FLYING FARMERS ASSOCIATION

August 2020 newsletter no. 134



CHAIRMAN'S RAMBLINGS

I don't suppose any of us could believe how the world has changed since I wrote the last Chairman's Ramble in February. We suddenly have new words in our vocabulary such as furlough, lockdown and social distancing. We don't need reminding how seriously this has affected our lives and economies. Who knows where it will go from here, but it looks as though we shall have to live with it for some time yet. Like all viruses, it will take it's natural course and we will eventually get back to normality – but at what cost?

I cannot get my head round the amount of money Governments have borrowed / printed / digitally manufactured because of COVID, and how it will ever be paid back to whoever lent it or dreamt it up. I fear that as most farmers have assets in their land, then we could be ransacked to pay it back by whichever Government is in power in forthcoming years. The US has borrowed over 3 trillion dollars – an unimaginable figure. If this was in one dollar notes, laid end to end, they would stretch from Earth to Mars and back again, and still leave enough to go to the Moon and back 50 times! Work it out!

Also, who could believe we would break so many weather extreme records in the last 9 months – except Greta Thunberg of course! Twice the average autumn and winter rainfall resulted in UK wheat plantings down 60%. Then followed the sunniest and driest spring on record resulting in poor spring crop germination and growth. I know the situation has hit some of our arable members extremely hard and we wish them the best in their recovery.

But, having said all that, as Flying Farmers we are probably the luckiest people on earth as far as restrictions go with COVID. We live in the fresh air, have good sized gardens / farms so as to get out and about, and those with aeroplanes can get up and away from it all and forget the horrible situation that we leave on the ground.

As farmers we produce essential goods rather than luxury rubbish. Consequently we should be in a strong position when the economy suffers - as long as we aren't hung out to dry with our high welfare, safe and traceable food production, which has higher built in costs than other countries produce - especially worrying when any Government wants to keep food as cheap as possible for its voters. 48% of our food consumed is imported. Will it sneak in below our costs of production amongst the many trade deals being done in the coming months? We are in the bad, wide world now without the protection of the EU.

We are likely to see changes in aviation rules, regulations and politics as we leave EASA. Will things change for the better? Hopefully, our member Grant Shapps MP, The Secretary of State for Transport, will stick to his mission statement when he was the Chairman of the All Party Parliamentary Group for General Aviation - to make GA in the U.K. the best in the world.

As your recently appointed FFA Chairman, I am finding life a lot less busy after 20 plus years as secretary. I am very grateful that Giles Abrey has taken over the newsletter production and website responsibilities. Also to Andrew Cragg for adding the membership secretary's duties to the extremely efficient way he handles the Treasurer's job. Andrew and Giles, together with Neville Stops, are introducing a new website, much more efficient ways of enrolling for events and a better means of extracting money from you to run those events and paying your extremely reasonable membership fees. More about that elsewhere in this newsletter.

Uncooperative weather has always been a problem for event organisers, but who would have thought in early March this year that the Virus would have played the biggest part in 2020. Neville, whose enthusiasm for organising the FFA events never wanes, together with Gordon Bellerby have had a very fraught time as event secretaries. It was also so disappointing for the volunteer organisers of these events, none more so than for Peter Gale who put a lot of work into organising the Isle of Man and Irish Tour this year, only for all the summer events to be put on hold until next year.

Hopefully in 2021, normal service will be resumed, and we can meet up once again at the many unique FFA events that are organised by our members, for our members.

Paul Stephens

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FLYING FARMERS ASSOCIATION LIMITED

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Joined Since 1st March 2020

8690 Ken Kelso, Cottennham, Cambridgshire
8691 Ian Robb, Crumlin, Co Antrim
8692 Jeffrey Owen, Rufford, Lancashire
8693 Robert Herrod, Taunton, Somerset
8688 Chris O'Mahoney, Crossgates, Powys

Committee Meeting, 25th June 2020


Arrival at Andrew's airstrip


Socially distanced transportation

Andrew Cragg kindly invited us to hold the June committee meeting at his farm in Kent. The weather was perfect and the venue ideal, as he has a conference room with a large table and video facilities. The fact that we could hold a face to face meeting at all following some slackening of the COVID lockdown rules was a big relief. The alternative would have been a Zoom meeting which would have stretched some of us technologically!

As Chairman, I had to be the responsible person and ensure that we were following Government guidelines being suitably spaced round Andrew's large table and that we were all comfortable to proceed in those conditions.

Much of the 5 hour meeting was taken up with the latest developments. As mentioned in the last committee report, we are moving forward with the event booking system. We have a new payment system and a new website due to be released very shortly. The details of these changes will be explained elsewhere in this newsletter.

The impact of these changes was discussed at length. Changing any system might come with a bit of trepidation for some members, but between Andrew Cragg, Giles Abrey and Neville Stops, it has all been well thought through and I'm sure that once you've had a go, you will realise how easy it is to book an event through the website. It will be as simple as buying something online, which we all know is far too easy! The advantages are that you will not have to fill out a paper slip nor write a cheque or envelope. The organisers will find the system better as well because there will be no emails that are bad to decipher and no cheques made out to the wrong payees. It will also solve another problem for the organiser - who to exclude if an event is oversubscribed, as the system will work on a simple first come, first served basis and create a reserve list.

The disastrous 2020 summer events program was brought up by Neville. I'm sure we are all disappointed, no more so than the organisers of the events, that all events since February have had to be postponed until next year due to the Virus. Neville has tried his best to find ways to hold meetings, but the FFA must be responsible and not become a headline in a paper about privileged people in their own aircraft defying the Government guidelines. Let's hope that we can start 2021 with no restrictions. It was also decided at the meeting to postpone the AGM until February. This will probably be an overnight event with a dinner.

Another item on the agenda was my position as Membership Secretary. Andrew Cragg will add this job onto his Treasurer's duties, which will dovetail very well, especially with the subscription reconciliation and handling the new system of subscription payment, which is being phased in gradually. The old standing order system is proving old fashioned and troublesome. Andrew will be contacting those that aren't already on the new system over the coming months.

Andrew, who attends the CAA GAP meetings as our representative and gets all the latest news, thought that we should disseminate more of this information to the membership through the emails. These reports are circulated by AOPA, Skywise, GAAC, LAA, Pilot magazine etc, but if you don't subscribe to any of those, then you might not be aware of some changes to regulations, airspace, licensing etc. A lot of our members are on remote private strips and could well miss these updates. It was agreed to do a survey to clarify who subscribes to what so that we can keep you better informed.

Paul Stephens

FLYING FARMERS ASSOCIATION

FFA Clothing

Item	Logo	Sizes available	Price
New Style Jackets		M, L, XL	£40.00
Lined Fleece Jackets		S,M	£30.00
Unlined Jacket (discontinued)	Old style	M	Half price £10.00
New Style Body Warmer		M, L, XL	£28.00
Unlined Fleece Waistcoat	Old style	S	Half price £8.00
Sweat Shirts		S, M, L, XL	£14.00
Sweat Shirt	Old style	S	Half price £7.00
Polo Shirts		S, L	£12.00
Polo Shirts	Old Style	M	Half price £6.00
Baseball Caps			£5.50
Ties			£15.00

The following clothing is available from stock. If your size isn't listed, it can be ordered. Please note reduced prices on old stock with old logo.
Prices do not include postage. Please contact Roz Stephens with your order - **chix@farmline.com** or **07773 052001**

GAP – General Aviation Partnership Report 16th July 2020

If you thought that the CAA has been consumed with Covid, working remotely and putting sticking plasters everywhere (not meant unkindly) to keep the system going, then you'd be right. There's been criticism of course but we've never been in such a place before and personally I try not to criticize with the benefit of hindsight and, in any case, much of what we have been or are now allowed to do comes from government via the DTi, not the CAA. That doesn't mean that there was nothing to talk about, quite the contrary.

It's good to see so many people from the DTi attending our meetings now. The new dedicated aviation team means there is more focus on issues and more detailed engagement with us. The Aviation Skills team briefed us on the "Reach For The Sky" program. The aims of this are :

- Inspiring the next generation of aviation professionals
- Working in partnership to make the UK the best place for aviation
- Enhancing awareness of the opportunities in the aviation industry by developing clear career pathways
- Ensuring training is inclusive and accessible for everyone

Conceived before Covid, it is going to be all the more important than ever to preserve jobs and stimulate aviation skills moving forward. Indeed there was debate about the impact Covid will likely have on training with surplus pilots waiting for a return to normal service by 2023, it was suggested.

With regard to new entrants, I just hope they can get the message out there. It's all very well talking to us - the people to whom we tell the story are already flying! There's much talk of Aviation Ambassadors and the *sports and leisure strand of the Great.gov campaign* but there are a lot of people out there who simply aren't tuned to a narrow band broadcast. In Farming we have long been aware of the need to attract new entrants into farming and the difficulty is poses. (Tell me if I'm wrong but I don't see DEFRA helping us much) Anyway, I'm sure we Flying Farmers will do our bit by promoting flying in every way we can.

Thank you to all those who sent back ideas for **the post Brexit Red Tape Challenge**. We provided nearly 20% of the 149 responses so far. Much of your sentiment was focussed on simplification and that was reflected in the overall analysis. Most of you wanted to put the Great back into Great Britain and I am grateful to Roger Bell who suggested "All of the above!". sadly, neither of which I could adequately convey. We were given a summary of the responses and it was interesting to note that the top items in some sort of order were :

1. simplification of licensing and flight training
2. more proportionate regulation of medicals.
3. more proportionate regulation of maintenance
4. simplification of airspace.

While I thought there would be more calls for simplifying airspace I am pleased to report that despite Brexit there is already a lot of thought going into this with drones and electronic conspicuity very much part of it.

All these ideas will be fed into this project with the following guiding principals:

"Wherever possible and desired, help the UK GA sector thrive in a Post BREXIT context by exploring opportunities where we can safely:

- Simplify and Streamline regulation
- Rationalise regulation
- Offer More Proportionate regulation
- Delegate where possible, practical and wanted
- Improve Clarity and Guidance
- Remove any Gold Plating"
- You can't knock the words, lets hope we get some action!

Electronic Conspicuity.

Last time I said *"If they had their way, the CAA would seek to mandate carriage of ADS-B starting with certain classes of controlled airspace …But they won't – yet"* Well, they did! Much to the surprise (polite understatement) of the GA stakeholders around the table the airspace team announced that carriage of ADS-B will be mandatory in ALL classes of airspace from January 2024. Issues about frequency congestion on 1090MHz and "where will FLARM fit in" and drones (now UAV's) were raised. On UAV's, GA will be on (the usual) 1090Mhz and UAV's will operate on 978Mhz. That won't make things easier on an interoperability level but there you go!

Starting in September 2020, CAA will manage a scheme of grants for the purchase of EC equipment in much the same way as they did with 8.33 Mhz radios to the tune of £250 per pilot with enough to do 10,000 in the first year. At this time we don't know what you can buy or if 4 pilots in a group can pool their money to buy something more expensive for their 'plane. (Many of you will already have what is required if your mode S transponder is linked to a GPS source). While it is refreshing to have "money where the mouth is" so to speak, I think it puts us in the awkward position of not knowing what to buy or when. 2024 is a way off yet and the equipment is evolving..

GNSS approaches

Approval for these around the country has been dreadfully slow and the accusation of "dragging feet" has been commonly levied. I think the message has got through and there is a new quicker process for approval of, what we've got to know as, RNAV approaches, except they will now be known as RNP approaches. [Not EU this time – ICAO]. Sandtoft, Cumbernauld, Denham are will transition to the new process, Sherburn, Wycombe, H'fordwest, Leeds East and Stapleford are all progressing well.

There is concern about the explosion of **Temporary Danger Areas** (TDA's) largely as a result of COVID and UAV's operating beyond visual line of sight (BVLOS). This in turn has generated a call for greater clarity of exactly what Danger areas are. In Europe they quite clearly distinguish between Prohibited and Restricted airspace and Danger Areas; we have the first two of course, usually for special occasions, while Danger Areas can be prohibited, restricted and dangerous. Confusing!

There has been a bit of a rash of **Airspace infringements** since we all started flying again. CAA tells us that its largely down to pilots being a bit "rusty" but the fact

that large chunks of class D airspace were being turned on and off like a light switch with a NOTAM format that was, at best, ambiguous and, at worst, misleading can't be ignored.

To be fair, Sky Demon chose to colour the boundaries of temporarily deactivated CAS in a different colour and that led pilots to think it was deactivated when it wasn't. Anyway, the issue has been raised particularly since airspace modernisation plans could result in more flexible use of airspace where controlled or prohibited airspace is "turned on or off" as required.

You may be interested to know that the CAA has got a unit dedicated to UAV's called Unmanned Aerial Systems (UAS). I was surprised to learn that it has 40,000 modellers. 6000 commercial UAV and 100,000 recreational UAV licences on its books. There are currently 327 registrations per month and the growth has been a steady 12%pa over the last 7 years.

Finally, **General Aviation Reports (GAR's)**. Submission of GAR's will eventually move to online only. Good news then that there is a new FREE online GAR submission platform at www.GOV.UK/submit-gar. Existing online services such as SkyDemon are unaffected.

Just as a reminder, All inbound flights to the UK must submit a GAR in advance of arrival. Outbound, GAR is only required if going to Ireland, (ROI and NI), Channel Islands, IOM and any non-EU country. The minimum notification periods for submitting a GAR are:

- Inbound from EU countries (excluding those shown below) – 4 hours prior to arrival
- To/From Ireland, (ROI and NI), Channel Islands, IOM – 12 hours prior to departure/arrival
- To/From other non-EU countries – 24 hours prior to departure/arrival

While you may not have to submit a GAR outbound to EU countries, do watch out for inbound requirements at your destination which are already in force. Confusingly, in France for example, each airfield seems to have its own version of a GAR-like thing, that's if it has one at all! No doubt it will all change on 1st January 2021.

I am reminded of that old saying "there's nothing so constant as change"

Andrew Cragg

To The Rescue – Sky Watch Civil Air Patrol

I am a member of Sky Watch Civil Air Patrol as well as the Flying Farmers Association.

I received an email from SWCAP seeking a pilot and aircraft to fly from Wolverhampton Halfpenny Green taking an urgent medication for Clostridium Difficile treatment from Queen Elizabeth Hospital Birmingham to the Royal Cornwall Hospital Truro.

Evidently this medication has a life of only four hours and needs to be administered promptly.

I flew from Bournemouth to Halfpenny Green on 14th July 2020 and was met by a Blood Biker from the QEH at Halfpenny Green. Taking off without delay and flying at max cruise settings I flew the medication to Newquay in one hour 11 minutes where I met another Blood Biker who delivered the medication to RCH at Truro. Evidently organisers were impressed with the Bonanza. The log shows distance 174 nm at average 147 kts maximum 171 kts.

I was photographed wearing my FFA jacket naturally. It is Good Publicity for SWCAP, FFA and General Aviation which gets little appreciation usually.

Above right is a photo at Wolverhampton, the gentleman on the left is Jeff Smith the chief executive and trustee of the Skywatch Civil Air Patrol. The lower photo is of G HOPE and the Blood Bikers at Newquay

If any other Flying Farmers would like to join Sky Watch Civil Air Patrol here is the link http://swcap.uk/

Stay safe and have a brilliant harvest!

Roger Bell
Tel +44(0)7850584878





Chairman's Report to the 24th AGM held on 6th July 2020 by ZOOM

Welcome to the new normal for meetings held in these difficult times with the hope that all is well with you and your families.

My report was intended to cover the year's activities prior to the Pandemic, but such has been the impact on Aviation, I thought it best to include the exceptional events to date.

The most significant change for GA followed the last General Election and the appointment of Grant Shapps as Secretary of State for Transport. Grant has long been a friend to GA and is an experienced pilot with extensive knowledge of our sector. He was responsible for 'The Red Tape Challenge' and for setting up the original GA APPG.

Directly, as a consequence of his appointment, the DfT now has an increased team dedicated to GA and the GAAC's position as the recognised single voice for GA enjoys a close and cooperative relationship with the team members. Numerous face to face meetings have enabled the many issues to be tabled and constructive outcomes achieved.

Stemming from this new Department has been the appointment of a GA Champion (Phil Dunnington) with support from GA Ambassadors to bring the benefits of GA in front of a wider audience and promote participation in one or other of the GA activities as a career choice.

The change of Government caused a pause in the activities of the GA APPG but I am glad to report that under the new Chairmanship of Lord Davies of Gower the Group is now again active and held a ZOOM meeting last month. I am glad to confirm that John Gilder continues to Chair the Airfields Working Group and I remain Chair of the Tax and Regulation Working Group. Covid 19 has meant that meetings have been virtual but extensive representation on the Working Groups by members of the GAAC continues to ensure that matters are addressed in the best interest of our Sector.

Regular contact with the CAA has been maintained with attendance at the regular General Aviation Partnership Meetings and, more recently by ZOOM on the GA COVID-19 Recovery Planning Workshop. This comprises members of the CAA (Rachel Gardner-Poole and Jim Frampton and from the DfT Elena Barcan and Amy Mathias plus many Team members from those Organisations) with most Aviation Associations also participating. The GA Unit at the CAA has also been strengthened with additional funding enabling more staff to be recruited.

Granted that Covid 19 has occupied Government minds it has been difficult to make any major progress with our key objectives and the focus has been on Airfield specific problems on which John Gilder reports separately and enabling Private Flying with dual check flights and flight training to resume. Flight Training is an essential activity for Airfields to survive along with Maintenance and Fuel. Unfortunately, Public Health England considered all GA non-commercial flying as purely recreational and therefore 'grounded' as not essential....despite this key revenue work. One relatively new problem affecting Airfields is the deliberate attempts by some neighbours to render the Airfield 'unsafe' by planting trees or raising other obstacles on the approach or departure paths. The CAA have advised that it is the Pilot who would be flying in an unsafe manner rather than seeking to name the adjacent landowner as the party responsible. We are working to have the Approaches officially safeguarded in the Planning framework as per CAP738. This would be in much the same way as we have prevented 'noise' being a valid objection when new Houses are built near an existing Airfield.

Logical argument has been dismissed with the Government 'following the science'. Happily, solo flights were permitted and GA Dual and Instructional Flights allowed from 4th July. I leave GAAC members from their own experience to judge whether Government Policies have been consistent or logical. Car sharing has long been permitted for essential journeys with guidance to look away from each other and keep well ventilated.

Airspace has also been on the Agenda and while we were invited to a consultation in the new city offices of the CAA it would seem that, despite the comprehensive publication by Lord Kirkhope, LOWER Air Space freedoms are low on the Agenda.

While relaxations from the lockdown continue, the effect on Commercial Aviation on the 14 day Quarantine added to their woes. Working with the BBGA a template for the GA Business Sector was prepared to show how suitable safety measures could ensure such flights to continue without danger, but the Home Office simply passed this carefully worked proposal to a junior in their Complaints department and a standard reply only was received. I mention this only to emphasise that the GAAC and its Membership Associations continue to battle on your behalf.

In conclusion, may I thank Steve Slater for hosting our AGM via the LAA ZOOM Account, Jonathan Morton for his services as Secretary prior to his retirement, with a welcome to Anthony Kedros for taking his place. The support and work of both John Gilder and Roger Wilson is reflected in their separate reports and that of Ian Sheppard on our new Website. But the work of all Board Members has been essential to enable the Government and Regulatory Authorities to address our concerns.

Let us hope that the year ahead will be a happier one for the U.K. in general and for the GA Community in particular.

Charles Henry FRAeS
Chairman GAAC

GASCo
The General Aviation Safety Council

Online meeting AGM and Council meeting GASCo Wednesday 29th July 2020

- 25 online Airspace Infringements courses held in the last 3 months
- 35 Infringements recorded in June alone
- I mentioned that most GA pilots have skydemon or similar

Phil Dunnington gave a cautionary talk about a spur of the moment balloon flight in June. This was his first since Lock-down restrictions were lifted. He proposed to start from a car park at the bottom of the Cheddar Gorge and drift westwards towards Bristol. They arrived at 5.30 to find that a camping party were present forcing them to look elsewhere. When they were ready, having found an alternative launch site, the mogas used to run the inflator fans had gone off requiring them to source fresh fuel. Once airborne and drifting towards Bristol airspace the GPS batteries failed.

So be thoroughly prepared for flight after a long lay off!

Be warned, localised lockdowns will include local airfields.

People found NOTAMs difficult to understand during lock-down, particularly whether airspace was open or not. This caused several infringements.

It has been estimated there will be 120,000 redundancies across the aviation sector.

Rick Holt

GOCARDLESS

We are changing the way we collect your Subscription

Following our recent Flying Farmers committee meeting we have decided to move away from collecting membership subscriptions via the current standing order system. They are proving to be ever increasingly problematic with the banks inception and handling of them. We would like to transfer all current members to the GoCardless Direct Debit system.

To switch everyone over at once would be a big job so we will work through the membership over the next 12 months inviting members to switch. Indeed, some new and recent members will have already received the email and actioned it!

We will send you a link to set up the GoCardless Direct Debit mandate online.
It's really quick and easy.

During the setup process there are two extraordinarily important things that **we will be** asking you to do:

1. When filling in your Surname, include your FFA membership number immediately after your Sur-name (i.e. SURNAME XXXX) - this will identify your payment at this end. We will tell you what your membership number is.
2. Contact your bank to cancel your current standing order, we are unable to do this for you. **But don't do it straightaway!** Wait until you receive the email! It may take a while to get round you all.

Receive email from FFA → Fill in the Direct Debit form online → Include your FFA number after your Surname → Cancel your Standing Order

Once established, you can also use the system to pay for clothing. At this time we are not proposing to use it for members day events since this will be handled by the Eventbrite system which you can read about elsewhere in the newsletter.

Andrew Cragg

New FFA Website – To be Lanched September 2020

We hope you enjoy the new website, we have tried to make it easy to navigate by having just a home page and a members page where everything can be accessed. The website has a responsive design to work on most devices (desktop, lap top, iPhone, iPad, Android phone).



Home Page

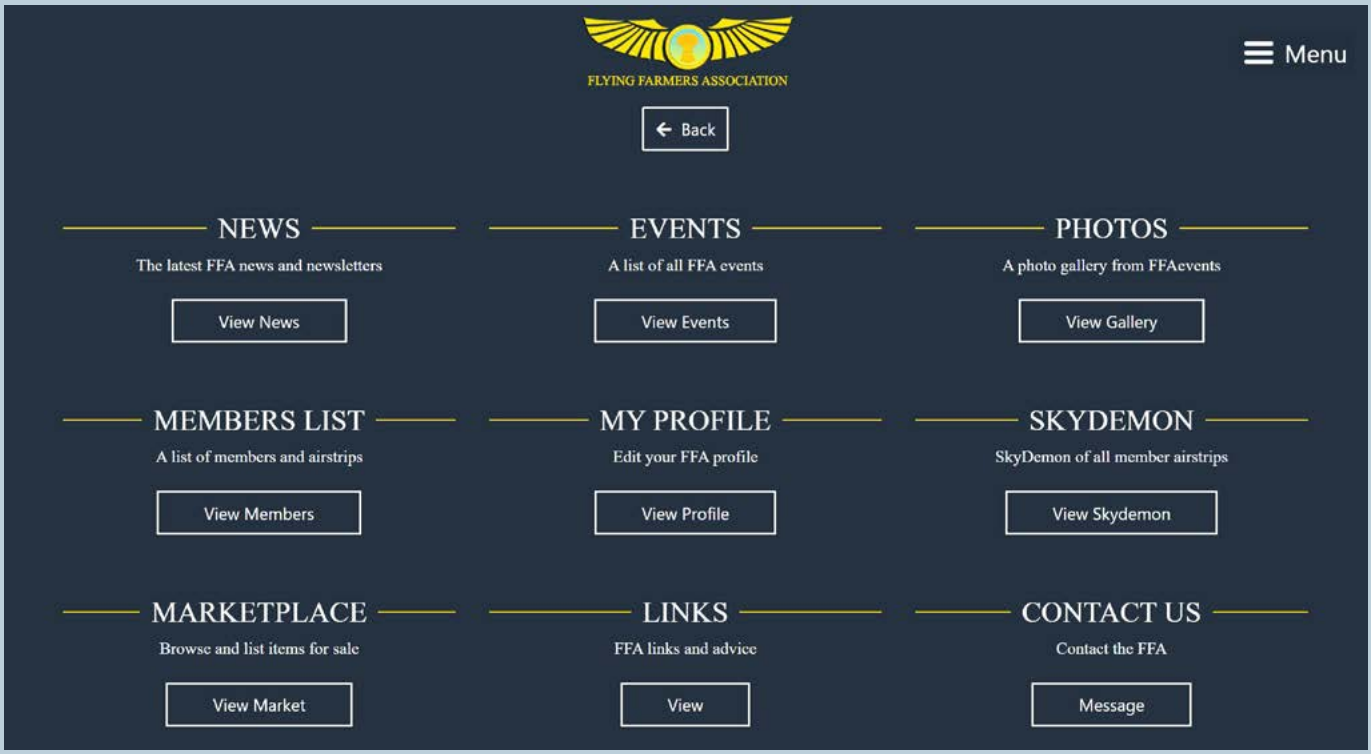
Once on the website you can SCROLL DOWN to access further shortcuts OR press the "Hamburger Button" (the icon made up of three lines in the top right corner of the screen) to give a full drop down menu. This icon will be what appears on smaller devices without the word "Menu" due to space.

Members Page

NEWS	NEWSLETTERS can be accessed via the NEWS button
EVENTS	Events can be viewed and BOOKED through here. There will be a link within each event that takes you to the EVENTBRITE booking website
PHOTOS	The current 8644 photos will be uploaded into albums. The albums will be separated by YEAR then by EVENT
MEMBERS LIST	The COLUMNS button allows selection or de-selection of columns before printing. The ARROWS allow filtering in alphabetical order within the column. The PRINT PDF button prints the member list as was done historically as a booklet. The Excel down load allows you to EDIT your selection. The CSV file allows you to EDIT your selection if you do not have EXCEL. **The MEMBERS AIRFIELD MAP is also accessed via this part of the members area**
MY PROFILE	You can alter your password here and any other personal details. Please keep your details up to date.
SKY DEMON	A Sky Demon file can be downloaded here of members airstrips that can be imported into personal sky demon accounts. This can be done on most other devices. Full instructions of how to do this are shown. In the future there is the possibility of adding airstrip details to the download.
MARKET PLACE	There will be the option to select whether it is a private sale to FFA members only or a Public sale in which case anyone can view.
LINKS	External documents and websites are accessed here
CONTACT US	This will send an email to a nominated person on the committee

We would welcome any video footage of future FFA visits we can add to the home page (ideally 1080P in LANDSCAPE)

For website queries please contact giles@abrey-farms.co.uk



Programme 2020



Firstly, the Committee and I would like to thank all the members that have taken time out to organise these Events, which is part of the FFA social side. When we started the Year off, we had a full diary of events planned but due to Covid-19, as you are all aware, the Committee took the decision to cancel / postpone all events this year. It is hoped that most if not all will run in 2021, apart from the visit to Harper Adams which may still run this year. Those that are booked in for this visit will be contacted if a date becomes available.

Even the FFA AGM 2020 has been postponed until early next year which we hope to hold at Leeds East. The plan, at this moment in time, would be to have the AGM late morning as normal, and for those that wanted to stay over (which proved popular on the Edinburgh trip), a group dinner that night, with a visit the next morning before returning home.

Since July, a few members have offered their Airstrips as Picnic venues, the first one was postponed due to the high winds forecasted but ran later and the second venue that was offered had a small number attend. Thank you to the airstrip owners that offered their airstrips as venues. In these very changing times that we are in, with social distancing etc, it is very difficult for the FFA to put on any events. Let us hope that by 2021, things will have settled down and we can resume some sort of normal life, whatever that may be!!!

On another note, with our new website and moving forward into the 21st century, all events will be run through a booking system called EVENTBRITE, some may have used this before. For those that have not, the system that we have trialled has worked very well. Just to give you a short overview: **Each event will appear in the newsletter and on the website with a release date. On this date simply go to EVENTS on the FFA web site, select the event you would like to attend, there will then be a link for booking tickets which takes you into the EVENTBRITE site, book and pay by card. This is a secure payment site. Some events may only allow limited numbers, Eventbrite allows for a waiting list and you will be asked if you would like to join this should the event be fully booked. Using Eventbrite eliminates email address errors, postage costs and provides a simpler refund process. If you are not able, or not happy to log onto Eventbrite you can contact the designated committee member who will do this on your behalf. Of course, they will still need your email address and card details for payment.**

Neville Stops

We hope to have by December a plan for 2021 events, yet again depending on Covid-19.

Open airstrip

- Annette and Martin Gosling are opening their strip at Stones Farm for any FFA member to fly in for an informal get together to meet up with their flying friends on Sunday August 23rd from 11.30 am onwards. Bring your own picnic and drinks and enjoy lounging around and chatting in the Essex sunshine (??!). We will provide tea and coffee on tap, and hopefully will have some barbecued sausages and buns for participants as well.

Events planned for 2020 are now postponed until 2021 (apart from Harper Adams TBC).

- ~~21st April~~ – Morning visits and Faccombe Estate – William Boutcher – **Fully booked**
- ~~29th April~~ –Visit to J Cossins and Son Ltd, Tarrant Rawston, Dorset – John Golden – **Fully booked**
- ~~6th May~~ **May go ahead this year TBC** – Harper Adams University – Roger Bell – **Fully booked**
- ~~13th May~~ – Bullets n Beers, Wiltshire – Organised by a regular guest – **Fully booked**
- ~~21st May~~ – 30th FFA 2020 Study Tour – Peter Gale – **Fully booked**
- ~~10th June~~ – Pathfinder Museum – Rebecca Rayner – **Fully booked**
- ~~17th June 2020~~ – Day Tour of the New Holland Tractor Plant at Basildon – Mr P .Evans – **Fully booked**
- ~~1st & 2nd July~~ – Tony' Fisher 2 Day Vintage Extravaganza – **Fully booked**
- **Early 2021 date TBC – 2020 AGM, Leeds East 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.

Open airstrip — Charlie Papworth, Main Hall Farm, Saturday 11th July 2020







"Just the job" as my old dad would say. High pressure over most of the UK, so all looked good for Saturday. I had a few people PPR well before the day but as the weather forecast looked ok for the weekend we decided Saturday would be perfect.

We had a wet week leading up to the weekend so the strip had not been cut, but on the Friday my young helper mowed some lovely patterns into the grass so pilots could park neatly. He obviously had not seen Flying Farmers park before!

We decided to lay on coffee and tea, so rounded up all our plastic garden chairs and camping tables (I was surprised at how many we have accrued over the years!) and placed them two metres apart in the hanger.

Our first arrival, Anthony Kedros, came with a gift box of chocolates, so I was glad I could offer him a pack of sandwiches which I had purchased in the morning for my local flying friends, just in case. We had a steady stream of planes arriving over the next hour and everybody enjoyed their picnic and catch up in the hangar.

Just as most people were leaving, two more turned up, Tony Fisher in his new Super Cub and Ray Guess in his Auster.

I hope everybody enjoyed the day as much as we did.

Charlie Papworth

Open airstrip visit with Charlie Papworth

On Saturday 11th July, our member Charlie Papworth made his Main Hall Farm airstrip, near Cambridge, available for any FFA members to pop-in and get together for a "bring you own" picnic lunch, and duly 10 aircraft arrived, taking advantage of good flying weather.

Charlie, and his wife Denise, had made their large and pristine hangar available with appropriately spaced out tables and chairs for us all, and provided ad-lib teas and coffee, plus a selection of sandwiches to supplement our own picnics.

It was a lovely, albeit small gathering of friends who were able to enjoy getting together again and catch up on all things flying and farming for the first time since the country was locked down with the dreaded virus - all the seasons planned flying events having had to be cancelled. Curious times indeed.

Thank you Charlie for making us all so welcome

Martin Gosling



Richard and Joyce Hall in Charlie's immaculate hangar



Open airstrip — Peter Gale's Edington Hill Strip, Saturday 18 July 2020

Although the weather forecast had been good, early- to mid-morning cloud was low and overcast with a westerly breeze.

Edington Hill strip in Wiltshire, just on the northern edge of Salisbury Plain, looked a little daunting at first sight: running N/S at 640ft amsl with a crosswind, but in the event it proved more than benign and well kept.

Some fourteen aircraft and a couple of dozen aviators and guests arrived in good order with folding chairs and picnics at the ready. Meanwhile the earlier chill had lifted and the day became pleasantly warm with a light breeze.

After initial greetings (and relief that we had arrived at last, after several attempts, due to weather and the lockdown) we walked three quarters of a mile to the William James Gale millennium memorial stone seat on Piquet Hill.

We settled down to our (socially distanced, but congenial) picnic lunch and the fabulous view. Peter's Fitzroy Farm just below, Keevil airfield in the middle distance, Melksham, Chippenham and Malmesbury stretching away to the north. As a backdrop was Danes Lye, a deep basin where the Danes camped before the Battle of Ethandune in 878, and the Salisbury Plain training area beyond to the south behind us.

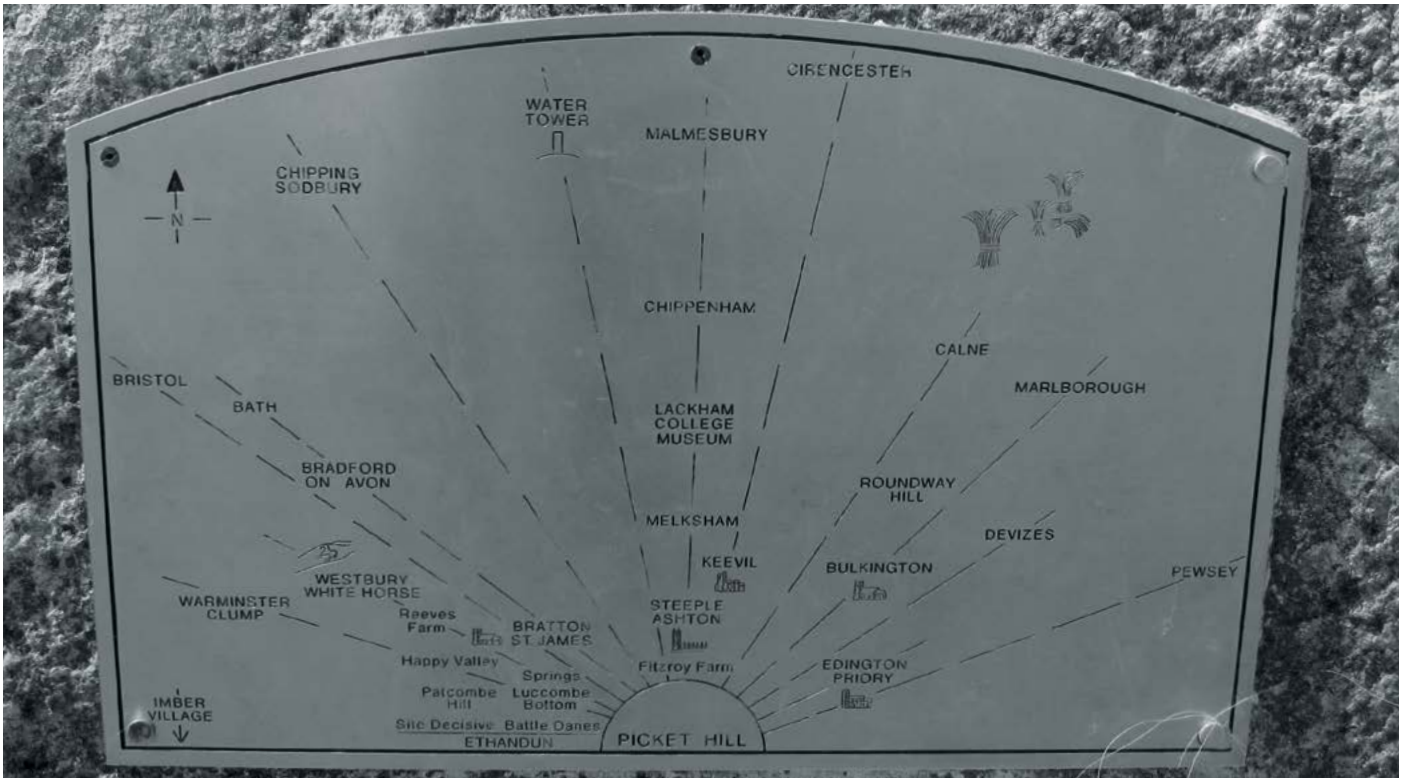
After a long, peaceful and very pleasant lunch we ambled back to the airfield and journeys home. Fabulous!

Anthony Kedros









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.
- Please send photos as seprarate files rather than embedded in text.
- Please indicate clearly which text and photos go together
- Please provide any video footage that could be used in the new website (ideally 1080P in landscape).

To help us to edit and produce the newsletter in a timely fashion please could the event organisers collect all writeups including videos and pictures and provide all together within three weeks of the event taking place-.

Deadline for articles for the December newsletter 1st November 2020, please email giles@abrey-farms.co.uk.

For Sale

G-BGWC is a 1979 Robin Régent 180hp.

The main equipment is: • ASI, AI, Altimeter, VOR with glide-slope, Slip & Turn, DI, VSI, RPM, EGT, CHT, OAT, pitot heat, strobe, panel lights, 2 x 40 L wing tanks + 110 L central tank.; • 1 x NavCom (8·33 kHz; • 1 x Com (25 kHz); • Mode-S transponder; • Audio panel; • Heated pitot; • GPS 695.

The airframe has flown approximately 3,200 hours. The engine has run approximately 1,115 hours since a zero-hour rebuild in 2003.

Asking £55,000 including VAT
Ray Guess, rayguess@btconnect.com





FFA Member Questionnaire

We will soon be producing a questionnaire on how we can improve our offering to the FFA membership and hope that everyone will respond.

Under the Wire Calendar 2021

2021 Calendar now available to pre-order for £10.00 + £3.10 p&p - you can also collect by hand by contacting Malcolm Haywood or collect from Boston Aero Club for £10 only, £5 will go to the Lincs & Notts Air Ambulance from each sale.

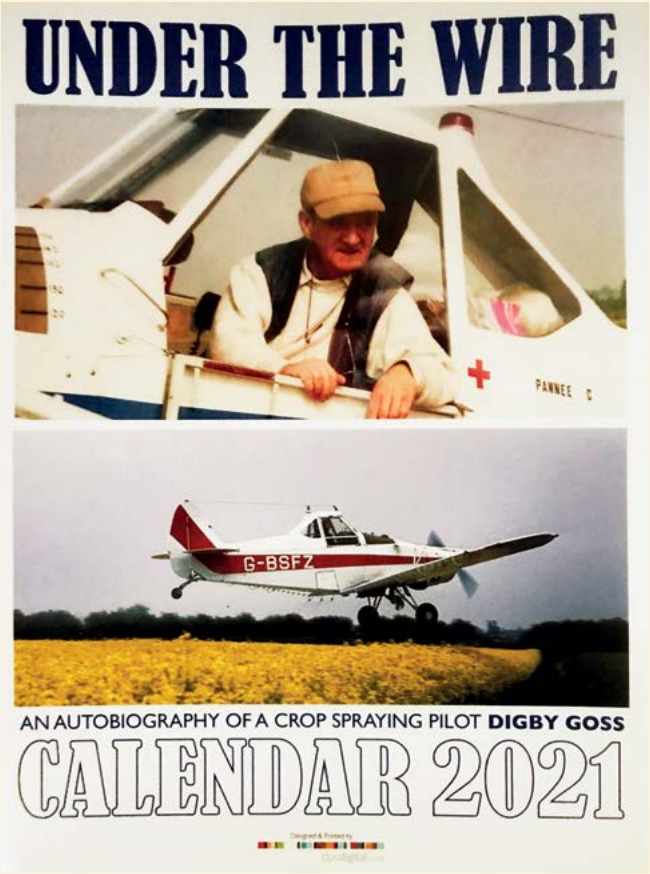
No profit is made from the calenders

Ordering from UK and beyond
UK - £10 plus £3.10 p&p = £13.10 in total
Europe - £10 plus £7.75 p&p = £17.75 in total
USA - £10 plus £11.06 p&p = £21.06 in total
Australia - £10 plus £11.06 p&p = £21.06 in total

The picture here is a similar cover picture to what will be on the 2021 calendar.

Calendars will be sent out towards the end of the year, once they are printed, ordering now will allow us to print the correct numbers required and save overprinting and raising less money for the charity.

This can be pre-ordered now for delivery November, further details can be found on the website
www.underthewire.co.uk



LINCS & NOTTS AIR AMBULANCE
SAVING LIVES EVERYDAY

Peter Gale's visit to the Falklands



Air tanker

It was an Ice-cold Sunday evening in February when I joined the group outside Brize Norton RAF base for the Airbridge flight to RAF Mount Pleasant on East Falkland. There is not enough civilian air traffic to the Falkland Islands to make commercial flights viable from the UK hence the need to take up spare seat space on the twice weekly RAF flights.

No civilian car parking on the base so having left my car at Charlies Taxis secure compound I was transferred to the base for a security pass then eventually coaches turned up to transfer us to the passenger terminal, the usual bland airbase building and of course overcrowded. The booking in procedure followed the usual commercial format except that there was only a slot machine for refreshments and a three hour wait to board!

We are eventually able to walk towards the aircraft denominated "Air Tanker" in battleship grey, so called because it's run by a government Quango funded from outside the forces budget. Our apprehension proved unfounded as once through the aircraft door we were greeted by a normal Airbus 330 with plenty of legroom and normal reclining seats. The whole crew were in civilian attire and we were well fed and watered throughout the whole 17-hour flight, I say watered because alcohol is banned on RAF flights. Unfortunately, the runway at Ascension Island is unserviceable which would have been a halfway break, so it was 6 hours to Cape Verde followed by another 11 hours to Mount Pleasant.

One of our group has relations on East Falkland so we were greeted by friendly waves through the perimeter fence as we walked across the apron to the civilian passport control. Once processed we are greeted by Tim and Jan Miller our hosts for the first few days of our visit. We climb aboard Land Rovers for the 25-mile journey to the capital, Stanley. The nice new tarmac only lasted a few miles before the surface changes to stone carriageway, some smoother than others, we soon learn that this is the norm for the Falklands and the technique is to drive at 40 to 50 miles an hour and make the vehicle suspension absorb the corrugated surface, any slower and the ride becomes quite rough. There are occasional cattle grids which are the farm boundaries. The terrain is very similar to Scotland, mountainous in parts and rough heather for most, improved grassland is almost non-existent. There are numerous lakes and lone houses dotted around the countryside, called the camp, via tracks off the main carriageway. We see stone runs (created in the Ice Age, 15,000 years ago) which are boulders running down from the mountains with lines of heather in between, the only other country to have this type of landscape is New Zealand. During the journey Tim tells us about the Islands, outside the capital there are no towns or villages, only a few lone houses but mostly Settlements. These are large farmsteads where the farm buildings are grouped together with the shepherd's family cottages and the main house, more about that later. We re-join tarmac for the final 10 mile run into Stanley which we approach over a brow and lies in front of us in the relative shelter of a valley side. Stanley is a modest size capital town which houses the infrastructure of the whole Islands group. Tim gives us a whistle stop tour taking in the Cathedral, Governor's residence, Police Station, Hospital, Power Station, Post Office, Hotel, Shops and a small number of eateries.

We find Tim and Jan are the major horticultural producers on the islands having about 30 rare acres of food producing land on the Eastern edge of Stanley. "Stanley Growers" produce fruit and vegetables for the island inhabitants Tim also supplies many of the cruise ships with fresh


Stanley, capital of the Falkland Islands

REPORT ON FALKLAND ISLANDS VISIT


Tim Miller



FIGAS islander


Cormorants on Sea Lion Island


Gentoo Penguins


Elephant Seals

produce and the ships in return provide Tim with used engine oil in IBC's to fuel the heating in the poly tunnels where hydroponics have been used for many years on the crops. It was great to be given an in depth tour of the business, which includes the only garden centre, as well as growing a lot of produce, they also import from either the UK (6 weeks by boat) or Chile.

After a day looking around Stanley we join an evening boat tour out to Kidney Island, which is uninhabited, to see Rock Hopper penguins, seals, whales and watch the roosting of 30,000 pairs of Sooty Shearwaters. Amazingly the Shearwaters roost in the same underground burrow every night, knowing exactly where to drop out of the sky!

In the morning we borrow Land Rovers from Tim and explored "The Camp" (countryside) Within a couple of miles of Stanley we are on gravel tracks and we soon discover why there are no cars outside the town, only 4 X 4's, the terrain is hard, rocky in places, many inlets, small lakes or ponds but a great abundance of wild life, mainly birds and the odd farmstead. One noticeable item behind all the buildings was the line-up of deceased Land Rovers in chronological order as each one was replaced by a newer model as it broke down, sometimes they were just abandoned where they had finally broken down.

Next day we catch an air taxi to Sea Lion Island, about a 40 minute flight by FIGAS (Falkland Island Government Air Service) They have a fleet of 5 Britten-Norman Islanders manufactured at Bembridge on the Isle of Wight and now Lee on Solent. 3 are used as Taxis and 2 for cargo. All the major settlements and islands have a gravel airstrip. We land adjacent to the Lodge where we are staying for 2 nights on a Dinner B & B basis plus a packed lunch. All visitors go off walking every day looking at the wildlife which includes thousands of cormorants, penguins and the largest colony of Elephant Seals and the most Southerly Sea Lions. We didn't have the best of weather when we were on Sea Lion Island, it was incredibly windy with some rain, but that didn't prevent us from exploring on foot to see thousands of mainly Gentoo Penguins, Elephant Seals, Petrels and Brown Skua and the occasional South American Snipe. Some of us were surprised when walking through tussock grass to come within a few feet of Elephant Seals!

When we returned to the mainland, we picked up our hire car to continue exploring East Falkland. We had one night in the Malvina Hotel in Stanley, named after one of our parties' ancestors and no connection to Argentina, reputedly the best hotel on the island. After our night of luxury, we set of to drive round North Camp, a slow journey on stone tracks. We passed the remains of an Argentine Chinook, amazingly still very recognizable after over 30 years of exposure to harsh weather conditions. The main attraction of the scenery is driving over a hill or round a bend and having the most amazing view of an inlet with the bluest of water. We were looking for somewhere scenic to stop for lunch but not too far off our route to Darwin, which is how we came to stop at San Carlos, an amazing deep water inlet on the western side of East Falkland, it's also where the Military Cemetery is located, where Colonel H Jones is buried along with other personnel who lost their lives in the Conflict. After a welcome break we continued our journey to Darwin, where we were staying for another two nights. Another stunning location on the edge of Choiseul Sound.

From Darwin we set out for Goose Green which was where the Islanders were kept captive in the community hall during the conflict by the Argentines, we spent a lot of time in the museum which gives a really good insight into how they survived and how the war evolved. From Goose Green we drove out to Bodie Creek, which has the southernmost suspension bridge in the world, no longer serviceable, it was used in its day to cut many hours off the route for herding sheep from Lafonia to the shearing sheds at Goose Green. We continued our journey around the camp, taking in the ferry terminal on the west coast which sails to West Falkland, normally on a daily basis but one week a month the ferry takes supplies to other settlements, which is why we didn't get over to West Falkland.



Col H Jones tombstone


Bodie Creek Bridge


Goose Green settlement


Cattle probably of Angus decent


Fitzroy Settlement, from left Tim Miller, Richard Hall and Peter Gale.

We took in North Arm, allegedly the bleakest part of the Island with stories of visitors venturing there and not returning – not recently I hasten to add. One of the many points of interest to link the Falklands to the UK, at Darwin they have the Midship Mast from the SS Great Britain which is now a museum in Bristol. As we left Darwin, we drove past the memorial for Colonel H Jones, marking the spot where he fell.

Heading back towards Stanley we stopped off at Fitzroy, I'm not aware of the connection but it's the name of my farm! Our host Tim and Jan met us there for "Smoko" (the traditional name for morning coffee and cake) at their weekend retreat. Sadly, Fitzroy is better known for the loss of the Sir Galahad and Sir Tristram to Argentine air strikes during the conflict. There are poignant memorials in English and Welsh to all who lost their lives there in 1982.

Our trip to the Falkland Islands was drawing to a close, we returned to Stanley and the hospitality of Tim and Jan for the last couple of days, exploring in more detail the local area – taking in Cape Pembroke which had the last working lighthouse on the islands, sadly no longer in operation. We spent a very informative morning in the museum, which gives a really good feeling on how the islands and sovereignty have evolved over the years.

Before the 1982 invasion the Falklands economy was based on wool and fishing. All the settlements were situated on the many sea inlets so that wool could be transported by boat to Stanley to be loaded on cargo ships for export. In the winter the dirt tracks between settlements were too boggy to drive over. Pre 1982 the world price of wool was depressed because of man-made fibres taking over so the economy was pretty dire with many of the younger generation leaving the Islands to find employment in different parts of the world. After the Argentine invasion the British government invested money in restructuring the infrastructure of the islands and a new Army/Air Force base was built at Mount Pleasant which provided employment. Next the cruise ships started to call and a whole tourist industry has developed but it's not impacted on the Falklanders because the Cruise ships arrive in the morning, the tourists come ashore, spend their money in the shops and coach trips, back aboard and depart in the evening. So, the island economy has been doing very well, all the tracks are stoned, and lorries now transport the wool. I imagine there's a slight hiccup at the moment because of Covid 19 and cruise ships are banned, world wool prices are again depressed. The other main source of income is from the fishing industry. The seas around the island produce 90% of the worlds calamari (squid), during the season it is not unusual to see 20 or more Jiggers, mainly Chinese, coming into Stanley each day to obtain their fishing licence and for all the crew to receive safety training. The population of the islands now stands at 3,200 with another 1,200 personnel at Mount Pleasant, this is an increase of over 1,000 since the conflict.

The Falklanders are fiercely patriotic to the UK, there is a statue of Margaret Thatcher and a street named after her. They have UK television programmes delayed to their time, so they appear live and they are all up to date with UK news. Even the farm settlements have their own wind generators plus solar panels together with standby diesels. Broadband with Wi-Fi is available in most places but is expensive. Although most houses are single story and clad in galvanized iron most have modern plastic windows made in the UK. All mod cons are available, ordered from the UK, but there's a delay in delivery until the next cargo ship arrives.

The climate is dominated by winds, the rainfall is modest, showers suddenly arrive and are over just as quickly. The winters are harsh but not exceptionally cold, with summer highs in the 20's C.

A long way to go for just less than two weeks, but well worth the journey for the opportunity to explore somewhere off the beaten track. Sadly, no opportunity to fly ourselves when we were there – I believe there was only one private plane on the Islands.

Peter Gale

Profile: Martin Gosling, FFA President

By Rebecca Rayner



Martin, tell me about your early days..
I was born 30/10/44 and educated at Sunningdale and Eton. I had formal training in Agriculture at Shuttleworth Agricultural College from 1964 untill 1966.

Did you go home and join the family farm?
Yes, I joined the family farm and branched out in 1970, expanding into contract farming culminating in managing farms for 11 different landlords covering 2400 acres. I retired from active farming in 2006, retaining 110 owned acres, which are now contract farmed by a neighbour.

And Family life…
I have been married for 52 years with two married children and 4 young grandchildren. My son is also a Private Pilot with 1500 flying hours.

Your flying days….
I learned to fly at Ipswich in 1978, have a PPL with 4600 hours plus an IMC and night rating, and have a pristine airstrip and hangar right outside the house, where the aircraft is based.

What planes have you owned?
I have owned a Grumman AA-5 for 4 years, then a Robin DR400/160 for 15 years, and now has a Robin DR400/180.

Where have you flown?
I have flown extensively to every country in Europe, and also Libya, Turkey, the Ukraine and Crimea, and all the way around Africa (14,000 miles over 2 months).I have also toured within Australia (twice) and around Central America in a rented aircraft, with the possibility of joining a group to tour around Canada up to Alaska and the Arctic Circle in 2021.

How long have you been a member of the Flying Farmers Association?
I have been a member since 1984. Last year I accepted the FFA role of being President, after being Chairman for 10 years.

Are you a member of any other Aero clubs?
I am a member of the Royal Air Squadron since 2000 and have participated in trips far and wide in Europe and beyond. Also, I am a member of the Royal Aero Club Records, Racing and Rally association, and have been involved in the RAeC handicapped air racing since 2010.

Would you like to tell us of any of your achievements?
Firstly I represented GB in the World Precision Flying Championship in New Zealand in 1999. I won the British Air Racing championship in 2013 & 2014, and was runner-up in 2012 & 2015.

That is very impressive! Do you have any other interests?
I enjoy shooting and tennis …but DO ENJOY LOTS OF FLYING!


Martin Gosling in the cockpit of a Mirage