

Hi everyone

Welcome to the March 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 March 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.

FEBRUARY WEATHER

I know last month I was hoping for a better February, but I definitely didn't get my wish there, as the month has been particularly bad. From a training point of view, as at the date of writing (26th), we have seen just seven days on which basic PPL training has been possible! It really must get better some day (probably waiting for me to be away on holiday – then it will be fabulous again!).

Fortunately though, Storm Doris seemed to have passed without any painful damage to aircraft or property at the airport (unlike last year's Storm Katie).

Roll on Summer...

DON PERCH

Sadly last month we heard of the loss of one of Biggin Hill's greats - Don Perch - who died aged 94, after a short illness, in hospital surrounded by his family.

Old Biggin Hill'ites from the 60's, and before that from the days at Croydon, will remember Don fondly as an absolute gentleman. An instructor and examiner for many years, Don was the last surviving founder member of the Alouette Flying Club, which he, along with a few other stalwarts, formed at Croydon Airport, before being moved to Biggin Hill.

Don joined the RAF in 1943 and after basic training was sent to Falcon Field, Arizona for full training, where he mainly flew Stearmans, and Harvards (T6 Texans).

On returning to the UK he became a twin-engine instructor and flew various types before becoming a Bristol Blenheim instructor, on which he gained a great many hours and always retained a love for. He apparently even managed to get an hour on a Hurricane and various other aircraft but always said that he preferred twins, although he also said that his favourite aircraft was the Chipmunk.

In more recent years he managed to renew his acquaintance with the Harvard, and even flew in a glider and a hot air balloon. Only last year, his friends managed to wangle an opportunity for him to be reunited with his beloved Blenheim, when the ARC aircraft was at Biggin, and he spent a very happy half an hour chatting to the ARC engineer who very kindly showed him around the aircraft.

I personally remember Don from my period in the control tower in the 60's as a quiet person, who was respected by all who knew him. As an instructor who also taught others the skills they needed to be a flying instructor, Don has affected favourably the flying careers of many people all over the world.

As the Bugle's "JB" said when he heard the news of Don's passing, "He was a good Examiner and Instructor and I never heard a bad word about him. He was a very quiet person, but would have a pint like the rest of us at the end of the days flying."

Don's funeral is to be held on Thursday 2nd March 2017 at 2pm at the RAF St George's Chapel, on the Main Road at Biggin Hill alongside the Spitfire and Hurricane Gate Guardians.

Anyone who knew Don is welcome to attend to show their respects, but the family would ideally like to have an idea of numbers, so they ask that you email Bruno, the Alouette Chairman, if you plan to attend. His email is alouettechairman@gmail.com

There is apparently little or no parking at the chapel although 'drop off' is acceptable, but parking has been made available for attendees at the Airport Tower entrance.

After the service, refreshments will be available at the "Lookout" cafe at the roundabout entrance to the club side of the airfield. (Churchill Way).

BIGGIN HILL AIRPORT'S 100 YEAR ANNIVERSARY

The Biggin Hill Airport 100 years anniversary celebrations got off to a flying start on Monday 13th February at the airport's Terminal building.

With extensive TV and Press coverage, the Biggin100 first event featured three centenarians from the Biggin Hill past who were able to fly again from this historic airport, one in the backseat of a Spitfire, from the Biggin Hill Heritage Hangar, and two lady's in the back of one of Zenith Aviation's brand new Lear 75's. The two aircraft mad several very impressive formation fly-pasts of the airport for the benefit of the invited dignitaries, guests, and TV crews.

A great start for Biggin100, with many more events planned throughout 2017, as I'm sure Colin Hitchins will announce in due course.

HELP SAVE THE IMC (IRR) RATING

A plea from the CAA – Please help us make the case for the continued issue of the IMC rating.

In 2013 we successfully campaigned for the EASA Aircrew regulation to include provision for IMC ratings on EASA licences until 8 April 2019.

As a result, we have continued to issue IMC ratings, endorsed as 'Instrument Rating (Restricted)', on EASA licences.

We now need to submit a safety report to the European Commission on the rating by 8 April 2017 as part of the case to allow us to continue to issue the rating.

We intend to present the case that the IMC rating is of positive safety benefit for UK GA and need your feedback to better understand how the rating is used and establish the numbers of training organisations that currently provide the rating.

We would be grateful if you could complete a short online survey by 19 March to provide the evidence that we need.

Please follow this link and complete the survey: www.surveymonkey.co.uk/r/IMC_rating

HURRICANE ENCLOSURE AT THE FESTIVAL OF FLIGHT

Just a reminder that the "Hurricane" Enclosure and Marquee is again available for all airport User's and Tenants use on Sunday 20th August 2017 at the Festival of Flight. The Marquee, which will have a pay bar offering very competitive prices, will be right on the display line with a garden area from which to watch the show.

As before, the use of the marquee will be restricted to a maximum of 200 persons and once tickets are sold, no more will be available. Tickets, purchased prior to 30th June, will be £20 per adult, £10 per child aged between 5 and 15, and free for each child under 5. (Additionally there will be the need to purchase show entry tickets.)

From 1st July these prices will increase to £25, £15, and £5 respectively.

Tickets for the marquee will be exclusively available via myself, and can be obtained by sending your completed application form (<http://www.bigginhillreunited.co.uk/hurricane.pdf>) back to me as soon as possible, together with your payment and a self-addressed and stamped envelope to enable passes to be dispatched once available. Your order and payment will be acknowledged by email.

Remember passes will be reserved on a strictly first come, first served basis. Once the 200 allocation has been fully sold any further applications received will be returned.

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)

FALCON FLIGHT ACADEMY (inc EFG) & FALCON FLIGHT SERVICES

Greetings from the Falcon Camp

If you are reading this then Storm Doris left us all in one piece! Another month has flown by without a great amount of flying however there has been much activity here at Falcon.

This month saw the Centenary of Biggin Hill Airport. Marked by an awe inspiring display by the Spitfire (courtesy Heritage Hangar) and Lear (courtesy Zenith) we were treated to a lovely reminder of where we started and how far we have come. As a nation we owe everything to the boys and girls who stood up for the very basic principle of Freedom and Biggin Hill is a stark reminder that through hard work, grit and determination we will persevere, we will survive.

Falcon was honoured and privileged to have the pleasure of unveiling G-RECW Piper Archer in the British Caledonian Colours. Robin Washington paid tribute to his late wife Julie who sadly passed away last year. We celebrate her life and are proud to know that the Piper Archer, aptly named "Julie-The Spirit of BCAL", will be training the pilots of tomorrow.

Falcon have worked tirelessly to fully restore G-RECW which has been hailed as one of the best Piper Archers ever to come out of any hangar. If you have any aircraft or project you wish to discuss please call either Singh or Shonu on 01959 572 339 / 575 923.

The flying schools have had another quiet month and with Doris looming over us the end of February looks set to be a wet and windy one! However, fear not! Every day that passes moves us ever closer to Spring and Summer.

Our instructors have managed to squeeze in a few Night Qualifications and the IMC ratings are pushing through steady and strong. Remember that there is still time to gain your IMC.

As ever for all your renewals, revaluations, and friendly points of view, all the instructors at EFG and Surrey & Kent are happy to see you any time!

Wishing you a pleasant day.

Stay blessed
Anoop Singh Bamrah

REPORT FROM THE OFFICE OF THE COMMUNITY ENGAGEMENT MANAGER

February saw us launch the Biggin100 celebrations with three amazing people, all older than the airports 100 years, Ray Robert 101, former RAF and ATA pilot, Lilly Osbourne 100 a local resident and Trudi Baxter 102, local resident and wartime MI5 operative. Ray took to the skies over Biggin Hill in the Heritage Hangar two seat Spitfire closely followed by the ladies in Zenith Aviations brand new LearJet 75. It is going to take quite a lot to surpass but plans are afoot to have a series of events throughout the year, some public some private that will celebrate the long illustrious history of London Biggin Hill Airport.

To keep everyone up to date on these events and other a new community web site has been launched, www.lbhcommunity.co.uk this site carries the latest news for the Lookout Cafe, Festival of Flight, careers and feeds from our Facebook, Twitter and Instagram accounts, you can also sign up for our newsletters which will be going out on a regular basis. tickets for the Festival of Fight are planned to go on sale in the next couple of weeks with early bird discounts for our new E-Tickets. I had hoped to be able to confirm the military content for the show but at the time of writing the participation letter had not dropped through the letterbox.

More details next month.

Best wishes
Colin Hitchins
Community Engagement Manager

MONTHLY REPORT FROM THE OFFICE OF WILL CURTIS

February has been a reasonable month for business aviation, but as was perhaps to be expected, a less than busy month for GA.

We have been busy working on the final preparations for the introduction of the noise and track keeping system which we hope will go live at the beginning of April 2017. We have been collecting data on noise and track for some time now and it makes interesting reading. The majority of aircraft operators do not violate either track or noise limits or indeed fly through the nominal 'no fly' zones. Some, however, habitually violate all three and it seems to be the same characters time and time again! Interestingly those characters also seem to appear on the Safety Management System reports as well. It therefore seems reasonably easy to fix all issues simultaneously...

Shortly we will publish the definitive pilot information and Noise Abatement Procedures which are now being finalised with the Council noise consultant. These will also be published in the UK AIP. Now would be a good time for anyone with a variable pitch constant speed propeller to ensure that they understand how to reduce propeller revs soon after departure because if you cross a noise monitor with the prop turned up, it will probably trigger an automatic noise violation. Those with single lever engine controls (such as fitted to the Cirrus) will need to adapt

their operation because propeller noise may well exceed the applicable noise limits if maximum power is left applied for a long period after departure. All noise and track violations will be automatically reported to the SANARB and the level of possible penalties that may be applied is to be set out in the 2017 Schedule of Fees and Charges and in the Airport Conditions of Use, such that if anyone violates either track or noise limits they can be charged for that violation automatically as per the T&Cs of use. This is, regrettably, the only way in which we will be able to drive an improvement in pilot behaviour and it is not unusual, similar schemes being used at many other airports. Of course, the vast majority of pilots will not be in any way concerned about this because they never come anywhere close to violating either track or noise limits. I can see that from the data we have gathered already - it is pleasing to see how few pilots do actually breach either track or noise limits. In fact, you actually have to work really quite hard to do so! It usually requires a full power 'flat earth' departure followed by unusually low overflight of the noise monitor.

One particular area to watch will be extending downwind on runway 21 because, in the interests of neighbourliness, there will be some restrictions on overflying over Keston Park and Farnborough where this can reasonably be avoided. On occasion, ATC need to extend the runway 21 downwind leg across these areas in order to allow enough spacing to accommodate an aircraft following the runway 21 ILS to land. The option of extending downwind will remain available to ATC as a tool to keep the circuit moving and viable at busy times of day. However, at all other times we will expect a base leg turn to be made no further north than the vicinity of the Round House located to the south of Keston Park in order to prevent any unnecessary overflight of densely populated areas. I am aware that a few pilots and even some instructors appear, as matter of routine, to extend downwind as far as the Princess Royal Hospital or in some rarer cases beyond that. This creates an unnecessary noise nuisance and arguably exhibits very poor airmanship. It forces everyone following to adopt the same dimension of circuit and spreads noise nuisance where it really should not be. Although not totally practical nowadays given the style of approaches normally required to be flown, a circuit should, of course, ideally be flown such that, in the event of an engine failure, one is sufficiently close to the airport to ditch the aircraft on the surface of the aerodrome pretty much anytime a failure occurs. Business jet size circuits are clearly not necessary in a light aircraft. Again, the NMTKS will pick up and log any such violations.

As flight schools are already aware, during British Summer Time, there is now a prohibition on circuit training before 0900 and after 1700 on Saturdays, Sundays and Bank Holidays, again to ensure that we cause the minimum possible disturbance to those on the ground around the airport. This will be reflected in the next edition of the AIP.

We are nearly through February and spring is less than a month away so we will hopefully soon be enjoying warmer weather. Until then safe flying!

Best regards
Will Curtis
MD – Biggin Hill Airport Ltd

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.

Thank you very much to all of you who have generously made financial donations in support of the Newsletter and the database upkeep. Your support really is appreciated.

If anyone else would like to show their support, please make any cheques payable to "John Willis" and send them to "Biggin Hill Airport Users Database, 26 Churchside Close, Biggin Hill, Kent, TN16 3QF". If you would prefer not to use a cheque, but would still like to contribute, please contact me and I will give you bank details to which you can make a transfer.

All contributions will be acknowledged by email – thank you..

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.....

First, a little bit of education - - Origins of customs and phrases

1. WHY do men's clothes have buttons on the right while women's clothes have buttons on the left? When buttons were invented, they were very expensive and worn primarily by the rich. Since most people are right-handed, it is easier to push buttons on the right through holes on the left. Because wealthy women were dressed by maids, dressmakers put the buttons on the maid's right! And that's where women's buttons have remained since.

2. Why do ships and aircraft use 'mayday' as their call for help? This comes from the French word 'm'aidez' – meaning 'help me' - and is pronounced, approximately, 'mayday'.

3. Why are zero scores in tennis called 'love'? In France, where tennis became popular, the round zero on the scoreboard looked like an egg and was called 'l'oeuf', which is French for 'the egg'. When tennis was introduced in the US, Americans mispronounced it 'love'.

4. Why do X's at the end of a letter signify kisses? In the Middle Ages, when many people were unable to read or write, documents were often signed using an X. Kissing the X represented an oath to fulfill obligations specified in the document. The X and the kiss eventually became synonymous.

5. Why is shifting responsibility to someone else called 'passing the buck'? In card games, it was once customary to pass an item, called a buck, from player to player to indicate whose turn it was to deal. If a player did not wish to assume the responsibility of dealing, he would 'pass the buck' to the next player.

6. Why do people clink their glasses before drinking a toast? In earlier times it was common for someone to try to kill an enemy by offering him a poisoned drink. To prove to a guest that a drink was safe, it became customary for a guest to pour a small amount of HIS drink into the glass of the host. Both men would drink it simultaneously. When a guest trusted his host, he would only touch or clink the host's glass with his own.

7. Why are people in the public eye said to be 'in the limelight'? Invented in 1825, limelight was used in lighthouses and theatres by burning a cylinder of lime which produced a brilliant light. In the theatre, a performer 'in the limelight' was the center of attention.

8. Why is someone who is feeling great 'on cloud nine'? Types of clouds are numbered according to the altitudes they attain, with nine being the highest cloud. If someone is said to be on cloud nine, that person is floating well above worldly cares.

9. In golf, where did the term 'Caddie' come from? When Mary Queen of Scots went to France as a young girl, Louis, King of France, learned that she loved the Scots game 'golf'. He had the first course outside of Scotland built for her enjoyment. To make sure she was properly chaperoned (and guarded) while she played, Louis hired cadets from a military school to accompany her. Mary liked this a lot and when she returned to Scotland (not a very good idea in the long run), she took the practice with her. In French, the word cadet is pronounced 'ca-day' and the Scots changed it into caddie.

10. Why are many coin collection jar banks shaped like pigs? Long ago, dishes and cookware in Europe were made of dense orange clay called 'pygg'. When people saved coins in jars made of this clay, the jars became known as 'pygg banks'. When an English potter misunderstood the word, he made a container that resembled a pig, and it caught on.

.....UNQUOTE

And now – the funnies.....

QUOTE.....

A young woman started work in the small English Village chemist shop. She was very shy about having to sell condoms to the public, but the Chemist was going on holiday for a couple of days, and asked if she would be willing to run the shop on her own.

She had to confide in him her worries about selling condoms.

"Look" he said. "My regular customers don't ask for condoms; they either ask for a 310 (small); a 320 (medium); or a 330 (large). The word condom is never mentioned".

The first day was fine, but on the second day a large Burley man came into the shop, put out his hand and said "350" please. The girl panicked.

She phoned the Chemist on his mobile and told him of her predicament.

"Go back in and check if he has a bucket hanging between his legs," her boss told her.

She peeped through the door, and saw the bucket hanging between the guy's legs. "Yes!" she shouted down the phone. "He's got one hanging there!"

The boss replied, "Well, go back in there and give him £3.50 ...he's the window cleaner!"

.....UNQUOTE

QUOTE.....

His Lordship was in the study when Carson the butler approached and coughed discreetly.

"May I ask you a question, My Lord?"

"Go ahead, Carson," said His Lordship.

"I am doing the crossword in The Times and I have found a word I am not too clear on."

"What word is that?" asked His Lordship.

"Aplomb, My Lord".

"Now that's a difficult one to explain. I would say it is self-assurance or complete composure."

"Thank you, My Lord, but I'm still a little confused."

"Let me give you an example to make it clearer. Do you remember a few months ago when the Duke and Duchess of Cambridge arrived to spend a weekend with us?"

"I remember the occasion very well, My Lord. It gave the staff and myself much pleasure to look after them."

"Also," continued the Earl of Grantham, "do you remember when Wills plucked a rose for Kate in the rose garden?"

"I was present on that occasion, My Lord, ministering to their needs".

"While plucking the rose, a thorn embedded itself in his thumb very deeply."

"I witnessed the incident, My Lord, and saw the Duchess herself remove the thorn and bandage his thumb with her own dainty handkerchief."

"That evening the hole that the rose made on his thumb was very sore. Kate had to cut up his venison even though it was extremely tender."

"Yes, My Lord, I did see everything that transpired that evening."

"And do you remember the next morning while you were pouring coffee for Her Ladyship, Kate inquired of Wills with a loud voice, 'Darling, does your prick still throb?'

"And you, Carson, did not spill one drop of coffee?"

"THAT, Carson, is complete composure, or aplomb."

.....UNQUOTE

QUOTE.....

A couple, both well into their 70s, go to a sex therapist's office.

The Therapist asks, 'What can I do for you?'

The man says, 'Will you watch us have sexual intercourse?'

The Therapist raises both eyebrows, but he is so amazed that an elderly couple are asking for sexual advice that he agrees.

When the couple finishes, the Therapist says, 'There's absolutely nothing wrong with the way you have intercourse.'

He thanks them for coming, wishes them good luck, charges them £50, and says goodbye.

The next week, however, the couple return and asks the sex therapist to watch again. The sex therapist is a bit puzzled, but agrees. This happens several weeks in a row. The couple makes an appointment, has intercourse with no problems, pays the Therapist then leaves.

Finally, after 5 or 6 weeks of this routine, the therapist says, 'Pardon me, but I have to ask. Just what are you trying to find out?'

The old man says, 'We're not trying to find out anything. She's married and we can't go to her house. I'm married and we can't go to my house. The Travelodge charges £93; The Hilton charges £139. We do it here for £50, AND I get £43 back from Bupa.'.....

.....UNQUOTE

QUOTE.....

One morning a husband returns to the cabin after several hours of fishing and decides to take a nap.

Although not familiar with the lake, the wife decides to take the boat out, since it is such a beautiful day. She motors out a short distance, anchors, and reads her book.

Along comes a Game Warden in his boat. He pulls up alongside the woman and says, " Good morning, Ma'am, what are you doing?"

"Reading a book," she replies, (thinking, "Isn't that obvious?")

"You're in a Restricted Fishing Area," he informs her."

"I'm sorry, officer, but I'm not fishing, I'm reading."

"Yes, but you have all the equipment. I'll have to write you up a ticket. "

"For reading a book?" she replies.

"You're in a Restricted Fishing Area," he informs her again. "Yes, but you have all the equipment. For all I know you could start at any moment. I'll have to write you up a ticket and you'll have to pay a fine."

"If you do that, I'll have to charge you with sexual assault," says the woman.

"But I haven't even touched you," says the Game Warden.

"That's true, but you have all the equipment. For all I know you could start at any moment."

"Have a nice day ma'am," and he immediately departed.

MORAL:

Never argue with a woman who reads.

.....UNQUOTE

QUOTE.....

This test will keep that dreaded disease that effects your memory at bay!

New Senior's Exam, you only need 4 correct out of 10 questions to pass

- 1) How long did the Hundred Years' War last?
- 2) Which country makes Panama hats?
- 3) From which animal do we get cat gut?
- 4) In which month do Russians celebrate the October Revolution?
- 5) What is a camel's hair brush made of?
- 6) The Canary Islands in the Pacific are named after what animal?
- 7) What was King George VI's first name?
- 8) What colour is a Purple Finch?
- 9) Where are Chinese gooseberries from?
- 10) What is the colour of the black box in a commercial airplane?

Remember, you need only 4 correct answers to pass.

Check your answers below

ANSWERS TO THE QUIZ

- 1) How long did the Hundred Years War last? - **116 years**
- 2) Which country makes Panama hats? - **Ecuador**
- 3) From which animal do we get cat gut? - **Sheep and Horses**
- 4) In which month do Russians celebrate the October Revolution? - **November**
- 5) What is a camel's hair brush made of? - **Squirrel fur**
- 6) The Canary Islands in the Pacific are named after what animal? - **Dogs**
- 7) What was King George VI's first name? - **Albert**
- 8) What colour is a Purple Finch? - **Crimson**
- 9) Where are Chinese gooseberries from? - **New Zealand**
- 10) What is the colour of the black box in a commercial airplane? - **Orange (of course)**

What do you mean, you failed?

Me, too!

(And if you try to tell me you passed, you LIED!)

.....UNQUOTE

