

Hi everyone

Welcome to the November 2020 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, even if you don't get your Newsletter by email, 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!)*

## **OCTOBER WEATHER**

The October weather has been, as can be expected at this time of the year of course, quite changeable at times, but often still flyable. But, as we move from Autumn to Winter, we must get used to this.

There is also a risk of further Covid-19 restrictions that could affect us. Government announcement is reportedly expected on Monday or possibly earlier. Make the most of flyable days while you can!

## **DENNIS KENYON**

It was with great shock and sadness that on 28<sup>th</sup> October, we heard of the passing of a real aviation icon and ex Biggin Hill'ite, Dennis Kenyon, after a very short illness.

Dennis was 88 years old on 3<sup>rd</sup> October, and had been flying regularly until very recently. He is known to literally many hundreds (if not thousands) of people in the UK and abroad for his incredible Helicopter flying displays.

Originally in the Royal Air Force, where he learnt to fly, he flew many of the early jets like Meteor's and Canberra's before moving on to the civvy world. He worked initially for Spooner Aviation at Fair Oaks as an aircraft salesman, and then moved with them to Shoreham. The company was appointed the distributor for Enstrom helicopters and Dennis sold large numbers of the types in the UK, as well as many fixed wing aircraft. As a result, Dennis rapidly became not just a helicopter pilot, but with his previous military flying, quickly became a helicopter display pilot, fast becoming known to everyone as "Mr Enstrom".

In 1984 Dennis formed Skyline Helicopters at Wycombe Air Park, and subsequently Starline Helicopters at Biggin Hill in 1988, before moving to Redhill in 1990 as Redhill Helicopter Centre. He represented Great Britain in four World Helicopter Championships, winning the aerobatic freestyle title in 1992. His last flying display was in July 2018, in an Enstrom Shark.

He taught his son, also named Dennis, to fly helicopters but in March 2000 tragedy struck when his son, then aged 18, was killed flying a Hughes 300, which obviously hit Dennis extremely hard. But as was typical of Dennis, this terrible accident was the catalyst for him to form and run a special scholarship fund to encourage and help young aspiring helicopter pilots to get started.

Dennis will of course also be remembered for his E-Type Jaguar, which he bought new in 1970, his novel "Dangerous Appointment", his Bond Girl stories, his many contributions to various aviation magazines, his participation flying helicopters in many high profile movies (like Black Hawk Down and various Bond films, etc.), his amazing collection of antique clocks, and many, many, other things.

Dennis's passing will be a major loss to the UK aviation industry – a real gentleman, and brilliant pilot. He will be missed by many hundreds of friends, colleagues, and past students. God bless you Dennis, I'm proud to have been your friend....

His name has been added to the Roll of Honour at [www.bigginhillreunited.co.uk](http://www.bigginhillreunited.co.uk)

R.I.P. Dennis

### **BIGGIN HILL'S NOISE ABATEMENT CHANGES**

Following on from the article about the Noise Abatement changes last month, there has been a further change effectively reverting back to how it was originally.....

The requirement is now to make a right hand turn after crossing the airport boundary (effectively the main A233 road) to "**track**" 220 degrees until 2 miles. I stress this is to **TRACK** 220 degrees, not to head that way – this will ensure that we do not drift over the Biggin Hill village on the left, nor upset the house owners at the top of Saltbox Hill on the right.

If routing Eastbound (ie. all except westbound!) on reaching 2 miles, all traffic is to turn left to track towards the south, to miss the Tatsfield village on your left, until crossing the ridge but before the M25 motorway, when a further left turn towards Sevenoaks may be made. (Aircraft must remain south of Tatsfield village just clear of the gold course, and clear of the Biggin ATZ at all times after that left turn. (ie. do **NOT** re-enter the ATZ to route towards Swanley if ultimately going North East bound!)

If going westbound from Biggin Hill, after the "track" change to 220 degrees after crossing the road and airport boundary, all traffic to maintain that track until 1.0 mile DME on the BIG VOR/DME. Then turn right to the desired track, remaining clear of controlled airspace.

As always, it is important to be aware of the "avoid" areas of Biggin Hill village, Tatsfield, and Downe, as well as the residential parts along the main A233 that runs past the airport.

(Of course, we should all regularly check the A.I.P. entries for the airport and current NOTAM's, and those who use SkyDemon will also have the excellent pictorial of the areas to avoid to help.)

### **NOVEMBER BIGGIN HILL POSTED FUEL PRICES**

The "posted" Biggin Hill Airport fuel prices, excluding VAT, for the calendar month of November 2020 are:

£1:38 per litre for 100LL Avgas if supplied from the Fuel Bowser

(if uplifted using account card or credit card from the Self-Refuel pumps = minus 4p per litre)

£0:49 per litre for Jet A1

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

As most will know from our BigginHillReunited Facebook group, our friend JB had a fall on 4<sup>th</sup> October and was admitted into hospital. I'm sure all his many friends on the database will be pleased to know that he was released a couple of weeks back and returned home. He is in quite good spirits but unable to venture out, so friends should feel free to call him on his mobile if you would like to wish him well. Stay well and stay safe JB...

### **BOMBARDIER NEW HANGAR**

The new, massive, Bombardier hangar complex construction is progressing at a very fast pace and is actually currently ahead of the planned schedule. This really is a seriously huge addition to our airport. Biggin Hill Airport is certainly very much on the world's aviation map in the corporate aviation world.

Well done to the airport for securing such a major investment.....

All we need is for the hotel and college construction to commence now. (And we are lead to believe that the hotel should soon start to break ground, but currently no firm start date for the college campus).

## **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**

Despite the mostly miserable autumnal weather, we at Alouette have managed to achieve a significant amount of flying this month.

It has been very reassuring to see students and pilots alike flocking back to us after an unwelcome quiet summer.

We all feel extremely fortunate to be able to have the use of a well-maintained mile of tarmac runway, rather than a waterlogged grass strip as we head into winter!

This month we have also welcomed a new instructor into our midst. Esther Law joins us from FTA Global at Shoreham and has the rare qualities we look for in an instructor - experience and availability! Get in touch with us at [bookings@alouette.org.uk](mailto:bookings@alouette.org.uk) to come and fly with the newbie!

We are also in the throes of some changes at the club, so watch this space for more information!

Regards  
Stuart Taylor  
on behalf of Bruno Bruniges  
Club Chairman

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

I start this month's newsletter update at a time when this country and many others throughout Europe appear to be on the brink of imposing full lockdown measures referred to as a 'Circuit Break'. I hope, only in economic terms, that this proves not to be the case and this comes on the back of further redundancy announcements across our industry.

Many of you will be aware of the Global Travel Task Force established by the government to look at how the industry can react to the current crisis. Work is underway at both Heathrow and Gatwick to trial outbound testing procedures to allow passengers to obtain a permit to fly or alternatively reduce the impact of quarantine measures. The Airport will monitor these trials closely.

Although October has been a relatively quiet month, movements levels remain slightly ahead of 2018 and 2019 figures. The Airport continues to 'buck the trend' and stills shows year on year growth with an increase in the London business aviation market share. Remaining open and sustaining active marketing has demonstrated resilience and built trust across our customer base. That said, the economic reality is that the industry remains in a crisis situation.

Notwithstanding the clear economic challenges, developments at the Airport continue at pace and, most notably, the roof of the Bombardier hangar development is almost fully complete. The project remains slightly ahead of schedule and it is hoped the building will be fully water tight towards the

end of November. The enabling works for the ILS replace early next year are also complete and the Airport remains hopeful it will receive approval for the 03 RNAV approach very shortly. Additionally, the Airport has started engagement regarding a RNAV overlay to runway 21.

The Airport continues to actively engage with Bromley's new Airport Monitoring Officer regarding the continued improvement of compliance with our published noise abatement procedures. I remain delighted and thankful for the Airport community's response and I know all of you do everything you can to ensure the impact of our activities on the local residents is kept to the absolute minimum. I thank you for your continued professionalism and support.

Finally, I hope you and your family remain safe and well

Cheers  
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. 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 again for this month –please all 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 intended!). Thanks to everyone for sending their contributions to this section.... Please keep them coming by email to [john@bigginhillreunited.co.uk](mailto:john@bigginhillreunited.co.uk) .

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

You think you have lived to be 70 and know who you are, then along comes someone who blows it all away!

I recently sat down at Starbucks, I was wearing a tatty old flying jacket that I had worn for many years and I ordered a cup of coffee

As I sat sipping my coffee, a young woman sat down next to me. She turned and asked, are you a real pilot?'

I replied, "Well, I've spent my whole life flying small planes, first Austers, then the early Pipers and Cessna's..... I've given more than 250 people their first ever flight so I guess I must be a pilot...

I said "how about you – what do you do...?"

She said, "I'm a lesbian. I spend my whole day thinking about naked women. As soon as I get up in the morning, I think about naked women. When I shower, I think about naked women. When I watch TV, I think about naked women. It seems everything makes me think of naked women."

We both sat sipping in silence.

A little while later, a young man sat down on the other side of me and asked: "Are you a real pilot?"

I replied, "I always thought I was, but I just found out I'm a lesbian."  
.....UNQUOTE

QUOTE.....

Donald is walking out of the White House and heading towards his limo, when a possible assassin steps forward and aims a gun.

A Secret Service Agent, new on the job, shouts "Mickey Mouse!"

This startles the would-be assassin and he is captured.

Later the Secret Service Agent's supervisor takes him aside and asks, "what in the hell made you shout Mickey Mouse?"

Blushing, the agent replies, "I got nervous. I meant to shout 'Donald, Duck!' "  
.....UNQUOTE

QUOTE.....

Dead penguins - I never knew this!

Did you ever wonder why there are no dead penguins on the ice in Antarctica? Where do they all go?

Wonder no more!

It is a known fact that the penguin is a very ritualistic bird and lives an extremely ordered and complex life. Penguins are extremely committed to their family and will mate for life, as well as maintain a form of compassionate contact with their offspring throughout the remainder of their life.

If a penguin is found dead on the ice surface, other members of the family and their social circle have been known to dig holes in the ice, using only their vestigial wings and beaks, until the hole is deep enough for the dead bird to be rolled into and buried.

After packing the ice back into the hole, the male penguins then gather in a circle around the fresh grave and sing:

"Freeze a jolly good fellow"  
"Freeze a jolly good fellow"

Come on - You really didn't believe I knew anything about penguins, did you?

It's so easy to fool OLD people!

I am sorry, the urge came over me that made me do it!!!

Oh, quit whining; I fell for it too.....  
.....UNQUOTE

QUOTE.....

#### RED SKELTON'S RECIPE FOR THE PERFECT MARRIAGE

1. Two times a week we go to a nice restaurant, have a little beverage, good food and companionship. She goes on Tuesdays, I go on Fridays.
2. We also sleep in separate beds. Hers is in California and mine is in Texas.
3. I take my wife everywhere, but she keeps finding her way back.
4. I asked my wife where she wanted to go for our anniversary. "Somewhere I haven't been in a long time!" she said. So I suggested the kitchen.
5. We always hold hands. If I let go, she shops.
6. She has an electric blender, electric toaster and electric bread maker. She said "There are too many gadgets, and no place to sit down!" So I bought her an electric chair.
7. My wife told me the car wasn't running well because there was water in the carburetor. I asked where the car was. She told me, "In the lake."
8. She got a mud pack and looked great for two days. Then the mud fell off.
9. She ran after the garbage truck, yelling, "Am I too late for the garbage?" The driver said, "No, jump in!".
10. Remember: Marriage is the number one cause of divorce.
11. I married Miss Right. I just didn't know her first name was 'Always'.
12. I haven't spoken to my wife in 18 months. I don't like to interrupt her.
13. The last fight was my fault though. My wife asked, "What's on the TV?" I said, "Dust!".  
.....UNQUOTE

QUOTE.....

#### Norman and the Prostitute

Norman, an old retired sailor, puts on his old uniform and heads for the docks once more, for old time's sake and some hot sex.

He engages a lovely prostitute and takes her up to a room.

He's soon going at it as well as he can for a guy of his age, but needing some reassurance, he asks, "how am I doing?"

The prostitute replies, "Well Norman, ya old sailor, you're doing about three knots."

"Three knots?" he asks, "What's that supposed to mean?"

She says, "You're knot hard, you're knot in, and you're knot getting your money back!"  
.....UNQUOTE

QUOTE.....

After every flight pilots fill out a form called a 'gripe sheet,' which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, and then pilots review the gripe sheets before the next flight.

Never let it be said that ground crews lack a sense of humour. Here are some actual maintenance complaints submitted by an airline's pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers.

P: Left inside main tyre almost needs replacement.

S: Almost replaced left inside main tyre.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit

S: Something tightened in cockpit

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what friction locks are for.

P: IFF inoperative in OFF mode.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from the midget.

.....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"...) )