

Hi everyone

Welcome to the December 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

(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!)

NOVEMBER WEATHER

November weather has been pretty appalling. There were a few flyable days for clubs and private owners, but there were around two or three weeks where the weather was almost always terrible with many days of fog and loads of low cloud, plus, towards the end of the month, we had days with very high winds, often right across our only runway, which were definitely exceeding the aircraft's structural crosswind limitations where it would not have been safe to fly most light aircraft.

But I guess it is not surprising, as we are now well and truly in the winter.

So, let's hope there will still be some days where the weather is flyable in order that we can all keep our flying experience up to date, and for the clubs and schools to maintain at least some revenue...

ROY McCONNEL

Another old Biggin Hill'ite, Roy McConnell, sadly passed away at age 95 on October 23rd, following a fall at his home in Warlingham.

Roy, who was originally from Melton Mowbray, was a keen sportsman and automobile enthusiast. During his National Service he trained as an RAF Tempest pilot, which generated a lifelong interest in flying. Following his demob, from a job point of view he pursued an extensive career in publishing.

Always an avid aviator, he continued his flying with Surrey & Kent Flying Club in the late 1960's, before going on to own shares in various aircraft - the venerable DH 'Chippy', the ST10 Diplomat, and the Piper PA28 - 180. In his later years he also flew with his friend R. M. Cox in the Piper Twin Comanche.

After finally finding himself 'grounded', he spent many hours just visiting aviation museums, and in assisting to raise funds for the Air Ambulance service.

On his 90th birthday he treated himself to a flight in one of the Heritage Hangar's Spitfire's and was delighted when he was able to handle the controls around the White Cliffs.

Roy's funeral was held at Croydon Crematorium on November 21st.

PAT SELLAR

Sadly another aviator, Pat Sellar, who used to fly at Biggin and was known to many airport users back in the early days, passed away on 14th November, aged at 95.

Pat was born in Aberdeen in June 1929, and was educated in Scotland at Loretto and the University of Aberdeen.

As his close friend, Brendan O'Brien, described, he had very sensitive and acute hearing from his birth, and he was fascinated as a youngster by "flight," initially as a very keen birdwatcher, and then as a teenager when WW2 came along with all the many aircraft that were flying around Aberdeenshire, both Allied and Axis!

He completed a degree in electrical engineering before moving south in the early 1950's to start his National Service at RAF Ternhill having already learnt to fly on Tiger Moths, at Dyce, with the University Air Squadron.

It was also during National Service that his fascination with motorcycles began. While stationed at Ternhill, his personal transport was an AJW, which he expertly refurbished and maintained. He kept a B33 with a Watsonian sidecar for the rest of his life.

Pat then moved south to London which was where Brendan met him and began a lifetime friendship. Over the years, they both shared several aircraft and flying adventures together. (Fournier RF4, HW 75 Stinson Voyager, and a big Jodel D140 Mousquetaire. In those days we kept several of our shared aircraft in Cobby's hanger.)

Pat actually spent some time flying at Biggin Hill with Surrey and Kent and EFG, starting in the early 70's, and Rex Nicholls sent him on his first Biggin Hill solo! He was particularly fond of the Beagle Pup.

In the early 70's Pat and Brendan both joined the Tiger Club at Redhill, and apparently Pat regularly flew G-ACDC with great delight.

Also, through the Tiger Club, they were both active in flying the Sea Tiger on floats, down at the gravel pits near Rye harbour, which they both felt was great fun, combining sailing and flying. Pat finally completed his seaplane rating on a Cub at Jack Brown's in Florida.

As another flying friend, John Ball, described to me, Pat apparently had a blue and yellow Stinson that he shared with Brendan. As well as Pat's motorcycles, he was also a bit of a car enthusiast and had a very rare maroon, left hand drive, early 1970's Peugeot 504 convertible.

Through his amazing life, he clearly travelled very widely throughout Europe, the Arctic, and to North and South America, and Africa.

Towards the latter part of Pat's life, as his sight started to fail, and his mobility became ever more restricted he was left with just the three great loves of his life - The birds that he could barely see but remarkably still hear clearly, his music, and his beloved cat!

As I'm certain Biggin Hill'ites agree with me, Pat has obviously had a special life with many aviation friends for many years. He will be very clearly missed.....

Rest in Peace Pat

(Thank you, Brendan O'Brien and John Ball, for your assistance in providing me with information about Pat's life for this Newsletter – JW)

BIGGIN HILL AIRPORT

Well, apart from atrocious weather this last month much of the time, our airport has been a great "corporate" airport for the capital city.

As we said last month, in the new year, the main runway (03/21) is planned to be resurfaced fully, and new centreline lighting installed. The work is scheduled to be carried out each night in batches of relatively small sections, where the current surface for that area will be removed and replaced

with a full brand-new surface, which will apparently settle fully and harden very quickly and then allow use the following morning. This programme will obviously continue until the entire runway is fully resurfaced and remarked and have centreline lighting made operational too.

A major job that on completion will provide an excellent new service for all London Biggin Hill's corporate visiting and based aircraft. I'm sure that this will help to make Biggin Hill Airport THE airport for the world's corporate aircraft for the capital city of the UK...

See the Airport CEO, David Winstanley's, monthly section towards the end of this newsletter, which explains all this in more detail...

DECEMBER BIGGIN HILL POSTED FUEL PRICES

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

£1:68 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)

£0:82.1 per litre for Jet A1 (Sustainable Aviation Fuel £1:05.6 per litre)

(As you may be aware, from 1 January 2025, the government has mandated that all JetA1 fuel be sold with a 2% blend of Sustainable Aviation Fuel. This mandate, which is applicable to all UK airports, is intended to secure and grow UK SAF demand, support the growth of the SAF industry and reduce greenhouse gas emissions of aviation fuels in the UK.

Due to the additional cost of introducing more expensive SAF into JetA1 fuel as dictated by this compulsory government initiative, we will be introducing a SAF levy on JetA1 sales from 1 January 2025. To aid clarity and transparency, we intend for this to be displayed as a separate line on your invoices.)

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).

FALCON / EFG

Hi folks - Greetings from the Falcon Camp

Well, that was windy!

As we recover from Storm Bert our thoughts go to those affected.

We often think about what happens closer to home, but the reality is that so many people have suffered loss and/or damage across the nation that we must be grateful.

Down in Exeter one of the Falcon Hall of Fame aircraft, G-BSXA, unfortunately succumbed to the winds and flipped.

Thankfully, no-one was injured but as a company we are saddened to lose one of the Surrey and Kent faithful who trained and created memories with so many of you.

As for November the GA community has gallantly marched forward and made the best of some awful weather.

Night ratings have been a huge success this season and we are very proud of the number of pilots who have qualified.

This month saw the flight training team exhibit at Pilot Career's Live in London Heathrow, and we were delighted to see so many new students looking to embark on a brilliant career as a pilot.

Shonu and I were guests at the Air League Reception in the House of Commons. It was reassuring to see so much support for the wider GA community and talk of protecting grass roots flying and supporting aspiring pilots and engineers.

As ever, for your maintenance enquiries please ring the Falcon Hangar or even better pop down and visit Singh, Ash or Shonu.

Til the next time - Fly safe, stay warm, and don't bust the LTMA!

Best Regards
Anoop Singh Bamrah

MONTHLY NEWS FROM THE CEO's OFFICE

As I write this report, I am looking out on the apron and observing several de-icer operations being undertaken and I am left in no doubt that Winter is well and truly upon us. I have no doubt that the extensive preparations undertaken throughout the previous months will prove invaluable. That said, the Airport continues to perform well despite the overall London market being 4% down on the previous year. Whilst the Airport is seeing reduced utilisation reflected in reduced landings, hangarage and parking revenues remain very positive, and this reinforces that Airport's strategy of being a home base and an eco-system of complementary maintenance and repair organisations.

The Airport continues its development programme to improve existing infrastructure and improve its service offering to customers. Having now collected sufficient data and undertaken the required safety case, the Airport expects the new Instrument Runway Visual Range (IRVR) system will be in full operational use before the end of the year. The 24-hour automated METAR reporting will be operational shortly thereafter. Preparations are well underway regarding the runway resurfacing and introduction of centre line lighting in 2025. The batching plant construction is proceeding as planned and the Airport has launched an information campaign to ensure residents are fully aware of what the Airport is doing and how hard the Airport will be working to reduce any noise impact. The Airport continues to work tenants and other external operators regarding additional hangar developments and improved facilities.

The Airport continues to focus on engagement with local residents through the Airport Residents Noise Action Forum (ARNAF), which focuses on direct engagement with Resident Associations. The ARNAF is proving to be an extremely effective forum for ensuring both the Airport and residents focus on moving the noise abatement plan forward for the real benefit of both operators and residents. The Airport will be looking to increase the engagement opportunities between pilots and residents and the ARNAF is an ideal vehicle to facilitate this.

As previously mentioned, as we look towards the end of this year and early next, the Airport continues to progress the 2nd phase of its Air Quality Monitoring initiative. The new monitors, which we installed earlier this year will detect SO₂ (Sulphur Dioxide), NO₂ (Nitrogen Dioxide), CO (Carbon Monoxide), VOC (Volatile Organic Compounds) and O₃ (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 ARNAF to see how the Airport might report on Air Quality in the future.

The Airport continues to evaluate options to improve engagement with the GA community regarding airport development, noise abatement procedures, CAA regulation and GA specific concerns. The improved attendance at the Light Aviation Steering Group is promising and it will be interesting to see what develops from this renewed engagement.

Work continues with the CAA regarding the trial of the new instrument approach to Rwy 03, the removal of dependencies on the VOR DME and the completion of the 21 RNAV overlay. The Airport remains hopeful that the Trial Plan and IFP design for the 03-instrument approach will be approved before the end of this calendar year and that the Airport can then move towards implementing the trial.

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

(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 to: john@bigginhillreunited.co.uk)

DATABASE EMAIL ADDRESSES

A constantly updated full list of database members can be seen online 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 we actually have some decent weather!) - Please do stay well and stay safe.....

And of course – I would like to wish you, and your friends and families, a very Merry Christmas and a Happy New Year....

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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 who occasionally does send their help for this section. To avoid me running out of jokes (which keeps happening), please keep them coming regularly by email to: john@bigginhillreunited.co.uk

QUOTE.....

How do you communicate with a fish? You drop him a line!

How does a penguin build his house? Igloos it together?

A man goes into his pharmacy and says to the lady assistant 'Can I have a packet of 3 condoms please Miss?'

She replies, 'Don't you Miss me'.

The man replies, "OK I'll have a packet of 4 condoms then please!"

.....UNQUOTE

QUOTE.....

We had to have the garage door repaired.

The repairman told us that one of our problems was that we did not have a 'large' enough motor on the opener.

I thought for a minute and said that we had the largest one made at that time, a 1/2 horsepower.

He shook his head and said, 'You need a 1/4 horsepower.'

I responded that 1/2 was larger than 1/4 and he said, 'NOOO, it's not. Four is larger than two.'

We haven't used that repairman since...

.....UNQUOTE

QUOTE.....

When my wife and I arrived at a car dealership to pick up our car after a service, we were told the keys had been locked in it.

We went to the service department and found a mechanic working feverishly to unlock the driver's side door.

As I watched from the passenger side, I instinctively tried the door handle and discovered that it was unlocked.

'Hey,' I announced to the technician, 'it's open!'

His reply, 'I know. I already did that side.'

.....UNQUOTE

QUOTE.....

My daughter went to a Mexican fast food and ordered a taco.

She asked the person behind the counter for 'minimal lettuce.'

He said he was sorry, but they only had iceberg lettuce.

I was at the airport, checking in at the gate when an airport employee asked, 'Has anyone put anything in your baggage without your knowledge?' To which I replied, 'If it was without my knowledge, how would I know?' He smiled knowingly and nodded, 'That's why we ask.'
.....UNQUOTE

QUOTE.....

My husband and I went through to the McDonald's driveway window to pay our total bill, which was \$4.25. I gave the cashier a \$5 note plus I also gave her an extra 25c. She said, 'you gave me too much money.' I said, 'Yes I know, but this way you can just give me a dollar back.' She sighed and went to get the manager who asked me to repeat my request. I did so, and he handed me back the 25c, and said 'We're sorry but we don't do that kind of thing.' The cashier then proceeded to give me back 75 cents in change. Do not a good idea to confuse the people at MacD's.
.....UNQUOTE

QUOTE.....

The pedestrian light on the corner beeps when it's safe to cross the street. I was crossing with an 'intellectually challenged' co-worker of mine. She asked if I knew what the beeper was for. I explained that it signals blind people when the light is red. Appalled, she responded, 'what on earth are blind people doing driving?!' She is a government employee.....
.....UNQUOTE

QUOTE.....

I live in a semi rural area. We recently had a new neighbour call the local city council office to request the removal of the DEER CROSSING sign on our road. The reason: 'Too many deer are being hit by cars out here! I don't think this is a good place for them to be crossing anymore.'
.....UNQUOTE

QUOTE.....

It was Christmas Eve. A woman came home to her husband after a day of busy shopping. Later on that night when she was getting undressed for bed, he noticed a mark on the inside of her leg.

"What is that?" he asked.

She said, "I visited the tattoo parlour today. On the inside of one leg, I had them tattoo 'Merry Christmas', and on the inside of the other one they tattooed 'Happy New Year.'"

Perplexed, he asked, "Why did you do that?"

"Well," she replied, "now you can't complain that there's never anything to eat between Christmas and New Years!"

.....UNQUOTE

QUOTE.....

An organization is like a tree full of monkeys, all on different limbs at different levels.
The monkeys on top look down and see a tree full of smiling faces.
The monkeys on the bottom look up and see nothing but assholes.

.....UNQUOTE

QUOTE.....

Why can't you let a Pokémon in the bathroom while you're showering?
Because he might Peek-at-chu.

How is sex like a game of bridge?
If you have a great hand, you don't need a partner.

Why can't you hear rabbits making love?
Because they have cotton balls.

What does the receptionist at a sperm bank say as clients leave?

"Thanks for coming!"

.....UNQUOTE

QUOTE.....

Sarah goes to school, and the teacher says, "Today we are going to learn multi-syllable words, class. Does anybody have an example of a multi-syllable word?"

Sarah waves her hand, "Me, Miss Rogers, me, me!"

Miss Rogers says, "All right, Sarah, what is your multi-syllable word?"

Sarah says, "Mas-tur-bate."

Miss Rogers smiles and says, "Wow, Sarah, that's a mouthful."

Sarah says, "No, Miss Rogers, you're thinking of a blowjob."

.....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"...)