

Hi everyone

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

You are reminded that for Database subscribing members, even if your Newsletter doesn't arrive by email at the beginning of the month, you can always view it online, as well as any back copies of this Newsletter by visiting the club website at [www.bigginhillclub.co.uk](http://www.bigginhillclub.co.uk)

*(If you have not received your copy within 24 hours of the beginning of the month, please check the club website above where you can find and draw it down for yourself!)*

## **APRIL WEATHER**

So, the weather in April was significantly better than we had last month, although there were quite a few times when either the winds were very strong and gusty (and in some cases across the one runway we now have) and additionally quite a few days of very low clouds and lots of rain! But it was such that many of us could do some flying occasionally – roll on the Summer – Please!

Lets hope we will eventually get more substantial clear flying weather for the clubs and private owners – Summer really is due soon.....

## **HAPPY WORLD PILOTS DAY**

Well, Friday 26<sup>th</sup> April 2024 was the “Happy World Pilots Day”....

To all Biggin Hill'ites, and of course anyone who is currently a pilot, whether Commercial, Corporate, or General Aviation Private Pilots and Students, we hope you all had a great day....

## **COBBY**

A very sad loss of a real long term Biggin Hill'ite!

At the beginning of April, just after the Newsletter went out on the 2nd, there was a sad posting by Cobby's daughter, Mel Luck, on the Biggin Hill Reunited Group on Facebook.

### **QUOTE:**

“It's with huge sadness that I inform you all that Cobby has taken his final flight and left us to be with Miles on Sunday night (*the 31<sup>st</sup> March 2024*).

A huge chunk of his heart was broken when my brother left us in March 2022 and he never really recovered.

A group of us managed one final visit to Stauning that year, on Ryanair of all things (we never thought we'd see the day!), and Cobby was awarded the leader's trophy for the final time by the Ranch.

Two years after Miles left us, nearly to the day, Cobby has stopped his "Struggling", and there's no doubt that he'll be much happier laughing with Miles again, and for that I'm relieved.”

### **UNQUOTE**

For many of us very old Biggin Hill'ites, we had known Cobby since he first appeared at the airport as a relative stranger, but an amazing guy... Stan Lee and I, who were both controllers at Biggin in the Southeast tower on the edge of that apron, met him pretty much on the first day he appeared.

Cobby was a very clever aircraft engineer, particularly working on some of the early GA aircraft types. He ran a maintenance business in the hanger (now Oriens premises!) and he lived there too, occupying his Jaguar car that was parked under the wing of the B25 bomber that had been the camera aircraft for two major aviation war movies. The Jaguar was actually known to the local Royal Mail, who were able to deliver letters addressed to "Cobby, Jaguar Mansions, Biggin Hill Airport, Kent", by slotting the letters through the little gap in one of the open car windows.

Cobby had started off at Biggin as one of the main firemen, looking after the fire truck at the airport, before moving on as a serious aircraft engineer.

He ran his aircraft maintenance service later in the main Hanger by the various flying clubs, headed by Surrey and Kent. (The hanger was actually split into two halves – the eastern half was Bill Webb's and later Fairflight, and in the western end slightly more than half was S&KFC's club bit, and then the remainder was Cobby's bit. During this period, he also moved into the base of the old control tower as his residence on the edge of the southeast apron.

In later years, Cobby looked after several hangar areas on the northeast area behind what was originally Air Couriers and Decca, and later Express Aviation. He had a number of post war tailwheel style aircraft, which he flew too. He also appeared on a TV series which demonstrated his amazing work totally rebuilding a DeHavilland DH60....

Sadly Cobby was quite badly injured when he crashed his Proctor aircraft in July 2012 on his private strip down in Kent. He did recover, but was struggling quite a bit to cope after that.

His name has now been added to the Biggin Hill Reunited "Roll of Honour".

Rest in Peace Cobby, you will be very sadly missed by your old airport friends and will never be forgotten.....

## **MAY BIGGIN HILL POSTED FUEL PRICES**

The "posted" Biggin Hill Airport fuel prices, excluding VAT, for the calendar month of May 2024 are:

£1:95.1 per litre for 100LL Avgas if supplied from the Fuel Bowser  
(if uplifted using fuel account card Only from the Self-Refuel pumps = minus 5p per litre – and an additional 1p per litre off if also paid by Direct Debit)

£0:91.4 per litre for Jet A1 (Sustainable Aviation Fuel £1.14.9 per litre)

**SPECIAL NOTES:** Users are advised that **credit and debit cards can no longer be used at the self-refuel pumps**. If you use self-refuelling, you will need your airport H-TEC fuel account card with you when you go there. (if you haven't got one with you, you will have to go over to the Main Terminal apron to uplift fuel from the bowsers instead).

## **BIGGIN HILL AIRPORT REMAINS A BUSY GA AND CORPORATE AIRPORT**

While I appreciate some people are not overly happy with the way Biggin Hill Airport has developed in relatively recent years, but I think we should all really be very proud of our base airport. Had the airport not been taken over by Andrew Walters and seriously developed, I actually think our airport would probably have permanently closed and become just a massive housing estate.

Biggin Hill Airport remains one of the UK's most important aviation centres for both light aircraft operations and the very extensive base for based and visiting Corporate operations in the UK.

Personally I am very proud of what we have....

I hope most of you will agree, and thank the airport owners and management team for keeping us all able to have a home at the special former RAF Battle of Britain airport... (And of course the Battle of Britain history still enhanced by the existence of Peter Monk's Heritage Aircraft operations too...)

## **A REFRESHER OF SOME AIRPORT SECURITY AND SAFETY ISSUES THAT APPEARED IN THE AUGUST 2023 NEWSLETTER.....**

Just to make sure you all remember the matters covered in these sections as it appears sometimes that users do seem to forget some of the issues.....

### **1) AIRPORT SECURITY PASSES**

What is very important for us all to understand is that it is imperative that all persons who are suitably qualified to have access to airside, and to do that we must have Biggin Hill Security ID Passes validated for appropriate airside entry gates.

Most airport security gates now no longer have coded access but require the use of the ID Pass to electronically open them.

To arrange a Security ID Pass, Flying Club members should contact their club management for the appropriate forms and instructions. Private owners and owners of shared based aircraft should contact Sally Taylor - Security Administration Officer 01959-578517 who will be able to provide you with the appropriate application forms and the requirements.

### **2) BIGGIN HILL AIRPORT SAFETY AND MANAGEMENT SYSTEM**

For those who operate and/or fly from Biggin Hill, it is quite important for you to have access to the Airport's Safety and Management system at "Centrik".

The system ensures that you are capable of being kept up to date with anything that will potentially affect you as a pilot operating at Biggin Hill, and you will be able to view any Operational Notifications or other safety associated notifications.

Ben Spiers, who is the Airport's Head of Safety and Compliance, he has suggested that anyone who is not registered for the Centrik system should email [safety@bigginhillairport.com](mailto:safety@bigginhillairport.com) and request that you are registered to gain access to the system - in your request to register, please ensure you give your full name, contact details, and details of your flying involvement at the airport - ie. Private Pilot, or Private owner, etc. and they will respond to you with set up instructions so that you are always able to be kept up to date with airport Operating Instructions and Safety Notices...

### **3) NOISE SENSITIVE AREAS (NSA's) & NOISE ABATEMENT ROUTINGS**

In some cases, it has seemed that some people who fly from Biggin Hill regularly (and even Biggin Hill based pilots) don't always stay in touch with some of the airport's Rules and Operating Procedures. Some errors can lead to the airport to receiving complaints from residents on occasions.

So - a bit of general information and guidance for based pilots.....

**NSA's** are "Noise Sensitive Areas" and NOT "No Fly Zones". There are a number of them all around the airport and they exist from the surface to 2,000 feet amsl, ie. on the QNH. The locations for all

these areas can be found in a pamphlet that is available from most clubs and from the Operations office under the Tower on the North side of the runway 03/21.

The basic locations and names of the areas are included in the attached document at the end of this Newsletter.

In addition, for those who use SkyDemon with the internal GPS function to assist with navigation and controlled airspace avoidance, please be aware that the NSA's are all included on the system as you either approach the airport for the circuit join and landing, or for departures, so it is possible to ensure that the NSA's are avoided unless ATC clears you to enter them (for example an instruction to extend the downwind leg for traffic avoidance).

Pilots should of course ensure that they do NOT enter these areas unless they are following ATC instructions or for flight safety reasons.

Noise Abatement Procedures on departure are very specific:-

#### On take off from runway 21 –

For any route except Westerly - on reaching the main road at the end of the runway, make a “**track**” change of 10 degrees to the right, then continue on that track until reaching 2nm from the Biggin Hill VOR/DME, at which point turn left onto approximately a Southerly track until crossing the North Down's ridge then, before reaching the M25 motorway, turn left towards Sevenoaks. You should level out as soon as you reach your intended altitude, which on a VFR flight must be below 2,500 ft amsl. Even if intending to route to the Northeast, DO NOT TURN in that direction until completely clear of the NSA and the airport ATZ! (typically route to Sevenoaks before turning Northeast.)

For a Westerly routing - on reaching the main road at the end of the runway, make a “**track**” change of 10 degrees to the right, then continue that track until reaching 1nm on the Biggin Hill VOR/DME and then turn onto the required track avoiding the Gliding Site at Kenley and also the NSA at Woldingham and Warlingham. You should level out as soon as you reach your intended altitude, which on a VFR flight must be below 2,500 ft amsl.

#### On take off from runway 03 –

For any route except Westerly - Continue in the climb on the 030 degree track until reaching 1nm from the Biggin Hill VOR/DME, at which point turn right towards Sevenoaks avoiding the NSA in the area of Farnborough and Orpington. You should level out as soon as you reach your intended altitude, which on a VFR flight must be below 2,500 ft amsl.

For a Westerly or South-westerly routing – climb to 500ft / 600 ft and turn left onto what would be the crosswind leg if on the circuit, then at circuit height turn onto the required track avoiding the Gliding Site at Kenley and also the NSA at Woldingham and Warlingham. Continue the climb until you reach your intended altitude, which on a VFR flight must be below 2,500 ft amsl.

Noise Abatement Procedures on arrivals are very straightforward:-

If arriving from any direction except from the West or Southwest, remain outside the ATZ and the NSA's at Farnborough and Orpington (typically routing towards Sevenoaks) and when instructed to join the circuit descend to circuit height to be level at 3nm and join avoiding the small NSA's.

If arriving from the West or Southwest, follow ATC instructions to join the circuit – if on 03 it will probably be to join on left base (avoiding the Woldingham and Warlingham NSA's – or if crossing them ensure you are at in excess of 2,000ft amsl). If it is on runway 21, it will probably be to join downwind right hand for 21, (and again avoid those two NSA's at Woldingham and Warlingham and if crossing them, ensure you are in excess of 2,000ft.)

## **FALCON / EFG**

Hi from all at Falcon / EFG

I won't be the first and certainly not the last to say "it looks like Spring has Sprung!".  
But, oh my, has it been wet and windy!

Despite this we have been making steady headway with a combination of ground school and flight training here at the flying school.

With summer around the corner, we are firmly braced now for some great flying weather.

Till the next time - Fly safe, have fun, be blessed.

Best Regards

From Singh, Shonu, and Anoop, the Falcon Family.

## **MONTHLY NEWS FROM THE CEO's OFFICE**

April has seen the Airport make a solid start year to the new financial year and, although movement levels are lower than 2023, they remain well ahead of pre COVID levels. The Airport has attracted a range of new home-based business aviation customers and has seen an increase in general aviation traffic.

Global instability, with the conflicts in both Ukraine and Israel, continue to have an adverse impact on the business and our industry. Although interest rates have stabilised, many of us are still feeling the impacts of rising costs, standard of living challenges and an uncertain economic outlook. The London market figures show the Airport's share has dropped to just over 19%, with Farnborough increasing to just below 30% and Luton stabilised at around 27%. However, actual performance versus March 23 was only 1.8 movements per day down. This was much better than the competition, with Farnborough 5.1 down and Luton 6.5 down.

The Airport continues its development programme to improve existing infrastructure and improve its service offering to customers. Progress continues towards the introduction of an Aviation Technology College and the provision of onsite engineering accommodation. Additionally, the Airport is looking to upgrade several hangars for existing and new tenants together with the roll out of 24-hour automated METAR reporting.

The Airport will soon embark on campaign to promote and publicise the results from its Economic Footprint study. The figures are impressive. Direct employment has risen to 1,890 across the Airport site, generating a GVA (gross value added) £200 million across the UK. Critically, for every 1,000 air traffic movements a total of 88 full time jobs are supported.

As previously mentioned, the Airport submitted the full trial documentation for the new 03 RNAV approach on 30<sup>th</sup> March. The trial plan contains the revised IFP design together with trial objectives. It is hoped that, subject to CAA approval, that the trial could commence in September of this year.

The Airport continues to work hard to roll out the 2<sup>nd</sup> phase of its Air Quality Monitoring initiative with the installation of additional sensors. The monitors will have an increased number of sensors to detect SO<sub>2</sub> (Sulphur Dioxide), NO<sub>2</sub> (Nitrogen Dioxide), CO (Carbon Monoxide), VOC (Volatile Organic Compounds) and O<sub>3</sub> (Ground Ozone). The sensors will also detect Particulate matter 1, 2.5 and 10 micrograms of solid or liquid particles in the atmosphere. The Airport will be working with the newly formed Airport Residents' Noise Action Forum to see how the Airport might report on Air Quality in the future.

The Airport wishes to express its thanks to the General Aviation community for its continued compliance with our noise abatement procedures and for helping the Airport to continue to act as a good neighbour.

Kind regards  
David Winstanley

## **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. Also, 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 in the past) please let me know or tell them about us – Database membership is, of course, free.

That's it again for this month. Do enjoy your flying when the weather is more suitable - Please stay well and stay safe.....

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 ever intended!). - a few relatively amusing short stories....

I would like to thank everyone for sending their contributions for this section. To avoid me running out of jokes, please keep them coming by email to [john@bigginhillreunited.co.uk](mailto:john@bigginhillreunited.co.uk)

## **QUOTE.....**

The other night I was invited out for a night with the "girls." I told my husband that I would be home by midnight, "I promise!"

Well, the hours passed and the G&Ts went down way too easily. Around 3 a.m., a bit loaded, I headed for home.

Just as I got in the door, the cuckoo clock in the hallway started up and cuckooed 3 times.

Quickly, realising my husband would probably wake up, I cuckooed another 9 times. I was really proud of myself for coming up with such a quick-witted solution, in order to escape a possible conflict with him.

(Even when totally smashed... 3 cuckoos plus 9 cuckoos totals 12 cuckoos = MIDNIGHT !)

The next morning my husband asked me what time I got in, I told him "MIDNIGHT"...

He didn't seem pissed off in the least. Whew, I got away with that one!

Then he said "We need a new cuckoo clock."

When I asked him why, he said, "Well, last night our clock cuckooed three times, then said "oh shit" Cuckooed 4 more times, cleared its throat, cuckooed another three times, giggled, cuckooed twice more, and then tripped over the coffee table and farted"

.....UNQUOTE

QUOTE.....

In a train from London to Manchester, an American was berating the Englishman sitting across from him in the compartment ...

"The trouble with you English is that you are too stuffy ... You set yourselves apart too much. You think your stiff upper lip makes you above the rest of us. Look at me: I'm me! I have a little Italian in me, a bit of Greek blood, a little Irish and some Spanish blood. What do you say to that?"

The Englishman lowered his newspaper and replied, "How very sporting of your mother."

.....UNQUOTE

QUOTE.....

God said, "Adam, I want you to do something for Me."

Adam said, "Gladly, Lord, what do You want me to do?"

God said, "Go down into that valley."

Adam said, "What's a valley?"

God explained it to him. Then God said, "Cross the river."

Adam said, "What's a river?"

God explained that to him, and then said, "Go over to the hill...."

Adam said, "What is a hill?"

So, God explained to Adam what a hill was. He told Adam, "On the other side of the hill you will find a cave."

Adam said, 'What's a cave?'

After God explained, He said, "In the cave you will find a woman."

Adam said, "What's a woman?'

So God explained that to him, too.

Then, God said, 'I want you to reproduce.'

Adam said, "How do I do that?"

God first said (under His breath), "Geez....." And then, just like everything else, God explained that to Adam, as well.

So, Adam goes down into the valley, across the river, and over the hill, into the cave, and finds the woman.

Then, in about five minutes, he was back.

God, His patience wearing thin, said angrily, "What is it now?"

And Adam said... "What's a headache?"

.....UNQUOTE

QUOTE.....

The teacher was telling the kids about the birds and the bees, and she explained that when a man and a woman meet and fall in love, nine months later the stork usually brings them a little baby from its nest.

Little Gemma at the back of the class put her hand up and asked the teacher, "Are you sure about the stork, miss? I think you're getting your birds mixed up 'cos my big sister just got a little baby and she said it was from a shag in Scarborough

.....UNQUOTE

QUOTE.....

A plane passed through a severe storm. The turbulence was awful, and then it went from bad to worse when one wing was struck by lightning. One woman lost it completely. She stood up in the front of the plane and screamed, 'I'm too young to die,' she cried.

Then she yelled, 'If I'm going to die, I want my last minutes on earth to be memorable! Is there anyone on this plane who can make me feel like a WOMAN?'

For a moment, there was silence. Everyone stared at the desperate woman in the front of the plane. Then the man from Australia stood up in the rear of the plane. He was handsome, tall, well built, with dark brown hair and hazel eyes. Slowly, he started to walk up the aisle, unbuttoning his shirt as he went, one button at a time. No one moved. He removed his shirt. Muscles rippled across his chest.

She gasped... Then, he spoke... 'Iron this -- and then get me a beer

.....UNQUOTE

QUOTE.....

A Teacher asked her junior class to name things ending in 'tor' that ate things.

The first little boy said, 'Alligator'.



'Very good James, that's a big word', said the teacher.

The second little boy said, 'Predator'.

'Yes, that's another big word', said the teacher.

Little Johnny says, 'Vibrator'.

After nearly falling off her chair, the teacher says, 'That's a big word Johnny, but it doesn't eat anything'.

Johnny says, 'Yes it does, my older sister has one and she says it eats batteries like there is no tomorrow'.

.....UNQUOTE

QUOTE.....

Mary had a little skirt,  
It split right up the sides.  
And everywhere that Mary went,  
The boys could see her thighs.

She also had another skirt,  
It split right up the front.  
She never wore that one.....

.....UNQUOTE

QUOTE.....

Not a joke, but some interesting history, just for a change. The next time you are washing your hands & complain because the water temperature isn't just how you like it, think about how things used to be. Here are some facts about the 1500s.....

They used to use urine to tan animal skins, so families used to all pee in a pot & then once a day it was taken & sold to the tannery. If you had to do this to survive you were "piss poor."

But worse than that were the really poor folk who couldn't even afford to buy a pot; they "didn't have a pot to piss in" and were the lowest of the low.

Most people got married in June because they took their yearly bath in May, and they still smelled pretty good by June. Since they were starting to smell, however, brides carried a bouquet of flowers to hide the body odor. Hence the custom today of carrying a bouquet when getting married.

Baths consisted of a big tub filled with hot water. The man of the house had the privilege of the nice clean water, then all the other sons and men, then the women, and finally the children. Last of all the babies. By then the water was so dirty you could actually lose someone in it ... hence the saying, "Don't throw the baby out with the Bath water!"

Houses had thatched roofs-thick straw-piled high, with no wood underneath. It was the only place for animals to get warm, so all the cats and other small animals (mice, bugs) lived in the roof. When it rained it became slippery and sometimes the animals would slip and fall off the roof, resulting in the idiom, "It's raining cats and dogs."

There was nothing to stop things from falling into the house. This posed a real problem in the bedroom where bugs and other droppings could mess up your nice clean bed, therefore, a bed with big posts and a sheet hung over the top afforded some protection. That's how canopy beds came into existence.

The floor was dirt. Only the wealthy had something other than dirt, leading folks to coin the phrase "dirt poor."

The wealthy had slate floors that would get slippery in the winter when wet, so they spread thresh (straw) on floor to help keep their footing. As the winter wore on, they added more thresh until, when you opened the door, it would all start slipping outside. A piece of wood was placed in the entrance-way, subsequently creating a thresh-hold.

In those old days, they cooked in the kitchen with a big kettle that always hung over the fire.. Every day they lit the fire and added things to the pot. They ate mostly vegetables and did not get much meat. They would eat the stew for dinner, leaving leftovers in the pot to get cold overnight and then start over the next day. Sometimes stew had food in it that had been there for quite a while, and thus the rhyme, peas porridge hot, peas porridge cold, peas porridge in the pot nine days old.

Sometimes they could obtain pork, which made them feel quite special. When visitors came over, they would hang up their bacon to show off. It was a sign of wealth that a man could, "bring home the bacon." They would cut off a little to share with guests and would all sit around and "chew the fat."

Those with money had plates made of pewter. Food with high acid content caused some of the lead to leach onto the food, causing lead poisoning death. This happened most often with tomatoes, so for the next 400 years or so, tomatoes were considered poisonous.

Bread was divided according to status. Workers got the burnt bottom of the loaf, the family got the middle, and guests got the top, or the "upper crust."

Lead cups were used to drink ale or whisky. The combination would sometimes knock the imbibers out for a couple of days. Someone walking along the road would take them for dead and prepare them for burial.. They were laid out on the kitchen table for a couple of days and the family would gather around and eat and drink and wait and see if they would wake up, creating the custom of holding a wake.

England is old and small and the local folks started running out of places to bury people. So they would dig up coffins and would take the bones to a bone-house, and reuse the grave. When reopening these coffins, 1 out of 25 coffins were found to have scratch marks on the inside and they realized they had been burying people alive, so they would tie a string on the wrist of the corpse, lead it through the coffin and up through the ground and tie it to a bell. Someone would have to sit out in the graveyard all night (the graveyard shift.) to listen for the bell; thus, someone could be, saved by the bell or was considered a dead ringer.

And that's the truth. Now, whoever said History was boring?

.....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" ...)

## **BIGGIN HILL AIRPORT - “NOISE SENSITIVE AREAS” – (NSA’s)**

*These are Noise “**Sensitive**” Area’s – they are **NOT** No Fly Zones!*



*All these areas are from surface to 2,000 feet amsl (Above Mean Sea Level)*