FLYING FARMERS ASSOCIATION

December 2019 newsletter no. 132



CHAIRMAN'S RAMBLINGS

After doing the FFA secretarial jobs, including the newsletter and membership for 21 years, I thought that I was becoming a bit set in my ways and should retire – but then the opportunity to become Chairman arose, which I considered for some time. The idea seemed to fit with my wish to repay the Association for the 45 years of pleasure I have taken from our unique organisation yet cut down on the workload.

I believe the job of the Chairman, apart from sitting at the head of the table at our AGM and committee meetings, is to make sure the Association is running smoothly and that we are financially sound. With our present committee, this will be easy as we have the most efficient Treasurer in Andrew Cragg. The events, which are the mainstay of the Association, are being handled with enthusiasm by Neville Stops assisted by Gordon Bellerby. The newsletter and website are also extremely important to the Association and are now being handled very professionally by Giles Abrey.

On another front, our Founder members pledged that the FFA should be recognised by all major aviation councils and to that end Andrew Cragg attends the CAA General Aviation Partnership (GAP) meetings, Anthony Kedros attends the General Aviation Awareness Council (GAAC) meetings and Rick Holt will now be our representative at the General Aviation Safety Council (GASCo) meetings.

Martin Gosling recently stepped down from the committee and takes over from Dick Walgate as our President. Rebecca Rayner fills his place as a committee member, and we look forward to her bringing new ideas forward.

Meanwhile, I am still Membership Secretary and general Secretary, but these jobs will be passed on over the coming months.

The position of Chairman has only been held by 4 members over the past 45 years. Our first Chairman was Col. John Williams-Wynne, followed by Dick Walgate, John Golden and Martin Gosling. I'm not sure I will command anywhere near the respect they developed within the FFA, but we'll see how it goes.

In Martin's Rambles, he always commented on the state of farming generally. Well, no one wants reminding of the battle we are having getting winter cereals into the soggy ground – if at all. On the Yorkshire Wolds, I consider we are on boy's land, but we have been seriously challenged this year with nothing being sown in October, partly due to potatoes still being in the ground and being advised by our agronomist not to sow Winter Beans until the second half of a very wet month. As of today (12th November), we still have crops to get in.

On the flying front, Roz and I went to watch Giles Abrey depart on his solo marathon to South Africa. Celebrating the 100th anniversary of the first flight to South Africa, I felt a bit of the pioneering atmosphere of those early flyers as he said goodbye to his family for a month or so and disappeared over the horizon in his little homebuilt RV8. Even though he has modern navigation and communication aids, to do this trip solo with not a huge amount of flying experience is a staggering adventure to take on with the political challenges of Africa.

News keeps coming forward of more and more FFA members being caught up in the CAA anti-infringement campaign. I think their zero-tolerance attitude will not help relationships between GA pilots and the Authority. Infringement is a very serious matter, but it appears that it could be handled less vindictively and with a little more understanding. I have heard of cases almost beyond the pilot's control, such as NOTAMs being changed after the pilot started his journey and the CAA refusing to give details of alleged infringements until the pilot attends an interview at Gatwick. This comes on top of our previous Chairman's episode when he had his licence suspended by a CAA officer who didn't have the authority to do so.

So please be careful and as always – fly safely.

Paul Stephens

INSIDE THIS ISSUE

2 Chairman's Ramblings

3 FFA News

6 Programme 2020

10 Visit/AGM Report

12 AGM Minutes

Publisher & Editor: Giles Abrey giles@abrey-farms.co.uk

Art Editor & Production: Kirsten Lee, kirsten@leeillustrations.co.uk

Cover photograph Colonsay on the Scottish Tour taken by Roz Stephens

COMMITTEE MEMBERS

Martin Gosling	**President**	01787 269369
Paul Stephens	**Chairman**	01944 738281
Paul Stephens	**Secretary**	01944 738281
Andrew Cragg	**Treasurer & Vice Chairman**	01303 874251
Neville Stops	**Events Secretary Elect**	01264 889678
Gordon Bellerby	**Assistant Events Secretary**	01423 520770
Rick Holt	**Committee Member**	01386 761816
Giles Abrey	**Committee Member**	07967 665470
Rebecca Rayner	**Committee Member**	01487 773282

FLYING FARMERS ASSOCIATION LIMITED

www.ffa.org.uk

A company limited by guarantee; registered in England No. 01166733

Registered Office: Brooker Farm, Newchurch, Romney, Kent, TN29 0DT

Joined Since August 2019

8670 Rose Woodfield from Atherstone, Warwickshire

8671 Stephen Solley from Deal, Kent

8672 Peter Coleman from Billingshurst, West Sussex

8678 Beenie Van der Berg from Pymoor, Cambridge

Message from (re!)tired Chairman

For the last ten years the Association has given me the privilege of serving as your Chairman, and during that time it has continued to grow in membership numbers and to be the envy of the flying community. It became time for me to step down and hand on the reins, and to encourage a younger team to serve.

The continued success of the Association is in no small part due to the enthusiasm of the membership in supporting both its officers and its events for which it is famed. The whole ethos of it's being is the voluntary nature of its activities and so many of you have embraced this volunteering in achieving the many hundreds of visits and dozens of tours undertaken since the Association's inception.

I have to pay tribute to the committee members who have been serving during my ten years. Pauls Stephens, Andrew Cragg, Rick Holt, Neville Stops, Gordon Bellerby, Giles Abrey and Anthony Kedros. All of them have been involved in their own roles in maintaining the membership, publishing the newsletter, setting up and running the website, over-seeing the finances, and critically, sourcing an enormous variety of interesting events, and helping out when members themselves introduce events and tours. Every minute of their time is given voluntarily and they all deserve our grateful thanks.

The beauty of the Association's success is in the simplicity of its organisation with the members themselves being the main driver. It has changed little in its format over the years which shows that its format is the correct one - long may that continue.

I wish the present committee all the very best in continuing its good work - no doubt with little tweaks here and there (such as an overdue upgrade to its website, now in the pipeline). I shall continue to attend committee meetings when available, albeit with no voting rights. And more important I shall continue enjoying meeting you all as a participant at the various events and tours that will no doubt continue be part of our calendar in future years.

And finally I was humbled to have been elected your President upon my retirement, as a replacement for our very much loved ex-Chairman and President, Dick Walgate, who felt that advancing years meant that he should step down. Dick has probably has done more for the Association than any one else during its existence.

Martin Gosling

Meeting of the General Aviation Partnership, 5th November 2019

First off, a presentation by the **Department of Transport**. The Secretary of State, our member Grant Shapps is still determined for the UK to be the best place in the world for General Aviation. As a result, General Aviation is a priority in the Department of Transport where they have increased the team to over 20 full time staff.

- They want to ensure that it is a flourishing, job producing sector of the economy
- They want to train more pilots, air traffic controllers and engineers, and encourage the next generation to take up careers in the aviation industry.
- They know that maintaining access to a network of General Aviation airfields is vital to the continuing success of the industry.

We said that's all very well but they won't get very far if they don't address the shortage of instructors and examiners and remove VAT on flight training – alone in the education world attracting VAT. As usual, its big on "what" and less on "how".

Then, a presentation from Pete Stratton about the **British Gliding Association**. For the purposes of this report just the headlines; formed in 1930, 80 gliding clubs, 7000 people of which around 900 <25 years of age,16,000 temporary members, 2300 aircraft, ½ million gliding movements pa, hundreds of volunteers, 8 members of staff and 10 World Champions. There are an increasing number of powered flights through glider sites including the recent high profile incursion into Syerston in July this year. Winch cables can go up to 3500' and are quite invisible so please be mindful of this when planning and vigilant when passing.

CAA Skyway Maintenance Code.
The proposal is to draft a document separate from, but similar to, the existing Skyway Code. The purpose is to provide information on maintenance and engineering aspects of GA aircraft in an easily understood format, as per the existing Skyway Code, for the guidance of certified aircraft owners and engineering coordinators of group owned aircraft.

Infringements.
The airspace briefing contained the latest data on 2019 infringements to date:

	2018	2019 to date
Infringements	457	595
Referrals to Awareness Course	212	191
Provisional suspension of licences	24	30
Licence revocations	1	2
Cautions	3	1
Prosecutions	5	5

It is interesting or disturbing, depending on your point of view, that many of these cases relate to instructional flights so its not just us lowly PPL's. However you feel about the CAA's approach to infringement, it is trying to help pilots with the following :

- An Air Information Circular (AIC) relating to Frequency Monitoring Codes –issued on 29 August 2019.
- 'Advice to Avoid infringements' A6 card inserted in all licence packs
- Proposed "meet ATC day" to be held in the week running up to Duxford Safety Day in Apr 2020. Includes visits to ATC facilities, briefings at minor aerodromes and short videos to be released.

- Education material to be published on Airspace and Safety Initiative (ASI) website https://airspacesafety.com/relating to:
  - Altimeter (focusing on QFE, QNH and RPS)
  - Threat and Error Management
  - Use of transponders

Electronic Conspicuity (EC)
The results of the A4A GA Airfields ATS ADS-B Traffic Display Trial were published on 30 September 2019 and concluded that ground-based ADS-B Traffic Display was reliable, safe to use and highly accurate in presenting real-time traffic position information - to you and me, simulated radar for small airfields.

The issues CAA will look at next are to identify the airspace with the greatest potential to benefit from EC deployment, find the technical specifications that airborne and ground-based EC devices should meet to work effectively, analyse feedback gathered so far to understand current EC use and start to look at the significant costs and benefits associated with full adoption of EC devices airspace.

A potential funding stream from the DfT to encourage uptake is being investigated. Administered by the CAA, it will be a capped partial fund, time-limited and technology agnostic; much like the 8.33 radio project. This is all very fine and dandy but we are still some way off equipment with complete interoperability. Hopefully, we will have a truly interoperable solution – ie one bit of kit to see all other aircraft rather than just some – before everyone gets too carried away with the theory!

GNSS Approaches.
Industry observers lament the slow progress the UK is making with 'GPS' approaches. (I say 'GPS' because there are all manner of approaches conducted by reference to GPS - RNAV, LNAV, LPV -something best kept for another day). Those who say the CAA are deliberately holding things up are also giving the CAA a hard time about. Chances are that it's an overly complicated process being administered by diligent functionaries. However, we must be careful with these approaches. There's one at Lydd and it's a doddle to fly but the devil is in the detail; can I use the glideslope indication, do I have WAAS or SBAS, have I done my RAIM test? There's a raft of new skills to learn to keep safe and legal, hence the Performance Based Navigation (PBN) endorsement for the IR, so we shouldn't get too blasé about it.

Review into the UK Approach to General Aviation Safety
Tony Rapson, the former head of the GA unit is leading this review of safety in the GA sector.

The (commendable) idea, driven I believe from the Shoreham crash, is to

- Assess the current level of risk to all parties (Pilots, passengers and third parties)
- Map out the UK regulatory system and compare it to other states
- Develop recommendations on the acceptable level of risk and how it can be achieved
- Develop recommendations to ensure the regulatory system is fit for purpose and proportionate
- Explore any new opportunities to delegate responsibility to the GA Sector

It is still a work in progress;

Looking back over the last 40 years, there have only been 5 accidents involving the deaths of uninvolved third parties, all of them different and no common themes resulting in the conclusion that there is no need for additional interventions to protect public or participants (passengers).

Other recommendations support proportionate regulation alongside increased delegation to industry. For maintenance this might mean expansion of the permit fleet and further delegation of airworthiness oversight such as we have already seen with oversight of the YAK/Nanchang aircraft to the LAA. Another example might in licence issuance such as we have seen with delegation of NPPL issuance to the BMAA. This, alongside safety initiatives, education and training for the community by the community is all very positive.

New CAA medical portal.
The existing system which has been in place for almost 20 years is no longer supported and is increasingly becoming unfit for purpose to issue 40,000 medical certificates annually. Soon, there will be a new system called CELLMA. What does this mean for GA pilots?

- All Pilots holding a Class 1, Class 2 or those who make a medical self declaration including GA Pilots, will need to request a CAA Customer Portal Account if they do not already have one. Instructions will be issued as part of planned communications.
- If an individual already has a portal account, they will just need to validate their details to ensure they can access the new online services.
- Individuals will be contacted directly based upon the expiry date of their medical certificate approx. 1 month before expiry. This is to ensure the CAA can prioritise those who are due for renewal.
- Once Cellma has been launched, all new applicants will have to obtain a CAA Customer Portal Account before they can apply for a medical certificate. Further information will be posted on our CAA website in due course.

Mandatory Occurrence reports
Finally, in the previous meeting, the partnership had voiced their concerns regarding the lack of feedback on Mandatory Occurrence reports (MOR's) and that Monthly MOR listings were no longer available online. It conspires that under new regulation (EU376), the CAA cannot release occurrence information to the general public or to the media. If you want to continue to receive MORs then you must subscribe to CAA Publications category 'Safety Critical', then submit form SRG 1604.

GASCo
The General Aviation Safety Council

GASCo meeting, 27th November 2019 at Guy's Hospital

Due to delays in the new terminal building at Rochester where GASCo were going to re-locate from their increasingly unsuitable portacabin, GASCo office has moved temporarily to Barham Court in Teston, nr Maidstone. It's a splendid property, well worth Googling but don't get carried away; they only have one room! Not before time, they have also replaced the company laptop – I think the message here for FFA members is that GASCo is a very lean machine and we can expect a large proportion of our donation to contribute directly to Aviation Safety.

All of the GA organisations along with the CAA and the RAF are represented at council and this meeting was well attended. There had been a request from Cobham Aviation Services to join and the council welcomed their future participation. (Cobham deliver outsourced aviation services for military and civil customers worldwide through military training, special mission flight operations, commercial aviation and aircraft engineering)

By the end of the 2019-20 season GASCo will have held 45 Safety Evenings. The main theme this year, using case studies, is to recognise hazardous attitudes including, Anti authority, Impulsiveness, Invulnerability and the Macho Complex. As an alternative some evenings have been Airspace Infringements Awareness Presentations. In addition to the Safety Evenings there have been a number of seminars including Ditching & Sea survival (in conjunction with the RLNI), Weather Decision Making and Pre-flight master-class. There was a suggestion for a "Flying in Europe" seminar dealing with weather and airspace.

Having mentioned Airspace Awareness, many members may be unaware that GASCo runs the Airspace Awareness Course on behalf of the CAA about which there has been much criticism recently on social media although by relatively few protagonists. While many attendees may have cause to curse the rocky road they have travelled to it, nearly all come away with a positive experience.

Members may be interested to see the following selected analysis of the age of the PPL(A) community. The data is from December 2016, the last time is was available. The peak age then was 52-56 which would perhaps now be close to the FFA average age? The total number is just shy of 25000.

Age group	Men	Women
47-51	3267	162
52-56	3637	168
57-61	3595	127
87-91	18	0

In a recent exercise, pilots were asked to properly identify some common chart symbols by way of multiple choice. Only 28% correctly identified the glider site with winch launch to 2500 AMSL while only 26% identified the danger area labelled D0525/50.0 as having a ceiling of 50000 ft amsl. While the finger was pointed at ab-initio training, perhaps we should all have a look at the chart legend once in a while?



At the end of the meeting there is an opportunity for all organisations to share information.

The CAA wanted us to know that they were releasing some comprehensive guidance on the new Farnborough airspace ahead of implementation February 2020. It will be the first notable Class E airspace in the UK.

The LAA reported the discovery of a towbar on the runway at Southend. Disturbingly, there were also another 3 cases of towbar-on-runway this year at Blackbushe alone.

Another perennial complaint about PPL's is poor RT; especially around the understanding of different RT procedures under Radio, AFISO, ATC and Radar services. The LAA have run a number of RT courses around the country and we will try and promulgate further ones for our members if they are interested. Further, we were pointed to a series of YouTube videos by BBC reporter Jon Hunt where he explains these differences. Google "the Flying Reporter".

Airmet is going to be replaced by GAMET (GA-Met) but don't confuse this with the existing Gramet

Service from Ogimet - google it, its not pretty but widely used and one place where you can get METARS over time to see weather progression. ***https://www.ogimet.com/metars.phtml.en.***

Finally, it was revealed recently that Emiliano Sala, the footballer tradically killed after the Piper Malibu he was travelling in, crashed onto the sea off Alderney, had potentially lethal levels of CO in his blood. Chuck away those CO cards and buy an audible device from B&Q for £15!

People's Mosquito

Whilst walking around the International Air Tattoo, I was quite moved to see a stand called the People's Mosquito. Their mission is to, quite simply, build a British Mosquito. Cost price: £10million! They have a long way to go but have so far purchased the jigs for cutting the frame. They are using one of the Duxford companies to help with the project, but most of the plane is being assembled on the South Coast.

Some of you who came to the 2018 AGM at Glebe Farm last year, may remember one of the crashed and buried aircraft as a Mosquito, hence my avid interest.

I was out in New Zealand in January (2019) and visited Ardmore Airfield (near Auckland) where three Mosquitos have been built for the North American market. The last 'bird' had been crated up as we were there for an American buyer - priced at £7million!

At the Tattoo, I hastily joined the People's Mosquito membership at around £25/year (a bit of a bargain!) and await a newsletter with an invitation to see how they are getting on.

Do please look at their website to see what these dedicated volunteers are doing and please join up. Wouldn't be great to see a Mosquito in our skies again!

Rebecca Rayner

http://www.peoplesmosquito.org.uk

Programme 2020



Since the last Newsletter, we held a well attended AGM at Stowe Maries, an article is in the newsletter. 52 Members attended out of 60 that had booked in, 15 planes arrived, the rest drove because of the weather forecast.

The Committee and I would like to thank all members that have organised an event in the past, and for those planning one in the future. As you will see we have an interesting programme for 2020, ranging from Farm visit, to a Ballistics research unit. How do you test the projectile that nothing can resist or the material the no projectile should penetrate

We still do not have a Study Tour in the pipeline for 2021

2019 has been a very challenging year for our event organisers due to the weather. Only 2 events that were planned for in 2019, where all members booked in to fly made it by air. On a few events that have been held, not being able to fly, members drove, and in some cases that meant a 6 Hr drive, it shows the commitment from our Members to attend these events.

Thanks to David Keene for being the point of contact, re the pop in visit's. We hope to continue this in 2020, as it's been very popular. We have had 2 members that have offered their landing strips for us to land at, with a local pub / tea room within walking distance.

May I wish you all a Happy Christmas and a Happy New Year. Lets hope we have some great flying in 2020.

Neville Stops

Events for 2019.

4th & 5th February – Edinburgh – Richard Lawrence – Fully booked
21st April 2020 – Morning visits and Faccombe Estate – William Boutcher
29th April –Visit to J Cossins and Son Ltd, Tarrant Rawston, Dorset – John Golden
6th May – Harper Adams University – Roger Bell
13th May – Bullets n Beers, Wiltshire – Organised by a regular guest
21st May – 30th FFA 2020 Study Tour – Peter Gale
17th June 2020 – Day Tour of the New Holland Tractor Plant at Basildon – Mr P .Evans
1st & 2nd July – Tony' Fisher 2 Day Vintage Extravaganza being run – Fully booked
September date TBC – 2020 AGM, Leeds Airport.

We would like to thank all the organisers of events for making these meetings possible. If you happen to see anything in your area that would form the basis of an interesting FFA visit, then please contact Neville Stops (neville.stops @ gmail.com) or Gordon Bellerby (gordon@jgbellerby.com).

Events such as these set above are arranged by FFA members on a voluntary basis. It is accepted by those who participate that nothing undertaken by the FFA collectively or members individualy shall be construed as establishing a duty of care nor in anyway removing or modifying the duties, responsibilities or obligations of pilots or land owners in relation to any event and attendance thereat. All information provided in these programmes is purely advisory and should ALWAYS be verified from official sources.

The first event for 2020 is a 2-day visit to Edinburgh, early February, 40 members have signed up for this, and bookings are now closed.

Choice of three morning visits and an afternoon at the Faccombe Estate, Tuesday 21st April 2020

Landing at Thruxton for a coach departure 09:25
The morning will be split into 3 visits, all you have to do is to put your name down for one. 1st come 1st reserved

Option 1: www.wessexintl.com
Started in 1962, now part of Broadwood International, manufacturing comprehensive range of mowers, sweepers and flail mowers, from a 50,000 sq ft factory in Andover.
Tour will take approx. 1-1/2 Hrs limited 20 Persons

Option 2: www.premierfoods.co.uk, millway mill andover.
First built in 1848. Formally part of RHM Foods, a long standing Andover employer and part of the skyline. The mill process wheat into "BE-RO" flour including all milling, sifting and packing.
Tour will take approx. 2 Hours Limited 15 Persons

Option Three:-www.aesme.co.uk Aesme flowers
Aesme is a Flower Studio and School in Shepherd's Bush, West London, specialising in garden-inspired floral designs. With a strong emphasis on using British-grown flowers, from March to October the studio receives bi-weekly deliveries from their productive cut-flower garden in Hampshire, where they grow a large selection of bulbs, annuals, perennials and shrubs, all carefully selected for their individual shapes and colours that they bring to the studio's arrangements and bouquets, for weddings, events and classes. Now in the 5th year of trading.
Tour will take approx. 1 Hour Limited 15 Persons

Buffet Lunch at the famous Jack Russell Pub

The afternoon visit will be to the Faccombe Estate
The Faccombe Estate is a 5,000 Acre estate in the undulating country, between Andover & Newbury. World famous for its Shooting, substantial forestry and arable operations, together with property, a V39 wind turbine and conservation projects, the land is up to 1,000 ft above sea level. The estate manager, Alistair Brookes will conduct the tour lasting approx 2 ½ Hrs

Cost £45.00 PP Returns to William Boutcher-West
Closing date 31st Jan 2020

Visit to J Cossins and Son Ltd, Tarrant Rawston, Dorset – 29th April 2020

Rawston Farm is a traditional dairy, beef and arable enterprise of approximately 2200 acres, 1600 of them arable, with some 320 cows. The Cossins family came to the farm in 1877; five generations later it is now run by James and Barbara and their daughter Georgie. In 1993 they purchased the local pub - despite some serious setbacks Barbara has very successfully developed the Langton Arms into a prime venue for conferences, weddings etc. About six years ago, the butchery and shop were added – we will be able to enjoy their meat for lunch.

In the afternoon we will have a presentation by a member of the SkyDemon team

SkyDemon is one of Europe's most popular solutions for VFR flight planning and in-flight navigation

"An opportunity for existing SkyDemon users to have the intended workflow of the system, as well as a few useful tips and tricks demonstrated to them by Rob Hart of SkyDemon. There is much more to SkyDemon than you probably know about!

Gerald Corbin has kindly offered the use of his airstrip at Bokerley Farm, E/W 637 x 20m, no landing fees.

09.00 – 10.00 Arrive Bokerley Farm
10.15 Coach leaves for Tarrant Rawston **arriving 10.45**
Visit dairy, grain store, butchery, shop
12.45 Coach transfer to the Langton Arms for lunch
14.00 SkyDemon presentation
16.00 Coach transfer to Bokerley Farm, **arriving 16.30**

Price includes coffee and biscuits on arrival, coach travel, farm visit, lunch with traditional pie and Barbara's own-made ice cream, coffee (other drinks to be paid for), SkyDemon presentation.

Cost £45.00 PP Returns to John Golden
Closing date 31st Jan 2020

Harper Adams University, Wednesday 6th May 2020

Harper Adams University is a public university located close to the village of Edgmond, near Newport, in Shropshire, England. Established in 1901, the university is a specialist provider of higher education for the agricultural and rural sector. The university provides more than 50 foundation, undergraduate and postgraduate degree programmes to students from over 30 countries. The university is set within a 550 hectare working farm.

"Roger Bell went to Harper Adams University College and has arranged a one day visit. Harper has now got over 800 students from all over the world. An investment of more than £20 million has created an attractive rural campus that celebrates the heritage and status as a modern university with all the teaching, research, leisure, and conference facilities expected of a modern establishment. *https://www.harper-adams.ac.uk/university-life/our-university/*

Landing at Sleap Airfield will be £15.00 there may be a discount ;-) where we will be taken by luxury coach to Harper Adams.

The day's itinerary will be:

- 09:00 to 09:30 land and park at Sleap Airfield *https://www.flysac.co.uk/*
- 10:00 coach to Harper Adams University
- 11 am Tractor trailer tour of farms and outside campus
- 12pm Crop research facility with a key researcher to talk through current projects going on at Harper
- 1pm lunch in cafeteria with students
- 1.45pm Engineering facility tour
- Student tour around the lecture theatres, Students Union, main building etc

Cost £45.00 PP Returns to Roger Bell
Closing date 31st Jan 2020





Bullets n Beers , Wednesday 13th May 2020

This event is being put together by one of our regular guest, as a way of saying thank you.

Fly into Lydeway Field nestled in the beutiful Pewsey Vale. By kind permission of Mr Nigel Charles

A unique chance to uncover the world of ballistic testing by kind permission of Paul Everington and his team.

How do you test the projectile that nothing can resist or the material the no projectile should penetrate. Find out the history, skills and practice in Paul's presentation " A Load of Ballistics" Take a look at a small arms and air rifle range and maybe a few will be able to have a round or two. All hidden away in a railway tunnel under Devizes itself.

Have lunch at the famous Bear Hotel, one of the original coaching inns that served the Bristol to London highway.

And for those who do not have to pilot your way home why not take a "Paddle" with your lunch as this will set you up for the afternoon visit

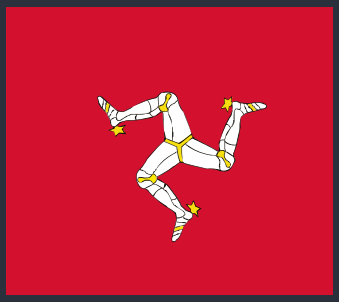
The tower brewery of Wadsworth, built in 1885, is a real landmark in the town

Learn about the history of brewing and how they combine traditional techniques with modern brewery skills. See the collection of hand painted pub signs, shire horses and of course the Victorian brewery itself



Your guide will be one of the in house beer experts and they may even give you a tipple or two !!

Come along and enjoy Wiltshire
Cost £45.00 per person.
Returns to Neville Stops
Closing date 31st Jan 2020





FFA European Study Tour, Isle of Man/Ireland 21st–30th May 2020

Thursday 21st May Fly to Isle of Man EGNS Ronaldsway. Transfer by taxis to Douglas to a Hotel on the seafront. Free time to explore Douglas. Welcome Dinner at the Hotel.

Friday 22nd May Visit Open air Parliament AM, PM Manx Farm Tour.

Saturday 23rd May. Tourist Visits and steam railway. Evening tram to Dinner on Snaefell mountain

Sunday 24th May. Depending on the weather. Morning visit / PM fly to Northern Island

Newtownards EGAD Transfer by coach to Belfast, city centre Hotel . Dinner at the Hotel

Monday 25th May. Visit the Titanic Museum. Free afternoon and evening to explore Belfast, City Hall, Ulster Museum, Belfast Castle, Botanic Gardens, St Anne's Cathedral

Tuesday 26th May. Transfer to Newtownards EGAD, fly to Enniskillen EGAB Transfer to Farm visit, 500 cow dairy. Transfer to a Lakeside Hotel.

Wednesday 27th May. Visits in planning. Evening scenic Lake Cruise.

Thursday 28th May. Fly to Ireland West/Knock EIKN Airfield via Donegal and scenic West coast. Afternoon visit in planning. Transfer to Galway city centre Hotel

Friday 29th May. Visit McHale Grassland Machinery factory at Ballinrobe, lunch nearby at Flannery's Bistro.

PM Coach back to Galway, free time to visit the city. Evening Farewell Dinner in local Restaurant.

Saturday 30th Transfer to the airfield for departure to UK home airfields.

My contacts in Isle of Man and Ireland are still working on the itinerary detail. I have all the Hotels provisionally booked for 40—45 people. Other than the Lakeside Hotel at Lough Erne I have booked city centre hotels, all 4* for ease of spare time exploring.

**I still have some coaches to book and airfield fees to confirm but I have done a draft budget which will cover everything EXCEPT, Drinks, Dinner on the free evening in Belfast and AvGas.
Cost will be £1200 per person for Double and Twin Rooms, £1600 for single Rooms.**

I have not over budgeted so there may be a small balancing charge to pay, back in the UK.

I require £200 pp deposit to book and I will request funds at the end of January to pay the Hotels 20% booking confirmation fee, refundable up to one month before.

Returns to Peter Gale, Closing date 11th Jan 2020

Pathfinder Museum, Wednesday10th June 2020

The Path Finder Force's motto made its purpose clear: 'We Guide To Strike'. It was a highly specialised force, dedicated to target-marking for the rest of Bomber Command which was known as Main Force. Its crews acted not only as target-markers, but as guides and leaders on the long routes to the targets. They were also on rare occasions reallocated to Main Force roles. Path Finder Force (PFF) aircrew were both representative and unrepresentative of Bomber Command as a whole. They were drawn from the same backgrounds and training camps, and often served with Main Force squadrons before joining the Pathfinders. Only the best crews were offered the chance of becoming Pathfinders. All PFF aircrew were volunteers and the offer could be refused. Crews did on occasion separate when some of their members did not want to transfer into the PFF. Once a crew had joined the PFF, their performance was monitored. If they did not make the grade, they were out and back to an ordinary Bomber Command squadron. PFF aircrew were undoubtedly considered to be special. But the important point to remember is that, although they were an elite, they were drawn from other parts of Bomber Command.

9.15-10.30am Fly in to Glebe Farm - tea, coffee, biscuits on arrival.
11.00am - 11.30am (15mins journey) to Johnsons Farm shop
11.30am little walk round shop and example of a diverisified farm
12.00 Lunch- buffet at Johnsons steakhouse - next to farm shop - may be a little chat with owner after lunch
1.5 hour lunch
1.30pm from Johnsons to Wyton main gate for ID photos, ID check then walk to Pathfinder museum
1.45pm -2pm guided tour for 1.30hour
3.30pm leave Wyton -
4pm fly home –

Cost per head £35.00. Returns Rebecca Rayner
Closing Date 31st January 2020



Image creit: Shutterstock.com

Day Tour of the New Holland Tractor Plant at Basildon,Wednesday 17th June 2020

Arrive at Thurrock airfield. A short coach ride to Basildon leaving at 10.00 am.
Tour of the plant starts 10.45 am which takes about 3-4 hours including a stop for a buffet lunch.
Coach back to Thurrock airfield for our flights home.

Cost per head £35. Cheques made payable to P .Evans
Returns to P. Evans **Closing date 31st Jan 2020**

Mr P .Evans at Manor farm, Dalscote, Towcester,Northants. NN12 8NL.

Tony' Fisher 2 Day Vintage Extravaganza being run 1st & 2nd July is fully booked, this event had to be booked a long way ahead due to booking the Hotel.

The 2020 AGM will be held at Leeds East Airport (EGCM) in Yorkshire. Previously known as RAF Church Fenton.

The date is being brought forward from October into September (exact date still to be decided) for reasons of weather. I hope this finds favour with you all.

Gordon Bellerby

Pop-In's

Our September Pop-in at Peter Gale's strip had to be cancelled due to a very poor forecast, so we were hoping for better luck for our Gamston gathering in November. After the biblical rainfall that we have all endured through October and November many of our strips were either under water or, at best, very soft. However, and optimistic forecast for the Saturday gave many of us hope that we might be able to fly, only to have our hopes dashed by widespread fog that descended across much of the Midlands. It was very frustrating that both the day before and the day after were perfect flying days!

Peter Gale has kindly offered his strip for another Pop-In event on Saturday, 28th March. Let's hope for better weather on that day. Please contact Peter for a briefing a day or so before the event, as his strip is inside the Salisbury Plain Danger Area.

Later in the year, on Saturday, 11th July Charlie Papworth has invited us to his strip. Details will follow in a later newsletter.

David Keene.

"For once you have tasted flight you will walk the earth with your eyes turned skywards, for there you have been and there you will long to return."

Leonardo da Vinci

Helpful reminders

If you are organising an event…
- Please nominate someone before the day to write up the event.
- Please take pictures with a high resolution/picture quality.
- Please name all people in pictures left to right.
- Please take some portrait pictures that could be used as a front cover image for future newsletters.

If you arrange a payment or a standing order by online banking please remember to include your membership number in the payment reference

Applications for events will be accepted in receipt order.

Booking of events - to give everyone a fair chance. There is no harm in any member emailing the organiser to show that they are interested in attending that event. To this end it was decided that all future events would still be booked when the reply / disclaimer slips come out in the newsletter, even though some newsletters arrive sooner than others.
Members will be given priority up until the closing date.

Deadline for articles for the March newsletter 14th February 2020, please email giles@abrey-farms.co.uk.

2019 AGM, Stow Maries Great War Aerodrome



When I was asked by William Proctor if I would do a write up of the FFA AGM this year for the Newsletter I was delighted to have an opportunity to do so.

Since farming hasn't been my mainstream day job for many years, attending a gathering of famers is always a great way in which to catch up with what's going on in the industry and the FFA AGM was one such great opportunity for me.

Just over 30 years ago I changed career from farming to flying and currently my day job of flying has become pretty much a night job instead as I now fly parcels around the night skies for either the Royal Mail or Amazon. And so it was with the day of the FFA AGM. On the day I was tasked with flying from Stansted to Belfast and back to at 1 o'clock in the morning with Royal Mail parcels so when I later flew the 10 minutes into Stowe Maries for the AGM in my Maule I was pleased that the weather was fine and the trip had delightfully smooth flying conditions with fabulous visibility.

The airfield of Stowe Maries had a manned radio to help safe flow of arriving aircraft and there were some volunteer marshallers to help with parking. Having arrived safely we had name badges stuck on our chests so that it was easy to identify one another and help to remember our own names. We congregated in the Mess Hall cafe with tea/coffee/biscuits. With military precision at 11.00 hrs and we gathered into the fine officers mess room for the AGM.

Our chairman, Martin Gosling, opened the meeting and introduced us to the CEO of the Stowe Maries Great War Aerodrome Trust Mr Ian Flint. Ian was easy to recognise as he was the one wearing a very dapper and smart three-piece suit. Ian gave us a warm welcome followed by a brief history of the airfield.

A farmer, Mr Harry Turner, bought the land in 1909 and very soon afterwards with Britain at war in Europe it was compulsory purchased by the Air Defence Force for the newly set up Royal Flying Corps to be used as an airfield. It operated as a forward station fighting off the German Gotha bombers and Zeppelins. At the end of the war Henry Turner was given the chance to buy it back from the Ministry which he did in 1919 and the (now) RAF squadron moved to Biggin Hill. Apparently he paid twice the going rate for it and helped to raise the money by cutting down many oak trees which he had on other land as the timber was in great demand after the war. Henry Turner's two sons Hugh and Jack continued farming the land around the airfield until 2004 when it was sold off to a local business man working with Russell Savory, a keen naturalist and aviator.

Amazingly, despite the many decades of use as an active farmyard, almost all of the WW1 buildings remained and were largely as they were left by the RAF in 1919. Russell Savory. As a tenant, allowed some locals to set up a small museum and in 2013/14 with a grant from the Heritage Memorial Fund and loans from Essex County Council and Maldon District Council the airfield was purchased by the Trust, created for this purpose. It has since been craised over 1.8m in funding towards the renovations, including a £300k grant from the National Lottery. There are about 22 buildings of the original 24.

Ian's talk was fascinating especially for the farming point of view. He said that a further £24 million is still needed to complete the project and repair works.

After the talk from Ian our chairman began the AGM proper and with the initial formalities over Martin gave his Chairman's report and thanked the committee for their unstinting work over the past year. Mention was made the members annual subscription fees has been at £25 for 20 years and whilst not wanting to increase fees it would be looked into by the committee as would the mechanism of collection. Thanks was given to Giles Abrey for his work on the Newsletter and work on updating the website.

The Treasurer Andrew Cragg gave his report on the state of the Association's finances and highlighted a healthy reserve similar to the previous year. This was followed by an interesting report on the Membership analysis by our Secretary Paull Stephens. Many different bar charts were produced for our interest and the conclusion was that the membership numbers remain fairly static but that we members became a year older with every passing AGM.

Following Paul's report Neville Stops





presented a brief review of the events of the past year and introduced us to forthcoming events some of which were only ideas at the moment. My recollection is that there are many varied and interesting events in the pipeline. Neville did make a point of asking us that if we have committed to atted an event and on the day we can't make it for some reason (mostly weather historically) then can we please contact the organiser to alert them of the fact so that the bus/tour isn't left waiting for people that aren't coming. Mention was made of looking into a study tour to Russia 2021 and more research is going to done to explore that possibility.

Next we re-elected Neville and Andrew to the committee for another session. We also elected Rebecca Rayner to the committee.

At this point Martin said that he was standing down as Chairman and Paul Stephens was elected as our new Chairman. Paul took over the proceedings and his first task was to say that Dick Waldgate was standing down as our President and we subsequently elected Martin to President, replacing Dick.

There was some discussion about the forming a new group of associate members for those who didn't fully meet the membership requirements but that were able to offer other forms of contribution to the Association. The feeling from the members on the floor was that we should have the committee look at changing the articles of association in such a way as to accommodate this without prejudicing the core membership.

Before the meeting was closed, Giles Abrey was invited to brief us on his forthcoming trip across Africa to Cape Town. For the journey he has over the last few years built a Vans RV8 and hopes to raise money for three worthy charities. 50% to The Institute of Cancer Research and 25% to each of Farm Africa and GeeWizz in Sudbury. There is a dedicated Website with all information that is well worth a visit (*www.adventures4charity.com/about*).

The AGM was closed and we were invited to enjoy a very good spread of a buffet lunch in the Mess Room.

Following lunch volunteers made themselves available to do guided tours of the airfield buildings and museum. I am sure these were well attended and very absorbing, but as I had been round only a few months earlier and had to prepare myself for flying more parcels to Belfast that evening I made my apologies and left early for the short flight back home. The showers that arrived later in the afternoon were, I think, well-spaced and did not prevent our members from flying home safely.

On reflection, Stowe Maries is a very worthy destination in its own right and they offer a very warm welcome to flying visitors having overcome issues with Planning Permission last year. There is a very good café/restaurant as well as the museum centre and shop and I would think that it would be ideal as a contender for the occasional FFA Pop-In event in the future (*https://www.stowmaries.org.uk/contact/visitor-information*).

Back to my day (night) job:

Rob Giles



Mail flight. Boeing 737-400 G-POWP

VERSION 2

Civil Aviation Authority

THE SKYWAY CODE

Practical guidance for GA pilots, students and flight instructors on operational, safety and regulatory issues relevant to their flying.

Condensing the 'must know' information into easy to navigate information and graphics The Skyway Code gives GA pilots a one stop shop for safety rules and advice.

Printed copies available to purchase from AFE online: **www.afeonline.com/shop/cap-1535-the-skyway-code**

Download PDF copies at: **www.caa.co.uk/skywaycode**

Civil Aviation Authority

SKYWISE

Tailored news, notifications & alerts from the **CAA**

News, notifications and alerts

- See all alerts online
- Sign-up for emailed alerts
- Download the app to have them sent direct to your mobile device

Choose categories to focus on the the information that matters to you.

Alerts are kept short and to the point. With a link to more information if you want it.

See the alerts and sign up at skywise.caa.co.uk

Minutes of the 45th AGM — Stow Maries Airfield – 17th October 2019

Present: Martin Gosling (Hon. Chairman), Paul Stephens (Hon. Secretary), Andrew Cragg (Hon. Treasurer), Neville Stops (Hon. Events Secretary), Gordon Bellerby (Assistant Events Secretary), Giles.Abrey (Newsletter Editor), Rick.Holt and 45 members. Roz Stephens took the minutes

	Description	Action
	The meeting was opened by the Chairman at 10:45 hrs (local) The Chairman introduced Ian Flint, the CEO of Stow Maries, who welcomed the FFA and gave an overview of the airfield.	
1	**Those Present** The Committee plus Robin Culley, Dave Topp, Tony Fisher, John Milne, Robert Germany, Winston Bailey, Stephen Goddard, Ray Friedlander, Charles Papworth, Warwick Banks, Chris Belton, Andrew McLaren, Caroline Bellerby, Paul Platt, Rob Giles, Bill Boucher-West, John Hardy, Charles Kirk, Richard Blant, Peter Mailer, Robert Osborn, Robert Knapton, John Golden, Clare Golden, Roz Stephens, Richard Howard, Trevor Williamson, Peter Gale, Peter Evans, Janet Evans, Laura Holt, Michael Pudney, Jane Pudney, Annette Gosling, Rebecca Rayner, Morven Voorspuy, Stuart Brierley, Frank Ward, William Procter, Jane Procter, George Sly, Wendy Burton, Clare Sly, Rodney Blois and Guy Plenderleith were all present.	
2	**Signing of the Minutes of the 44th AGM held at Glebe Farm, Huntingdon on 10th October 2018** The minutes were signed as a true and correct record.	
3	**Any Matters arising from the Minutes** No matters arising.	
4	**Chairman's Report** The Chairman thanked William and Jane Procter and the hosts at Stow Maries for organising the meeting. He said, as formerly announced at the previous two AGMs, that he was standing down this year, explaining that we need youth on the committee. He gave an overview of the committee's work, thanking them all and said that the Association was being well run and was financially sound. He warned that the £25 subscription that replaced the £5 subscription 20 years ago, might one day have to be increased due to outsourcing of items such as the newsletter and website. The fact that the subscription is so low is due to all the events being organised by members, whereas some clubs and associations employ agents to put tours and events together.	
5	**Treasurer's Report** The Treasurer presented the 2018/2019 accounts, as printed in a previous newsletter. They showed a small profit and he explained that the reserves were held in various immediate access, 1 year and 2 year savings accounts. There were no questions from the floor. He explained that the standing order process for taking subscriptions is proving troublesome for the banks, despite revising the standing order form. The committee will be considering different means of payment, including direct debit and electronic means, for both subscription and entries for events.	
6	**Membership Report** The Secretary presented a PowerPoint report demonstrating a consistent number of new applicants, slightly outstripping the number departing. The average age of those joining is 60 and those departing is a similar age, so with our advancing years, the average age of the present 417 members has now increased to over 66 years. The Secretary also did a very brief history of the Association and how we are represented on various aviation councils.	
7	**Events Report** The Events Secretary gave a very comprehensive review of attendance at 2019 events, highlighting the importance of keeping the organiser informed if members cannot get to an event, which can result in a bus being held waiting unnecessarily and consequently the program getting delayed. He has a healthy selection of forthcoming events for both 2020 and 2021, more about which will be published in the next newsletter and on the website.	
8	**Election of Committee Members** It was the turn of A. Cragg and N. Stops to stand down. They were both willing to stand again and were unanimously voted back in.	
9	**Election of a New committee Member** Due to the Chairman retiring from the committee, a place for a new committee member has become available. Rebecca Rayner was the only candidate and she was duly voted to become a committee member.	
10	**New Chairman Takes Over** At this point, the new Chairman, P. Stephens, who had previously been appointed by the committee, took the Chair. He asked J. Golden, himself a previous Chairman, to give a vote of thanks to the outgoing Chairman. The Chairman then explained that another previous Chairman, D. Walgate, wished to relinquish his position as President and the committee would like to make the outgoing Chairman, M. Gosling, the new President of the FFA. This was approved by those present. The Chairman welcomed R. Rayner to the committee and thanked all the committee for the jobs they were doing explaining that they would make his position as Chairman relatively easy.	
11	**Proposal to Change the Articles.** The Chairman explained that a change to make a new class of membership to be called Associate Members, was vigorously opposed at an AGM 10 years ago. He asked P. Gale, who had requested the committee to look into the possibilities of making a flying friend of his, who had done a lot to help with recent European Tours, a member. He was not eligible to join but would be a candidate for Associate membership. A. Cragg read out the wording of the proposed change to the Articles. *An Associate Member will be a person who, not fulfilling the membership criteria, has significantly contributed to, and will be expected to continue to contribute to the activities of the Association. Associate Members will be allowed to attend meetings. Associate Members will not be able to vote, nor propose new members, nor become committee members. Candidates must be proposed by no less than 2 full members of the Association. Candidates will be considered by the committee and, if approved, invited to become an Associate Member paying the same subscription fee as Ordinary Members.* A vote was taken, and carried but there were some objections, namely – what happens if an Associate member stops helping the Association and a strong warning that in another club, Associate Members had become overwhelming and a nuisance. The committee will look at amending the wording to restricting numbers.	
12	**AOB** W. Boucher-West thanked the committee for their work and W & J Procter for organising the meeting. A. Cragg suggested the committee look to amending the wording of the Articles to clarify eligibility, particularly "land sufficient to land an aircraft on" due to anyone with a helicopter being eligible. The Chairman added that we must keep the Association for farmers. G. Abrey apologised for the new FFA website not being ready, explaining that the structure of the old site was more complicated that was first apparent. He wanted a new website for the future rather than an adaption of the old site and wanted to make an additional feature of event booking by internet. M. Gosling requested that G. Abrey announce his solo flight to South Africa in his RV8. Giles detailed the journey and explained that it was self-funded but was being carried out for charity. The Chairman said he would send an email round all members with the website details for any support and donations.	
	The Chairman closed the meeting AGM at 12:25 hrs (local)	
	Minutes approved at a subsequent AGM……	