and JB's Biggin Hill "Bugle", by visiting the club website at [www.bigginhillclub.co.uk](http://www.bigginhillclub.co.uk)

### **BIGGIN HILL WEATHER IN JANUARY**

As is to be expected at this time of the year, January weather was quite unpredictable with periods of low cloud and poor visibility or strong and gusty crosswinds adversely affecting light aircraft flying at Biggin. And many alternative airports in the vicinity suffered from waterlogging preventing their use for circuits quite a lot of the time, as the airports struggle to protect their runway surfaces for the future. Of course, on the few good days clubs and private owners took every chance they could to fly.

As I write this, the forecasters are threatening overnight snow and more to follow which we know will affect us further, although the airport is actually very good at clearing the runways quickly for use. Spring is not too far away!

### **PETER DALLOSSO**

For the very old Biggin Hill'ites who may have known him, the following obituary appeared recently in the Telegraph:

"Peter Richard Dallosso, Lt Cdr, RN, Ret'd, of Brent Knoll, Somerset, died peacefully on 10th January 2019, age 93. Much loved husband of the late Jean Dallosso, and beloved father of Frances, Martin, Helen, Mary and Catherine; affectionately known as Great Grandpa Peter the Pilot to his many grandchildren and great grandchildren."

Peter's Funeral service was apparently held on 23rd January at Our Lady and the English Martyrs' Church, Burnham on Sea, and his interment at St Michael's, Brent Knoll.

R.I.P. Peter

### **MIKE TOWNSEND**

We were informed of the sad passing on the 4<sup>th</sup> January of Biggin Hill'ite Mike Townsend after a brave battle with Cancer.

Mike will be known to many of us from the very early days of Biggin Hill, when he was an active member of 600Sqd Flying Group, Surrey & Kent Flying Club, and Biggin Hill Flying Club, plus others during the 60's. Mike subsequently became a flying instructor and flew with various clubs, at Biggin in those early days, but did most of his later flying at Headcorn where I believe he flew regularly with the Tiger Club as a check pilot.

A member of the Database from its inception, Mike attended both the Biggin Hill Reunited organised 60's and 70's "Bump Reunion" in 1998 with Elaine, who subsequently sadly passed away, and also the 2003 "Bump Reunion". A thoroughly nice man.

Mike's funeral is to be held at St.Mary's Church, The Street, Frittenden. TN17 2DD, at 11am on Thursday 7<sup>th</sup> February. The family have asked for no flowers at the funeral and not too much black.

(As an aside, Mike's daughter is keen to find out some information on how Mike and Elaine first met and where Mike actually learnt to fly. If anyone has any information about her Dad's early background, please let me know – [john@bigginhillreunited.co.uk](mailto:john@bigginhillreunited.co.uk) – and I will pass the information along....)

R.I.P. Mike

### **MARTIN NUNN**

We have a Martin Nunn on our database, but it appears the email address given to us fails now with a permanent error.

Another long term database member, David Yeomans, a recent retiree from British Airways, is helping to arrange a reunion of the colleagues who were on Hamble course number 711 (January 1971). One of the names on their course was someone called Martin Nunn, who actually did not complete the course, but was well known to his co-candidates.

We are not sure if this person is the same Martin Nunn, but can any old Biggin Hill'ites help? Does anyone remember him? Did he subsequently complete his professional licences elsewhere and fly with the airlines? Does anyone have any contact details or information that may help them to make contact if he is the person they're seeking. If he is one and the same, they would like to make him aware of the reunion in case he would like to attend.

If anyone has any information, please email me ([john@bigginhillreunited.co.uk](mailto:john@bigginhillreunited.co.uk)) and I will pass it on....

Thanks for your help.

### **DOUGLAS FIELD**

Doug was quite badly injured, you will remember, when he had an engine failure going into Dunkeswell in his Long-EZ early in 2018. Many of you have been asking after him....

Doug says he is progressing OK, albeit slowly, and is at home with his wife, Mavis, having discharged himself from Stoke Mandeville Hospital on 6th December to assist Mavis in her recovery. He is able to move around using a wheelchair, so has some mobility, and he is able to exercise with standing using a frame, but cannot currently move around using that frame.

He is returning to Stoke Mandeville this week for a re-assessment and further MRI, and when that has been reviewed, he may return to hospital for further treatment.

Doug is certainly in good spirits and is happy to be home to share his time with Mavis and family and friends, as visits were difficult when he was away on Stoke Mandeville, because of the distances involved...

I'm sure you will all want to join me in wishing Doug well and we will look forward to seeing him soon...

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

JB is in much better spirits and is recovering at home and he is determined not to fall again....

Friends should feel free to call his mobile – I'm sure he would love to hear from you ...

## **JANUARY - BAD MONTH FOR GA**

Unfortunately, January saw two light aircraft fatal accidents hit the media. One of these was very high profile and with circumstances that give light aircraft a bad name with the non-flying public who obviously can't be expected to know the difference between commercial and private flying....

The first, and clearly very high profile one, was the Piper Malibu flight carrying the Cardiff City new signing, Emiliana Sala, from his old club at Nantes in France to Cardiff. The single engined, US registered, Piper Malibu aircraft, which in the middle of winter, was apparently being flown under VFR in what was seemingly unsuitable weather conditions, with reported heavy icing, when it went missing from radar screens close to Alderney in the Channel Islands.

Many reports are suggesting that it may have been being flown under dubious circumstances (possibly cost-sharing?) by a non-Instrument Rated Private Pilot for what should surely have been a full commercial flight flown under an Air Operators Certificate. Both the pilot and the single passenger are reported missing, presumed dead.

The other, was a UK registered privately owned and operated Piper Arrow that appears to have flown into a mountain top in the Spanish Pyrenees, a few hundred feet from the summit, in adverse weather conditions. The aircraft was being flown by a well respected and experienced pilot, known to many at Biggin Hill, David Hockings, accompanied by fellow pilot, Simon Moores, both of whom perished in the accident. The aircraft was en-route from Cascais, in Portugal, to San Sebastian, in Spain, and ultimately planned to return the Shoreham in the UK, where the aircraft was based.

Our thoughts are obviously with the families of those who perished in these terrible accidents.

## **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**

Hi Everybody,

BBBrrrr, it's been cold and wet hasn't it.

Here at Alouette we've been keeping warm around the bar on the first Wednesday of each month.

Meanwhile doing all those little jobs that were being put off until non flying days. So now we are geared up and eager to get in the air as usual.

A calendar of events is in the making with visits, guest speakers, joint flying, BBQs and more flying and social events.

Pop in on the 6<sup>th</sup> February at about 8pm and see what we are up to, all are welcome.

Regards  
Bruno Bruniges

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

Greetings from all at Falcon

Ho Ho Hoppy January!! A chilly end to the month but January has shown some good days and good results for some of our students at the end of their courses. Well done to some great PPL passes!

The only Approved MEP for miles around comes back online after scheduled maintenance. G-FLYI has a number of courses booked, but for all your renewal and revalidations, please phone ops to book in 01959 540400.

Don't forget to call Falcon for all your maintenance needs on 01959 572339.

Till the next time.

Stay blessed, fly safe.  
Singh, Shonu, Anoop and all at Falcon & EFG

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

Firstly, a belated Happy New Year to all.

January has been a very average month with air traffic volumes similar to last year. We believe that Brexit is having a marked effect upon the confidence of our customers who are increasingly waiting to see what will happen as the politicians fight amongst themselves. Let us hope that is weeks rather than months before we know what shape Brexit will take.

In the meantime we continue with our plans for development of the airport infrastructure. The approach lighting at the 03 threshold end will soon be completed and we will commence works on the rebuilding of taxiway Hotel imminently. The 03 GPS approach is awaiting approval and we hope to have this imminently. The hotel is moving forward and the college plans are now coming together. Our job is simply to keep these various projects moving forwards!

As I write, the airport is under a blanket of snow. If you are thinking of going flying, please ensure that your aircraft is free from snow and ice as this can spoil airflow over the aircraft (along with your whole day) and may freeze up the controls even after you have cleared them. Ice that has melted can easily re-freeze, so safety first and if in doubt, don't fly. As they say, it is better to be down here wishing you were up there, than up there wishing you were down here!

You will soon receive a formal notice regarding the change of the former runway 11/29 to new taxiways Echo and Foxtrot. May I suggest that you study this carefully in order to avoid situational uncertainty along with the resultant 'special voice' that controllers reserve for us when we make mistakes or haven't quite briefed properly.

There is little else to report so 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.

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.....

### **PILOT'S MUSINGS**

One fine hot summers afternoon there was a Cessna 150 flying in the pattern at a quiet country airfield. The Instructor was getting quite bothered with the student's inability to maintain altitude in the thermals and was getting impatient at sometimes having to take over the controls. Just then he saw a twin engine Cessna 402 5,000 ft. above him and thought, "Another 1,000 hrs of this and I qualify for that twin charter job! Aaahh.. to be a real pilot going somewhere!"

The 402 was already late and the boss told him this charter was for one of the Company's premier clients. He'd already set MCT and the cylinders didn't like it in the heat of this summer's day. He was at 6,000 ft. and the winds were now a 20kt headwind. Today was the 6th day straight and he was pretty dang tired of fighting these engines. Maybe if he got 10,000 ft. out of them the wind might die off... geez those cylinder temps! He looked out momentarily and saw a B737 leaving a contrail at 33,000 ft. in the serene blue sky. "Oh man," he thought, "My interview is next month. I hope I just don't blow it! Outta G/A, nice jet job, above the weather... no snotty passengers to wait for ..."

The 737 bucked and weaved in the heavy CAT at FL330 and ATC advised that lower levels were not available due to traffic. The Captain, who was only recently advised that his destination was below RVR minimums, had slowed to LRC to try and hold off a possible inflight diversion, and arrange an ETA that would helpfully ensure the fog had lifted to CATII minima. The Company negotiations broke down yesterday and looked as if everyone was going to take a dang pay cut. The F/O's will be particularly hard hit as their pay wasn't anything to speak of anyway. Finally deciding on a speed compromise between LRC and turbulence penetration, the Captain looked up and saw Concorde at Mach 2+. Tapping his F/O's shoulder as the 737 took another bashing, he said "Now THAT'S what we should be on... huge pay ... super fast... not too many routes...not too many legs... above the CAT... yep! What a life...!"

FL590 was not what he wanted anyway and he considered FL570. Already the TAT was creeping up again and either they would have to descend or slow down. That dang rear fuel transfer pump was becoming unreliable and the F/E had said moments ago that the radiation meter was not reading numbers that he'd like to see. Concorde descended to FL570 but the radiation was still quite high even though the Notam indicated hunky dory below FL610. Fuel flow was up and the transfer pump was intermittent. Evening turned into night as they passed over the Atlantic. Looking up, the F/O could see a tiny white dot moving against the backdrop of a myriad of stars. "Hey Captain" he called as he pointed. "Must be the Shuttle. "The Captain looked for a moment and agreed. Quietly he thought how a Shuttle mission, while complicated,

must be the-be-all-and-end-all in aviation. Above the crap, no radiation problems, no dang fuel transfer problems...aaah. Must be a great way to earn a buck."

Discovery was into its 27th orbit and perigee was 200ft out from nominated rendezvous altitude with the commsat. The robot arm was virtually U/S and a walk may become necessary. The 200ft predicted error would necessitate a corrective burn and Discovery needed that fuel if a walk was to be required. Houston continually asked what the Commander wanted to do but the advice they proffered wasn't much help. The Commander had already been 12 hours on station sorting out the problem and just wanted 10 minutes to himself to take a leak. Just then a mission specialist, who had tilted the telescope down to the surface for a minute or two, called the Commander to the scope. "Have a look at this Sir, isn't this the kinda flying you said you wanted to do after you finish up with NASA?" The Commander peered through the telescope and cried "Oooooohhhh yeah! Now THAT'S flying! Man, that's what its all about! Geez I'd give my left nut just to be doing THAT down there!"

What the Discovery Commander was looking at was a Cessna 150 in the pattern at a quiet country airfield on a nice bright sunny afternoon.

Boy, I'll tell you...pilots are never happy unless they are drinking beer and looking for a better job!

*(Source unknown)*

.....UNQUOTE

QUOTE.....

When I was 13, I hoped that one day I would have a girlfriend with big boobs. When I was 16 I got a girlfriend with big boobs, but there was no passion, so I decided I needed a passionate girl with a zest for life.

In college I dated a passionate girl, but she was too emotional. Everything was an emergency; she was a drama queen, cried all the time and threatened suicide. So I decided I needed a girl with stability.

When I was 25 I found a very stable girl but she was boring. She was totally predictable and never got excited about anything. Life became so dull that I decided that I needed a girl with some excitement.

When I was 28 I found an exciting girl, but I couldn't keep up with her. She rushed from one thing to another, never settling on anything. She did mad impetuous things and made me miserable as often as happy. She was great fun initially and very energetic, but directionless. So I decided to find a girl with some real ambition.

When I turned 30, I found a smart ambitious girl with her feet planted firmly on the ground, so I married her. She was so ambitious that she divorced me and took everything I owned. I am older and wiser now, and I am looking for a girl with big boobs.

.....UNQUOTE

QUOTE.....

A married couple was in a terrible accident where the man's face was severely burned.

The doctor told the husband that they couldn't graft any skin from his body because he was too skinny. So the wife offered to donate some of her own skin. However, the only skin on her body

that the doctor felt was suitable would have to come from her buttocks.

The husband and wife agreed that they would tell no one about where the skin came from, and they requested that the doctor also honour their secret. After all, this was a very delicate matter!

After the surgery was completed, everyone was astounded at the man's new face. He looked more handsome than he ever had before! All his friends and relatives just went on and on about his youthful beauty!

One day, he was alone with his wife, and he was overcome with emotion at her sacrifice. He said, "Dear, I just want to thank you for everything you did for me. How can I possibly repay you?"

"My darling," she replied, "I get all the thanks I need every time I see your mother kiss you on the cheeks.

.....UNQUOTE

QUOTE.....

A bank robber wanted to keep his identity secret, but didn't wear a balaclava.

He told all in the bank not to look at him or he would shoot them.

One foolhardy customer sneaked a look, and the robber promptly shot him.

The robber asked if anyone else had seen his face.

One customer, gazing intently at the ground, said "I think my wife may have got a glimpse"

.....UNQUOTE

QUOTE.....

Husband takes the wife to a disco.

There's a guy on the dance floor giving it large - break dancing, moonwalking, back flips, the works.

The wife turns to her husband and says: "See that guy? 25 years ago he proposed to me and I turned him down."

Husband says: "Looks like he's still celebrating!!"

.....UNQUOTE

QUOTE.....

The inventor Arthur Davidson, of the Harley Davidson Motorcycle Corporation, died and went to heaven.

At the gates, St. Peter told Arthur, "Since you've been such a good man and your Motorcycles have changed the world, your reward is, you can hang out with anyone you want in Heaven."

Arthur thought about it for a minute and then said, "I want to hang out with God."

St. Peter took Arthur to the Throne Room, and introduced him to God.

Arthur then asked God, "Hey, aren't you the inventor of women? "

God said, "Ah, yes. "

"Well," said Arthur, "professional to professional, you have some major design flaws in your invention."

God was somewhat taken back, and when He asked what the flaws might be,

Arthur Davidson produced a list for Him to read.

1. There's too much inconsistency in the front-end protrusions
2. It chatters constantly at high speeds.
3. Most of the rear ends are too soft and wobble too much.
4. The intake is placed way to close to the exhaust and finally,
5. The maintenance costs are outrageous.

"HmMMM, you may have some good points there and it may be true that My invention is flawed... "God said to Arthur, "But the last time that I checked, more men are riding My invention than yours."

.....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"...) )