

Hi everyone

The March edition of the Biggin Hill Airport "BUGLE" by John Bryan is available for viewing/downloading on the Social Club's website at <http://www.bigginhillclub.co.uk>

Please remember to send JB any stories of interest, and photos, for inclusion in future issues. It's your newsletter so please help JB to keep it coming... (his direct email address is johnbryan@jbplstdemon.co.uk, or you can send items directly to me to pass on)

EMAIL ADDRESS UPDATES AND ADDITIONS

Thanks to everyone who has passed me updated emails for themselves and other friends. Several "bouncing" email addresses have now been updated, but there are still many more that need correcting, so please keep those emails coming... There have also been a number of new members registering on the database – for current member names see <http://www.bigginhillreunited.co.uk> and go to the link to the database membership..

Welcome to all new members of the database

IMPORTANT CHANGES TO AIR TRAFFIC SERVICES OUTSIDE CONTROLLED AIRSPACE (ATSOCAS)

I am sure that most will by now be fully aware of the changes due to come into effect on 12th March 2009, as it has been publicised absolutely everywhere – so – not to be outdone, we will join in!

Gone will be FIS, RIS, and RAS – in will come Basic Service, Traffic Service, Deconfliction Service, and Procedural Service. All licenced pilots should be receiving an Interactive CD by post explaining the changes in full, and virtually all aviation magazines will be carrying detailed explanations. But the full interactive service as will be found on the CD from the CAA can be downloaded or run live from the following website....

<http://www.airspacesafety.com/content/articles.asp>

MAJOR CHANGES AFFECTING FAA LICENCE HOLDERS

Many members hold US FAA pilots licences in addition to their UK licences, or even instead of them. For those that hold "standalone" FAA licences obtained originally by carrying out the written exams and flight tests for the issue of the licence, the changes are minimal. But, for those holding a "restricted" FAA licence, issued on the strength of their UK licence, the changes can be quite onerous...

It seems that this has been brought about in part by the need to satisfy the ICAO requirement for English Proficiency. But it also seems that the FAA may be using this as a means of weeding out licence holders who do not really need them any longer or who are felt by the FAA perhaps shouldn't hold a US licence.

Firstly – even if you have a "restricted" FAA licence – you still need to have a bi-annual flight review (although your UK medical and a valid UK licence valid for the type being flown, covers you) – and this flight review MUST be carried out by an "authorised instructor" – this means specifically an FAA CFI or CFII – and NOT a UK or JAR instructor! If this is not done, the FAA licence is not current and that includes any ratings contained on it – e.g. Instrument Ratings.

Next; the old paper/card style licences will no longer be legal after 31st March 2010 – the requirement will be for you to hold a plastic credit card style licence.

Now the really onerous bit – By 5th March 2009 (this month!) your licence must have an annotation of “English Proficiency” shown on it.

If you have a standalone licence, and this is not shown on it, you can log into the FAA website, pay \$2, and get your replacement within a couple of weeks by post. BUT, if you have a “restricted” licence (known officially as a 61.75) you must use a special form to have the UK CAA validate your licence, ratings, and medical. You then have to apply to the FAA for an English Proficient stamp, AND make an appointment with an FAA District Office IN THE USA to go there and have them issue it to you - IN PERSON!

If this is not done by 5th March 2009, your FAA licence ceases to be valid – and clearly this is virtually impossible in the remaining time..

(The FAA has also indicated that the reissued licence will now have an expiry date equivalent to the date of expiry of the supporting UK licence. Based on the UK’s new licences having only 5 years, this will mean the need to go through all this every 5 years at least.. Better to do a standalone licence if you can spare the time!)

There are those who are advertising in the UK that they can do this for you without the need to visit the USA personally – BUT, the official FAA line is that this has to be done in person in the USA only. AOPA and IAOPA are trying to do what they can to get this changed, and there is currently much confusion, with different FAA offices saying different things....

So – beware. Getting this wrong and depending incorrectly on the continuing validity of your FAA licence could result in you invalidating your aircraft insurance.

BIGGIN HILL AIRPORT SOCIAL CLUB LTD

Thanks to all that have renewed their club membership – the flow has now dwindled to a trickle. Please do not delay until the last minute to join to gain access to free air show entrance. We will have a deadline, to ensure that this valuable concession is not abused.

All other concessions seem to be running well – I myself have already had discounts totalling more than £25 in local restaurants (more than the cost of my membership originally). Please let me know if you experience any problems at any of the restaurants and services, although this is not anticipated, as each business has a card showing the valid and current arrangement and this is normally located near their payment desk.. (It would also be interesting to hear from members whose card has saved them substantial amounts in the form of various discounts).

Please remember that these discounts are hard earned, and we need to use them to avoid losing them.....

<http://www.bigginhillclub.co.uk>

THE AIRPORT.....

Jock Maitland was honoured by the airport and the local Council at the end of February, by having a road on the airport named after him. See the report in this month’s Bugle.

Jock has done so much for Biggin Hill, and it is doubtful that, without his efforts, the airfield would still exist for our continued pleasures. Well done Jock, and thanks from all us...

ADAMS AVIATION

Biggin Hill Airport Social Club members are reminded that they can obtain a generous discount on virtually all purchases – see the club website concessions page at <http://www.bigginhillclub.co.uk>

Adams aviation have a very active online presence, and their latest promotional newsletter can be seen

here (<http://www.bigginhillclub.co.uk/fshop.pdf>) or go directly to their site at <http://www.flyingshop.com> or call 01959 579800 and speak to Ben Langston

That's about it for this month...

John Willis
Biggin Hill Airport Users Database

(And Finally: something very different again.....)

A VERY SPECIAL DATE FOR YOUR DIARIES.....

Many of you will know our friend Gordon Franks, a long term Biggin Hill'ite (see this month's Bugle).. Gordon has been very ill in recent months, as some will be aware, and is now virtually confined to his home most of the time. Gordon is very philosophical about his condition, and is adamant that he does not wish to have a funeral or memorial when he leaves us... Instead, he has asked me to help organise a Garden Party in the Summer for his aviation and motorsport friends, which he will attend if he is able..... Those that know Gordon will almost certainly wish to put the date in their diaries, and more details will follow in due course in these Newsletters. Gordon asked me to publish the following as an "advanced invitation" from him to all who know or have known him.

QUOTE.....

GRAND LEIGHBRIDGE GARDEN PARTY

Saturday, 11th July, 2009.

A HAPPY gathering of all my friends who wish me and Diana well - I would like friends from all the different phases of my (generally) very happy life to mix and get to know each other.

Gates open at 1200. Unlimited car-parking on grass. Bring your own picnic. Two barbecues will be lit (1 charcoal, 1 gas); bring your own 'sacrificial sausages'. We will provide tea, coffee, squash, 'vin plonc' & beer. If your tastes are more refined, (off-licence & supermarkets within 2 miles), then bring your own. Officially, the event is 1200 - 1800. However, if you want to camp, caravan or otherwise stay over (remembering our drink / drive laws), there's plenty of room.

Jazz group will play 'my sort of music' between 1300 and about 1700 and 'Course' Croquet will be played: If you haven't tried it - DO.

Dress code - **no black**.

A photo-board will be on display in the tent - if you have any pictures that will add to the fun, bring them along for the afternoon.

There will probably be a TRA overhead, at some time!

Remember - If it's not Fun, you're doing it wrong.

Gordon

.....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 unusual and interesting stories or anecdotes that you feel may interest our readers,
please email them to me as a possible inclusion in a monthly "and Finally"....)