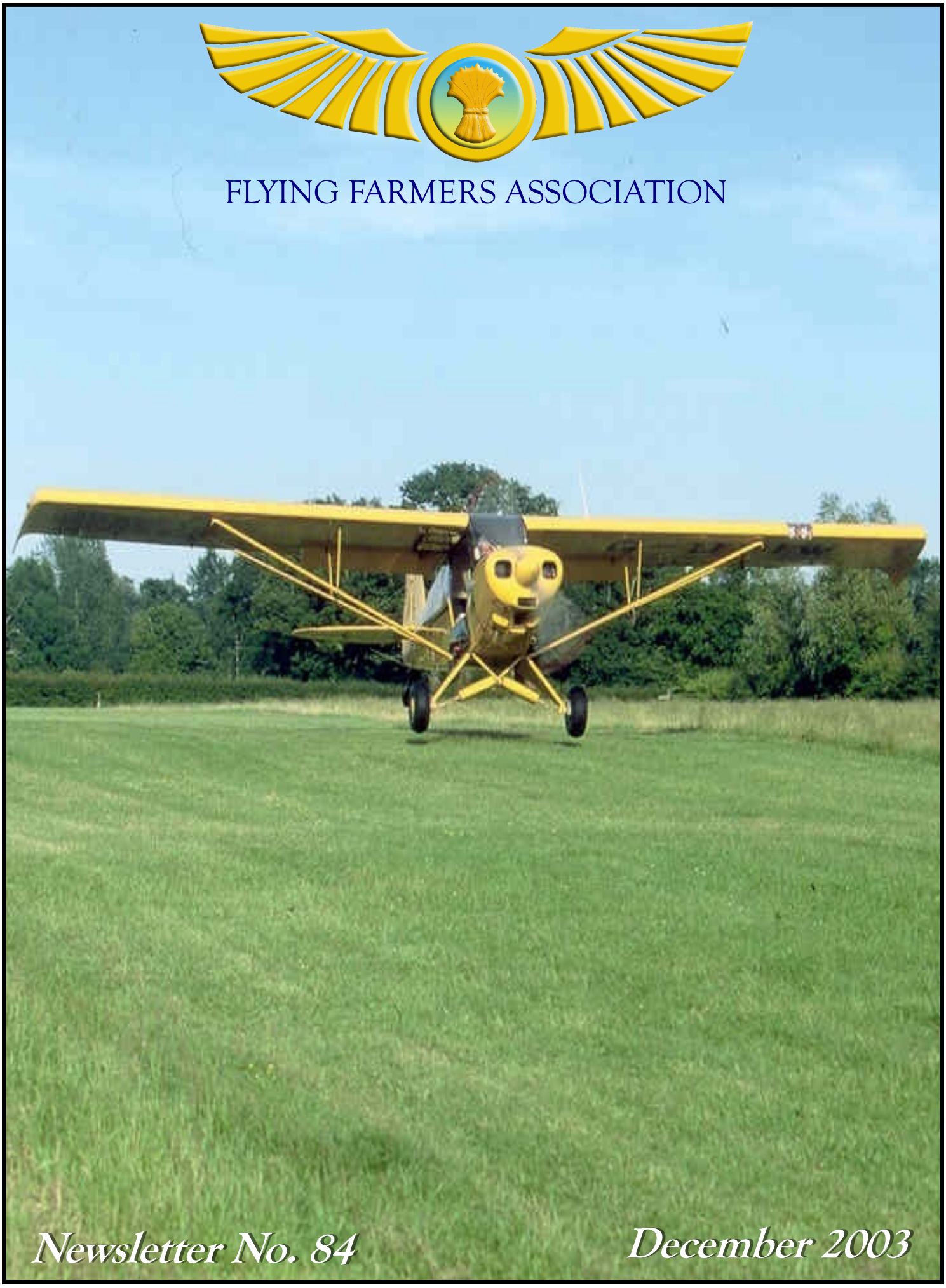
FLYING FARMERS ASSOCIATION



Newsletter No. 84 *December 2003*

Opening Thoughts

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Cover photograph;
Martyn Smith's Super Cub landing on his strip at Henfield. His property is now for sale. See the back cover.

The Chairman's Message

We no sooner start a new year with all its expectations than we feel the need to look back at the old year and what it brought us - a strange compulsion that seems to get stronger with the passing years.

During the FFA foreign tour last June we were able to fly right across Poland, the Baltic states and, in our case, much of the large cereal-growing areas of Germany and Denmark. What we saw were very uneven crops, many of them ravaged by drought. I hope that those in Brussels and our own ministers will take on board the fact that weather can play a huge part in farming, and without a government policy of supporting agriculture with adequate reserves serious shortages could easily occur. A day may be a short time in politics, but a year is a very long time in farming. I remembered that flight as reports came in of drought-depressed yields from the Spanish, then the French, then the northern European harvests. Soon after the Baltics trip I asked several grain-marketing wise men what would be the effect of the drought on cereal prices - not much, they said, probably an increase of five pounds, maybe ten. I am glad that I went on that tour and that I didn't listen to the wise men!

This month we shall remember the vision, determination and persistence of the Wright brothers after they became obsessed with the possibility of getting up in the air. Orville dropped out of school, became a printer's apprentice and then started a print shop. Wilbur later joined him, built another press and produced a weekly newspaper. Orville bought a bicycle for $160 and started racing; this led to the brothers starting their famous cycle shop in 1892. They were seriously bitten by the flying bug in 1894 after Wilbur read an article entitled "The Flying Man" in McLure's Magazine. This article described Otto Lilienthal's pioneering gliders using wings having a gentle parabolic curve to their top surface. Only two years later Lilienthal died following a gliding accident. The FFA Baltics trip this years started at Anklam in north-west Germany, very close to the site of Lilienthal's flights which are commemorated in the town and on the airfield there. The seed having been sown, Wilbur whose hobby was bird-watching noticed how pigeons twisted their wings to turn. It was this form of control that he re-created as wing-warping. The Wrights researched all they could from historians and the Smithsonian Institute, and took advice on the best places for gliding. The dunes at Kitty Hawk, North Carolina were chosen for their calm, reliable weather and soft landings. Access was by boat, and the Wrights made annual trips to Kitty Hawk where they set up camp first in a tent and then in a wooden shack. Despite many crashes and disappointments, and many modifications first to their gliders and then to their powered aircraft, their hard work and dedication finally paid off when on 17th December 1903 they achieved four powered flights into a 21 mph headwind, with an average speed of 31 mph, the longest of these flights lasting 57 seconds and covering 852 feet. Could they possibly have envisaged air travel as we know it today, or 500+ tonne aircraft flying around the world?

I would like to thank you all for your contributions to the Association during the past year, and wish you a Happy Christmas and a prosperous New Year.

John Golden

Editor's Note

You might or might not have noticed a few changes to the newsletter with this and the last issue. For various reasons, Roz and I are now printing in house on this superb Acculaser printer. This has allowed us to take full control of the costs and hence be able to introduce colour throughout for very little extra cost. I hope you agree this is worth it, as it brings life to the articles and improves the overall quality.

Thank you to those that have contributed articles for this edition, and please keep them coming, in order to make the newsletter interesting to all FFA members.

Paul Stephens

Committee Members

Dick Walgate	President	01472 371203
John Golden	Chairman	01725 552384
Paul Stephens	Secretary	01944 738281
David Corbett	Treasurer	01568 708351
Mike Cuttell	Events Secretary	01242 236770
Martin Gosling	Airstrip Advice	01787 269369
Anthony Kedros	Committee Member	01295 720876
Mike Ashmole	Committee Member	01738 627622

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News from AOPA, GAAC and GACC

There is an article that should be of particular interest to all private airstrip owners on pp29 and 30 of the December issue of "General Aviation" - AOPA's excellent house magazine. As we hope and expect that all of our pilot and aircraft owners are members of AOPA, we will say no more than that the article concerns planning matters.

There is also a two page update from GAAC in the same magazine; there is a meeting of the GAAC board and working party in mid December, and a fuller report on GAAC matters will appear in the March FFA newsletter.

There was a meeting of the CAA's General Aviation Consultative Committee on 26 November, and we now report some items from that meeting.

LASORS 2003. The CAA publish a most excellent and comprehensive book, at a cost of £10.00, which covers all manner of aspects of Pilot Licensing, and Operating Requirements and Standards. Not only does the book cover pilot licensing in great detail, it also includes AIC's (pink and yellow) and up to date versions of all Safety Sense Leaflets published. We highly recommend this book as a "..personal use ready reference document for all current pilots" – to quote the CAA's own words. For instance – a recent edition of "Flight Safety", GASCo's quarterly magazine, referred to the new Safety Sense Leaflet on The Use of GPS in Light Aircraft. This leaflet should have been available on the CAA website, but was not – but it is published in LASORS.

Class D Airspace. Peter Skinner of AOPA is currently compiling evidence of instances of problems being experienced by pilots of getting permission to enter class D airspace. If you have experience of such a problem, Peter would like to hear from you. There is a survey form on the AOPA website, and it will be included (again) in forthcoming editions of aviation magazines. Please let Peter have any examples of this problem – he is getting firm support from CAA to continue the voluntary work that he is doing in this respect.

Mode S transponders. Aircraft over 5700 kg and capable of 220 kts will have to carry enhanced surveillance Mode S transponders at all times. Aircraft smaller or slower will only need to carry elementary Mode S transponders if they wish to enter Notified Airspace. There will be a detailed AIC in the future, and the CAA will issue a list of FAQ (Frequently Asked Questions) and their answers, hopefully in March 2004. Implementation is expected in 2008. The CAA have commissioned research into lightweight battery powered Mode S transponders – the practical phase of this project has been completed and the trials work now has to be analysed prior to certification (by EASA – see below!).

Third Party Insurance – EU Proposals. The UK (and some other states) are in a minority on this matter, and will therefore have to comply with the regulation when published. The draft was agreed on 9 October 2003, and the best guess for publication date (and therefore implementation) is early 2005. The rates that have been set, in so far as they affect GA aircraft, are – aircraft <1000 kg, 3rd party £1.3m, per px £85K; aircraft 1000-2700 kg, £3.0m 3rd party, per px £85K. This is clearly not as frightening as first proposed!

AIS website. This subject attracted very little comment - which must mean that the site is now working to an acceptable level. Prior to the meeting, comment had been made that the site had gone off line during the PFA Rally in July; investigation showed that this interruption lasted for 10 minutes only, on one day – and that break was for upgrading purposes only. Pilots should be aware that if the AIS website is off line for any reason, all the information remains available on the NATS website.

EASA. This organisation came into being with effect from 1 September 2003. At the present time they are responsible for certification of design, mods approval and repairs. The regulations under which EASA was set up do not permit any delegation from that organisation to National Authorities; however, owing to staff shortages in this early phase of EASA, National Authorities are doing the work on EASA's behalf, for EASA signature. Again, according to the regulation, the EASA Chief Executive is required to sign every approval, of every type of work, himself; UK alone requires some 150 signatures per day! If, however, your engineering business holds a Design Organisation Approval, that appears to bypass the whole EASA setup.

Shared frequency for use at airfields without allocated frequencies. The CAA are looking into the possibility of issuing such a frequency – and have found one that would be suitable. They have had no feed-back from publicity about this idea so far – I am following this item up for possible use by our organisation.

David Corbett

Polly Vacher's Progress

A few of us have been following Polly Vacher's latest cross country; circumnavigating the world via the Poles. She crossed the North Pole on 26th May, after which I sent her a congratulating email from all the Flying Farmers. I sent her another whilst she was waiting to fly to Antartica, reminding her to look up occasionally from her tapestry and watch out for Jennifer Murray in her Jetranger, who is also heading to the South Pole on her circumnavigation via the Poles.

As I write, Polly is in Antartica. You can follow her progress at www.worldwings.org. I have asked Polly if she'll do something for the newsletter, and / or hopefully she might come to a future AGM and talk to us as she did in 2001 at Cambridge.

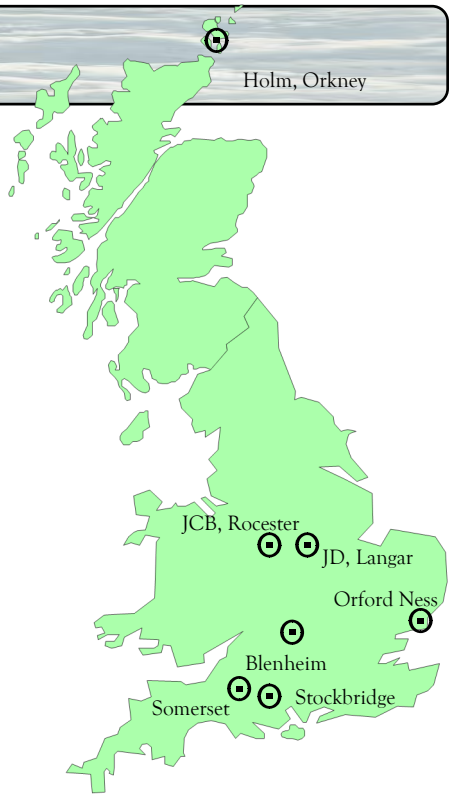
Welcome to New Members

Since 1st August 2003, the following have joined the FFA

749	Sir Adrian Swire, Wantage, Oxfordshire
750	Mr M J Martin, Ashford, Kent
751	Roger Callow, Sleaford, Lincolnshire
752	Claudia Voelger, Southam, Warwickshire
753	Thomas Sinclair, Holm, Orkney
754	Colin Thomas, Abingdon, Oxfordshire
755	Mark Dravers, Vale, Guernsey
756	Robert Germany, Newark, Nottinghamshire
757	Geoffrey Hamilton-Fairley, Bramshill, Hampshire

The total membership now stands at 363

Programme 2004



January 28th	Visit the JCB factory
April 21st	John Deere, Langar
May 26th	Leckford Estate, Stockbridge
June ?	FFA tour to SW Ireland and Orkney
June 10th & 24th	Orford Ness, landing at Framlingham
July 14th	Somerset, cheese makers and racing stables
July 23rd to 25th	Game Fair, Blenheim. Free shuttle service.
October	AGM—to be arranged
Nov. 7th—20th	Australian tour (fully booked, might repeat 2005)

A note from the Events Secretary

As you may know, I volunteered and was subsequently given the task of Events Secretary shortly before our AGM at Kemble. It is a task carrying considerable responsibility. Not only have I to fill the diary with events, I have to retain a strong agricultural, mechanical, forestry, equestrian, diversification and aviation theme as well as, quite importantly in my view, something for the ladies. Add to that, winter months, daylight hours and the weather and you begin to see what all this entails.

You must all realise, that without our events this Association will cease to exist, so I really do need your help as members, not only to seek out venues of interest, especially where we can land at members' own strips (far more exciting than airports), but I also need volunteers who can oversee events 'on the day'.

If you have a good idea, but feel unable to handle it, for whatever reason, just tell me and I will deal with it. Above all, please do not be offended if the idea that you have put forward is not acted upon immediately. They all go in the file and then I will try to create a balanced programme.

If I run out of ideas, or the programme lacks balance, the fault lies with you I am afraid.

Mike Cuttell

Wednesday, January 28th 2004. Tour of the JCB Factory

Joseph Cyril Bamford launched the construction and agricultural equipment manufacturing company that bears his initials, in 1945. He began his business in a garage that measured 12 feet by 15 feet. Today, JCB's world headquarters is one of the finest engineering factories in Europe. The company that began as a 'one man band' now employs over 4,000 people and produces over 130 different models on 4 different continents – with bases in the UK, the USA, India and South America. It also sells a full range of equipment in over 150 countries.

JCB is a truly international business offering local support via a 24 hour parts back-up facility and complete after-sales care. The high quality, cost efficient machines offer low downtime and real peace of mind.

Meet at Tatenhill Airfield at 09:30. Depart 15:00

The tour starts at 10:00 promptly and lasts 2.5 hours.

Lunch will be provided and we will have a tour guide.
The cost will be £25 per head; to include lunch, the visit which is chargeable and the coach.

Please pay the landing fees at Tatenhill.
The tour is limited to the first 50 applicants.

Please fill in the reply slip and return to our organiser—David Gittins by December 31st at the latest.

Telephone number on the day will be David's mobile 07702 263 655

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 individually shall be construed as establishing a duty of care nor in any way 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.

Wednesday, April 21st 2004
Visit John Deere Limited at Langar

As the marketing company for the UK and Ireland, John Deere Limited commenced trading from its present day headquarters at Langar, near Nottingham, in January 1966.

John Deere's new two storey office premises and training centre were officially opened in May 1998 by HRH The Princess Royal. They cover a total of 42,000 sq ft, and comprise state of the art training and workshop facilities plus modern, air conditioned offices and a stylish staff restaurant for the company's 105 employees.

Full training on all aspects of management, sales, parts and service support is available to John Deere staff, dealers and some customers at the new training centre. Each year the company delivers well over 5000 training days covering 40 different courses, for both the agricultural and the commercial & consumer equipment (groundscare) businesses.

The training centre replaces the company's previous facilities at Bingham. Together with the existing premises, the new building allows John Deere Limited to have all its office, training, workshop and parts storage facilities on one site, for the first time since the company was established at Langar. The UK headquarters have achieved certification to ISO 9002, the most comprehensive quality standards attainable by any business.

Bob Beard has kindly offered to arrange the visit for us. We land at Langar (no fuel available) from 10:00 to 10:30.

The tour starts at 11:00.

Lunch is provided.

Landing fees to be paid individually.

Tour limited to approximately 40 applicants.

There is no charge for this event.

Please fill in the reply slip by the end of February and return

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Wednesday May 26th 2004
Leckford Estate, Hampshire.

More details in the March newsletter.

Early June, FFA Tour 2004
SW Ireland and the Orkneys

This tour is only at the planning stage as yet, but we will need your replies on the reply slip to see how many would be interested in order to book hotels, as there won't be another newsletter until March—which will be too late.

The rough plan is for Martin Gosling to do some arrangements in Southern Ireland and Paul Stephens to arrange things in the Orkneys. This would encompass visiting our most westerly FFA member—Gerry Humphries near Limerick and our most northerly member—Thomas Sinclair near Kirkwall.

We will maybe spend 4 nights in each location with a very interesting 420 nm flight from Limerick to Orkney in the middle, stopping off at the Isle of Mull for lunch.

In contrast to previous European tours, this is intended to be a very relaxed affair with loads of free time. We will have just one base in both locations, which means that we can be quite laid back with the programme as there will be no pressure to keep moving on every day. There will be days for some interesting flying both in Ireland and the Orkneys (loads of free island landings) or even venture as far as the Shetlands.

There will also be some farming tours slotted in, a bit of culture, hopefully some interesting eating places, but all will be kept informal so that we can pick our days to fly to fit in with the weather wherever possible.

Sorry we can't be more precise at the moment, but log your interest asap on the reply slip so that we can make some bookings.

Orford Ness, June 10th & 24th 2004

Paul Coulten has kindly offered to organise two alternative days for us at Orford Ness. Today, Orford Ness, on the Suffolk coast, is known as an internationally renowned nature reserve, but its history is shrouded in mystery and tales of military testing.

The combination of missiles and marshes and bombs and birds means it still holds a fascination for people around the world. The military history of the site dates back to 1913, when a large part of the Ness was taken over by the War Department. It was drained to form airfields for the Central Flying School's Experimental Flying Section; and so began an intense seventy year period of military activity.

Experiments during the first World War included those on parachutes, aerial photography, bomb and machine gun sights, the evaluation of aircraft and the development of camouflage.

Prisoners of War held in this area were used to help build the airfield and flood protection walls. In 1918 a number of German prisoners died in an epidemic, probably influenza, and were buried in Orford churchyard. Their bodies were later transferred to a war cemetery.

Perhaps the part of the site which still holds the most interest and intrigue are the pagodas used for atomic bomb testing which can still be seen today. The first of six test cells was completed in 1956. The main section of the building is divided into two cells. Some contained a pit into which very large weapons such as Britain's first atomic bomb, Blue Danube, could be lowered by a 10-ton crane, prior to vibration units being attached.

The cell was then sealed to allow the manipulation of the internal environment by an array of air conditioning units. Others contained a hydraulic ram, which was used to subject the test piece to extreme 'g' forces. A light aluminium roof was designed to blow off in the event of an accident. Later test cells had heavy reinforced concrete roofs designed to absorb a blast and any objects thrown out by an accidental explosion.

The tests were designed to mimic the rigours to which a

weapon might be subjected before detonation, and included vibration, extremes of temperature, shocks and G forces.

Although no nuclear material was said to be involved the high explosive initiator was present and a test failure might have resulted in a catastrophic explosion.

The work was secret although details of Orford Ness' involvement with the research and development of the British atomic bomb may become more available over the next decades and may illustrate the priority and significance this project had to the government in the post war years. Among the atomic experimental sites Orford Ness is perhaps the most architecturally dramatic and remains the only one allowing general public access at the present time. The work finally ended there in 1971.

The cost for the day will be £27.50 (£25.00 for National Trust members). The first 24 acceptances for either day will be booked on the tractor drawn trailer, accompanied by a guide. Anyone accepting after the 24 is reached will be contacted by Paul to check if they still want to come, on foot with a £10 refund. Otherwise the whole amount will be refunded.

If we are oversubscribed, a further day could be organised, or if under subscribed, then a day will be taken out.

The day will start by arriving at Framlingham (Parham) airfield by 09:30 local. We will then be taken to Orford Quay by bus for 10:00, ready for a short boat trip across the River Ore to the spit, which is Orford Ness. After a full day, we will return to Orford Quay by about 16:30 for tea and a bun, then a quick tour of the restored WW2 tower full of memorabilia back at the airfield, after which you can depart at will.

The fee for the day should permit a gift for the guide and a donation to the tower funds. The only facility on the ness is toilets, so packed lunch and suitable clothing will be needed including suitable walking shoes.

Please fill in the reply slip asap (first come first served), indicating which day you would prefer.

Wednesday July 14th 2004, Somerset.

It's planned to have a day out in Somerset to visit some cheesemakers and a racing stables. More details in the March newsletter.

Friday to Sunday, July 23rd to 25th 2004 The Game Fair.

This next year's Game Fair will be held at Blenheim. Andrew Dent has very kindly offered to lay on a free shuttle service from Oxford (Kidlington) Airfield and to try and negotiate a special landing fee for the FFA. Details later.

The 2004 AGM.

Usually held in October, any suggestions for a venue to Mike Cuttell please on 01242 236770.

November 7th to 20th 2004 A Special FFA Australian Tour.

I (Paul Stephens) have had a quite a surprising number of contenders for this tour and unfortunately I have had to turn away a number of couples as we are restricted to six aeroplanes.

The tour will be run by GOANA in their 172's, visiting many different and varied farming enterprises over the two week period, including cereals, cotton, Merinos, sugar cane, camels, cattle, etc. and meeting some interesting Australian characters.

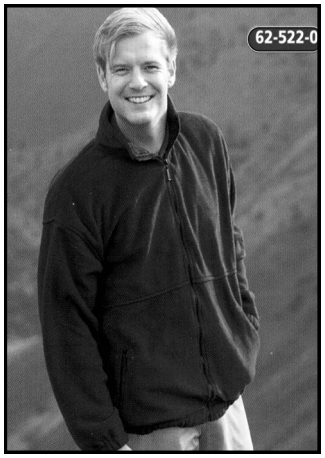
Hopefully it will be a success so that we can run this special one off tour again in November 2005 for those that are missing out this time, plus any more interested members.

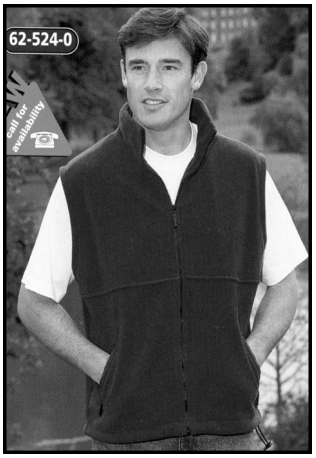
FFA Clothing with the Wings Logo

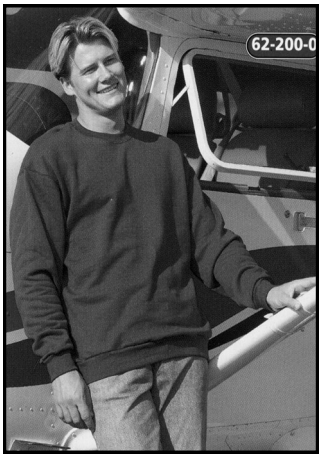
Fleece jackets (£20), fleece waistcoats (£16), sweat shirts (£14), polo shirts (£12) and baseball caps (£5.50), all plus postage. Please ring if you would like any of these items and if they're not in stock, we will order them for you, in your size.

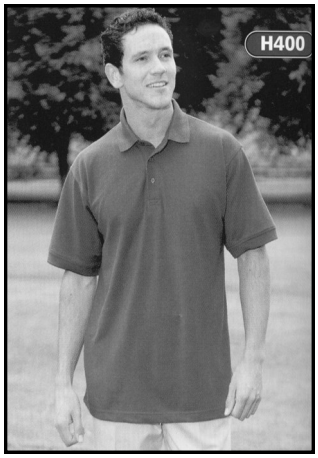
Please contact **Roz Stephens** on **01944 738281** with your order.

For FFA ties at £7.50, contact **David Corbett by fax** on **01568 708177**.









FLYING FARMERS ASSOCIATION

Minutes of the AGM

Kemble
Wednesday 22nd October 2003

Present: J. Golden (Hon. Chairman), P. Stephens (Hon Secretary), M. Cuttell (Hon Events Secretary), A. Kedros, M.Gosling (Committee Members) and 32 members.

P.Stephens took the minutes

The meeting was opened by the Chairman at 11:35 am

1 **Apologies for Absence**
Apologies received from R. W. Walgate (The President), D. U. Corbett (Hon. Treasurer), M. Ashmole (Committee Member), R. & S. Humphries, W. & J. Procter, P. Pilch, P. Evans, G. Birks, J. Hardy, R. W. Blant, A. Gosling, R. Crowe, R. Sanderson O.B.E., T. Harrison, D. Wood, R. Friedlander, R. Herbert.

The Chairman called for all to stand for one minute to remember the late Mr. J. Hogg.

2 **Signing of the Minutes** of a Committee meeting held at Gaydon on 21/10/02
The minutes were signed as a true and correct record. There were no matters arising.

3 **Chairman's Report**
The Chairman gave his report thanking the rest of the Committee for their work.

4 **Treasurer's Report**
The Chairman read out the Treasurer's report and they were adopted.

5 **Election of members of the Company**
The members were elected members of the Company

6 **Election of Committee Members**
The Committee were re-elected en bloc

7 **Membership Report**
The Secretary gave his report and declared the current number of paid up members to be 361.

8 **Event Secretary's Report**
The Event's Secretary gave his report outlining a program for 2003.

9 **AOB**
There was a general discussion.

The Chairman closed the meeting at 12:10

The AGM, Kemble, 22nd October 2003

The day began with rain and a steadily lowering cloudbase. Occasionally it appeared to improve and then worsen again. (*Typical AGM! ed*) The result was that only four aircraft arrived and the rest came by car, so out of a possible 55, only 37 finally attended. One landed in a field near Luton (Bell 206), and at least one other set out and then turned back. All credit to Malcolm Easey and William Procter for making the decision not to proceed under the circumstances.

We held the AGM in Kemble's old fire station, part of which has been converted into a very fine modern restaurant named AV8. They had catered for 53 arrivals, so with only 37 present no one could have complained of short measure at lunchtime and the range of choice was excellent.

Coffee was available on arrival and the largest half of the restaurant had been partitioned off for our exclusive use. It was well set up and most comfortable.

Having got over the preliminaries, the Chairman asked us to stand to remember John Hogg who tragically died in as yet unexplained circumstances whilst flying earlier this year.

The Chairman ran through our annual accounts in the Treasurer's absence, to March 2003 and acceptance of them was proposed by Bill Lowe and seconded by Anthony Poulsom.

Election of members as members of the company was proposed by Paul Burtwistle and seconded by Bill Burton.

Our FFA Committee wre all prepared to stand for re-election. John Goddard proposed that they should all continue and he was seconded by Robert Knapton.

Anthony Poulsom proposed a vote of thanks to all Committee members and especially John Golden, our Chairman for his sterling work in that role.

Paul Stephens, our Secretary said that we now have 361 members and was pleased to report that 20 new members had joined in the past year, 14 of which had airstrips. We have lost 12 members over the year for various reasons.

John Goddard suggested that newsletters be sent to widows of members for a limited period.

There was concern expressed that some members were still unwilling to pay membership fees by standing order which was tiresome and added to the Treasurer's workload.

Anthony Kedros has now stood down as Event's Secretary and has been replaced by Mike Cuttell, who thanked him for an incredible eight year's service. Mike commented that he would have to work hard to equal Anthony's programme.

A number of possible events are in the offing including the following; Amazone Factory - Germany, JCB, Water Buffalo - Somerset, flour bombing competition - Middle Wallop, RAF Shawbury, RAF Lyenham, a Velcourt managed farm, Dinorwic power station, target shooting at Draycott Farm and Orford Ness.

Mike voiced the feelings of all Committee members when he said that we were looking for some good farm venues to visit. Please contact him (01242 236770) with any ideas that you might have.

The day concluded with a visit to Bristol Collection museum.

Mike Cuttell



The Bristol Collection

After the AGM and lunch, we crossed over to the other side of Kemble Airfield to be given a conducted tour and a history lesson on the Bristol Collection by Bill Morgan, our enthusiastic and very knowledgeable guide.

Bill started by telling us how the Bristol Aviation Collection (BAC) was formed in 1990, to record the contributions to aviation and aerospace of the Bristol Aeroplane Company and its successors at Filton. The story began in 1910, when Sir George White, Chairman of the Bristol Tramways and Carriage Company decided to enter into aviation and built Filton Airfield. Some of the early built aircraft at Filton include the Bulldog Blenheim.

We were shown examples of two Bristol built helicopters, the Bristol Sycamore, the first British designed helicopter to receive a C of A and the Bristol 173, the worlds first twin engine tandem rotor helicopter.

It seemed ironic that we should have the opportunity to walk inside the passenger cabin of Bristol's most famous aircraft, Concorde, two days before Concorde's last commercial flight was to take place.

Also on display were various guided missiles, developed at Filton. We viewed many Bristol engines including the Olympus, used in the Vulcan bomber as well as in Concorde.

Every nook and cranny of this large hangar was filled with artefacts of engineering master pieces and our guide knew about everyone of them and had a story to tell about each.

Those of us trying to get home by air before dark had to leave the tour early and venture out of the hanger and back to our aircraft in heavy rain.

A most interesting tour.

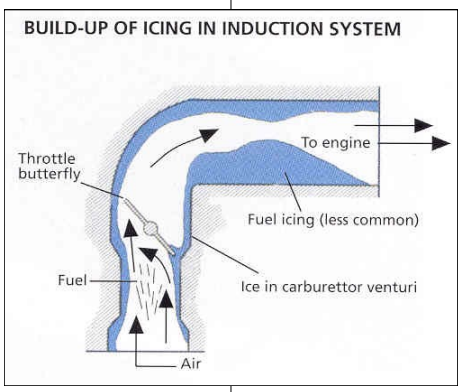
Paul Burtwistle



Do you really understand what Carburettor Icing is?

Carburettor icing can occur on most single and multi-engines aircraft with normal aspirating engines which use either Avgas or Mogas fuel in particular. It is probably the most important but least understood form of icing which, if not detected in time, can prove fatal!

Carburettor icing can occur in Clear Air on a Hot Day well away from any cloud or precipitation. Ironically, it is also more common in hot humid climates such as the Tropics and Far East rather than cold dry ones such as Northern Canada or Siberia. Even with an Outside Air Temperature of plus 25 degrees Celsius (centigrade), Carburettor icing can still occur particularly during the approach to land when a generally lower power setting is being used.



It is caused by cooling below the Dew Point within the Carburettor choke. This is caused by two things; the evaporation of the fuel as it passes through the venturi choke (Latent Heat is required when changing from a liquid into a vapour or gas) and by adiabatic cooling as the air pressure drops passing through the Carburettor (similar in the opposite sense to a bicycle pump heating up when air pressure is increased) One important factor which increases the likelihood of Carburettor icing is a high Relative Humidity or moisture content of the surrounding air. Warm tropical air can carry considerably more water vapour than cold artic air which is why it is more likely to occur in hot countries.

Carburettor icing can form gradually over a long period of time with a gradual reduction in the engine rpm with a fixed pitch propeller or a loss of manifold pressure when a variable pitch or constant speed propeller unit is installed. Increasing the throttle or power lever will restore the original setting for a short while until it again starts to fall. Eventually the engine will begin to run rough as the fuel air mixture becomes increasingly rich. Ultimately it will stop unless any ice build up is removed.

If suspected, but at regular intervals in any case, as part of your regular "Freda" or cruise checks, apply the CarburettorHeat control Fully On and for long enough to clear any ice which has formed. Initially, the engine may falter or run rougher, but it MUST be left on until the engine picks up again. A quick on/off is no good. The approach stage of a flight is the most dangerous time for Carburettor Icing to occur. For this reason it is very important to select it on BEFORE closing the throttle to allow the exhaust heat exchanger to have any effect.

Recommendations and procedures do vary for different types of aircraft but from my own experience I like to select Carburettor Heat on prior to doing the Pre-Landing checks, then off again when they are completed. I then re-select it On again prior to closing the throttle for final approach. I always select it back to the cold position just before landing at about 50-100 feet just in case a "Go-Around" is required. A read of your own aircraft flight manual is essential to ensure you handle any icing that occurs correctly.

It should be noted that in certain circumstances, when it is very cold but with a high relative humidity, the selection of carburettor heat can actually induce icing and cause it to form. In a similar way to airframe icing, it is very rare for carburettor icing to form in very cold air in the Artic or Polar regions or at high altitude. Some aircraft such as the DH Chipmunk as a particular example have what is termed a "Warm Air" selector. This should be used with very great caution as it can cause icing rather than prevent it. Other aircraft types are not subject to carburettor icing at all, one example being the old Auster which had a Cirrus Minor engine. The more modern Rotax engines on many microlight aircraft are not prone to icing and some have no provision to remove it should it form. You can help to prevent any ice forming by making irregular but small movements of the throttle setting occasionally going to full power for a short time.

Some examples of carburettor icing known to me are that I once had a Car which suffered from it. On a long journey at a steady speed such as on the motorway, a gradual reduction in power would occur despite applying more throttle until eventually I had to stop. The exhaust would become blacker indicating a much richer mixture. All I had to do was stop for a few minutes allowing the heat of the engine to melt the ice. then I could resume my journey as if nothing had happened.

When learning to fly and doing my first cross country in a Cessna 150, I noticed the engine rpm reducing and simply applied more power. Eventually the engine began to run rough. I then noticed a white knob labelled Carburettor Heat. Having NOT been briefed on this having previously flown the Auster, I decided to select it when the engine instantly sputtered and almost stopped before picking up again. I did at least leave it on long enough to clear the ice and allow the water to pass through the engine. That was a good way to learn about carburettor icing!

Another case was when flying a light twin engined aircraft at low level in bad weather under low cloud and in rain. Nervous as hell, I suddenly found I had full power selected but was losing height. The propeller rpm was being maintained by the constant speed unit giving an illusion that all was well, but the manifold pressure had dropped off alarmingly. On selecting Carburettor Heat, the engines faltered but then picked up with a high manifold pressure being indicated as power was restored.

Finally, I used to fly a Druine Turbulent with a Volkswagon (beetle) engine. On running the engine with the cowlings off you could actually see the carburettor choke and venturi becoming covered in ice on the outside at low power settings in particular; indicating just how cold a carburettor can become.

To conclude, carburettor icing can occur at any time especially during a hot summers day in clear air, but more commonly during an approach to land.

Know your aircraft well and regularly check for it as you may not be aware that ice is building up inside your carburettor!

Hugh Thompson (FFA No. 475)

An article by Brian Goulding, FFA member and co-author of eight books published about the Lancaster.

I always find the newsletter of great interest, having had a number of experiences similar to those of the writers: e.g. in the August 2003 issue, a visit to Thunder City, as Dick Walgate did. Like Dick, I didn't get to fly in any of the 'hot rod' jets, but my wife and I did arrive there by air – in a Beaver float plane. (No there isn't a lake at Cape Town airport – it had small retractable wheels on the floats). We'd had a sightseeing flight in it from Cape Town Harbour, which was the pilot's last trip of the day. He asked if instead of landing back at the harbour, we'd like to continue with him to the main Cape Town airport ('D.F.Malan') where he parked up overnight. We readily agreed of course.

Because of air traffic delays, caused by a stream of tea-time jet arrivals, we had to orbit the area for 20 minutes or so, during which time he let me do the flying from the right hand seat, as far as getting it set up for short finals for the landing on the main runway, for which he took over. We finished up parked right outside the hangar housing the Lightning, Hunter and Buccaneer, which we were permitted to look round, after first helping position the Beaver at the pumps and giving the pilot a



St. Lucia

hand to spray it down to remove the salt water. He later drove us back to Cape Town – what service!

Then the article by Paul Stephens on the Husky, which reminded me of a self drive touring holiday in the USA three years ago. Quite by chance we came across the Aviat plant at Afton, a small town in Wyoming (population 1300), through which we were passing. It is true 'Butch Cassidy' country, with many reminders of his exploits and well off the normal tourist trail. We asked permission to look round the aircraft on the ramp. As it happened, two potential Husky buyers were about to be shown round the small factory and we were invited to join them for a most interesting tour. Later we watched the test pilot putting a Husky through its impressive paces.

Hugh Thompson's article on the Kitfox reminded me that I'd landed at his strip a while back and enjoyed a very welcome cup of tea with him, while hearing about some of his experiences as a professional pilot. It also reminded me of my lurking disquiet



The Tetons, USA

about the Kitfox. Someone locally invited me to join an owner's group which flies one, but it's an aircraft with which I've never felt at ease, having flown in and been allowed to handle one from the right hand seat, including the 'local' one. Should I or shouldn't I buy into it? I decided not and over the past 12/18 months it has suffered a spate of misfortunes, including undercarriage and prop wiped off in a landing. It took nearly a year to get a new propeller; and almost as soon as it was back in the air, it suffered more problems – electrical with smoke and was grounded again. A good thing that Hugh had the experience and skills to cope with his situation. I often wonder how I'd react in similar circumstances. We practice for them occasionally, but when it happens for real – who knows?

Also of interest is Paul Stephens' article on his Australian 'GOANA' flying experiences, because I too, love to fly when abroad. My wife and I on our visits to Australia, New Zealand, USA and Canada have flown at every possible opportunity – usually by calling at local airfields 'on chance' as we drive along. Almost invariably there will be a flying club (or Flite School in the USA), which offers "trial lessons at half price", or an aircraft owner looking for any excuse to fly. Very rarely have we failed to find someone willing to go flying wherever we've called and we always offer, from the outset, to pay our share!

Trial lessons are a good, simple way to fly for those just passing through, with limited time available, thus avoiding the full check-out, including radio, nav, and other procedures; plus the complications of foreign licences, hire insurance, etc. When I think of some of the left-seat trips I've done (with my dear wife



Monument Valley, USA. By chance the strip is called Gouldings!


Grafton Underwood


Isle of Man with Hugh Hezlett

in the back whenever possible), in some of the most scenic places in the world, I still marvel at it all, and at how easily (in most cases) it comes about. It is difficult to highlight `specials', but perhaps flying alongside the 12000ft peaks of the Tetons from Jackson Hole, Wyoming, in a vivid sunset stands out. Or a trip in a brand new Cessna 172 with VP prop from Eagle-Vale, Colorado, at 10000ft round the US Rockies, and miles of ski slopes, which was equally awesome. An airtour of snow-covered Bryce Canyon in a Maule from Panguitch (Utah, pop.1300) it's owner just pulling it out of it's hangar for a Sunday morning 'jolly' as we drove up in hope. Salt Lake City and Great Salt Lake from the air, in a Cessna 172 out of Provo, about 20 miles south , with the CFI of the local flying school. We'd actually booked that trial lesson the day before. In a 3.5 hour trip we landed at 7 airfields, including SLC 'Main' and 'No2', both Gatwick-sized (and just as busy); no problem. What views of SLC itself, and the snow covered ski slopes, up to 12000ft just to the east. Cost – US$ 180 (say £120), no landing fees, perfect weather too, as well as breathtaking views.

Not so scenic but equally exciting to me, aviation-wise, is Florida, where we spent a month and collected 40 new airfields, nearly all left seat. It is the easiest of all places I've come across to get airborne, trial lesson basis or cost sharing with PPLs who are hours building for their CPLs. We have done much the same in Australia, though it's slightly more expensive than the USA. On our three week drive from Sydney to Port Douglas (north of Cairns), we flew from numerous airfields up the east coast, mostly trial lesson basis, in a variety of types, including a seaplane landing on the most beautiful turquoise water of the Whitsunday Islands. At the Gold Coast, I did a left seat flight in a Beech Skipper (like a PA38 – a type new to me), from Coolangatta to Murwillumba and back. The instructor did the radio!

From Alice Springs, a flight in a Cherokee 180 to land at two red dessert strips, each about 1200 yards long, but with temperatures over the 100 degree mark; the Cherokee just didn't want to land. We used almost the full length of those fields both landing and taking off, with no wind and that blistering heat.

Most memorable? Difficult to say, but landing a Victa Airtourer on 90 Mile Beach in New Zealand will always stand out, another trip from a local flying school.

Why 'collect' airfields? Well, it's certainly given my flying a new purpose since I started doing it, particularly the setting of specific targets. I got my PPL in Blackpool in 1970 and always enjoyed landing away. It was in 1979 however, that I really caught the bug, when my employers (Lloyds Bank) posted me to Los Angeles for 18 months to work with its subsidiary out there. We made contact with the local aviation community very quickly and bought a share in a Cherokee 140. Our co-owner was a very experienced lady pilot, so we soon learned the ropes. We flew somewhere nearly every weekend and were rarely baulked by the weather. In all we landed at 70 new airfields during our stay in the US. In addition I got to fly in such types as B17, B25, C46, two seat Mustang and Sea Fury, Connie, Mallard, Goose, Stinson Reliant etc. Talk about a wonderland.

On return to the UK, I bought a share in a PA28-180 based at East Midlands, but the collecting slowed somewhat – house moves, pressure of work and of course – the weather. Much of my spare time was taken up writing / researching on the Lancaster, which in itself, led to the setting of an important target (no pun intended), namely to land at all the former Lancaster bases that I had not done already. Many, by then were pretty far gone, runways particularly.

A move to Great Yarmouth in 1982 resulted in another aircraft change, from one PA28-180 to another, this time a superb ex Hamble machine, based at Ludham (Norfolk) in a county

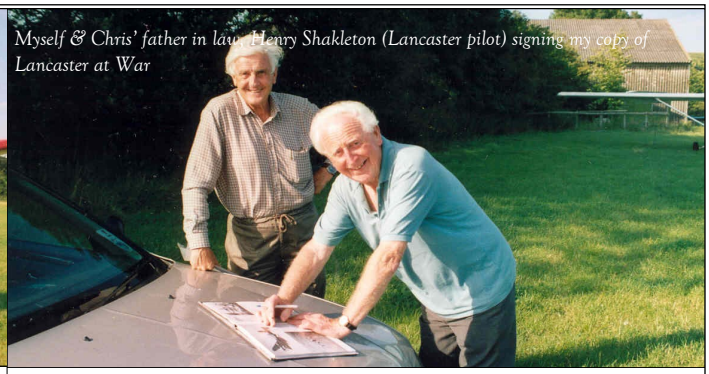

Narborough (close to Marham)


90 Mile Beach, NZ

1000 sites contd....



Chris Reynold's (stood on the right) strip, Kent



Myself & Chris' father in law, Henry Shakleton (Lancaster pilot) signing my copy of Lancaster at War

which opened up a whole wonderland of new airfields to visit, private and former military. The latter prompted me to add all the USAAF 8th bases to my list of targets. Like the former Lancaster bases, some would be difficult, with only stubble fields or a single 'panel' width of perimeter track just wide enough for a Cessna 150 or microlight. (I've needed to resort to the latter a number of times).

By the time I retired, November 1990, my total of sites landed at had risen to 340. I say 'sites' because as well as airfields, I've included landings on oil and gas platforms (by helicopter) – even the Humber Light Ship (courtesy of Bond helicopters); helicopter landings in the Falklands, where the RAF took me in 1984 to do a series of magazine articles – 14 sites in a day, my record. In retirement I set myself a target of 650 by my 65th birthday (November 1998), which was duly achieved and a matching donation made to the RAF Benevolent Fund.

I was invited to join the FFA in 1998, since when I've landed at some of the most delightful farm fields one could imagine, always with prior consent and with the warmest of welcomes. What is a former banker doing in the FFA? Well in my 40 year banking career, I had many contacts with farming throughout, in Nottinghamshire, Lincolnshire, Lancashire, Norfolk and numerous friends in the industry, some of whom still seek my opinion on occasion. May I thank all those who have helped me add to my total, in particular members John Hardy and Phil Clements, who have kindly allowed my flying partner from Norfolk to land at their field to pick me up. Regrettably the share in the PA28 had to be sold when we left Norfolk for Nottingham in 1999, and I've found no suitable replacement since. The Cessna 150s and 152s get us into most places down to 500 metres. We once managed to do 12 new airfields in a day, which with the transit flight as well is quite taxing.

Thanks too, to Hugh Hezlett, who on our visit to the Isle of Man in April this year, kindly allowed my wife and I to fly in his Archer with him from his field, to land at Jurby and Andreas – both former RAF stations on the Island – three nice new ones in an afternoon.

My final thank you has to be to my wife, Mary who must have done more miles and spent more hours being driven to some of the remotest, coldest places in Britain, and waiting hours while I 'surveyed' disused airfields for possible landings. I must also thank some truly intrepid pilots who have got me into and out of fields which would have been impossible in other than a Cub, Citabria or ultra / microlight, and whose skills I so admire.

And finally, the targets:

All WW2 airfields in Lincolnshire: only Donna Nook & Caister to do—under negotiation.

All 74 Lancaster bases: completed.

All 101 Bomber Command bases: completed.
(These include of course, many of the Lancaster bases)

All 68 USAAF 8th bases: only Atcham* & Mount Farm* to do.

1000 airfield / landing sites to be achieved by 6th Novemeber 2003 (70th birthday): actually completed on 27th August 2003. Further charitable donation to be made.

200 types flown / flown in: 198 achieved.

*Atcham: helicopter ride promised

*Mount Farm: unknown quantity – now an industrial site (near Thame, Oxfordshire). To be surveyed.

Brian Goulding (FFA No. 652)

Editors note: Brian has mentioned in his article that he always seeks prior permission before landing at the above sites. It cannot be stressed enough how important this is, both for the respect of the owner and your own safety.



Haydock Park



Great Dunmow, my 1000th landing site

Through 11 countries by Europa – 4996 NM, 46 hours flying over 17 days, May/June 2003; by David Corbett

In May and June this year I was privileged to have flown my Europa in the Europa Club "Headbangers" trip to the Balearics, and the Flying Farmers Association trip to the Baltic States; over a three week period I spent 17 days away, with only one of those being a non-flying day. These trips have been written up respectively in Europa Flyer 37 and the August edition of the FFA newsletter, so I do not intend to repeat the detail of those articles in this report. I do, however, think readers may be interested in some statistics, and in the planning aspects. Although both trips lasted about a week, and both were flown in my Europa, the similarities end there.

The Headbangers trip to the Balearics, May 2003

For their 2002 fly-out the Headbangers planned a trip through Germany, Poland, Czechoslovakia, and Austria, thence back to UK. Hotel rooms were booked ahead, and off we set. In the event, we got to Berlin on schedule, but there the planned itinerary came to a halt. We lost one day and spent two nights in Berlin, failed to get into Poland (bad weather), flew instead to Karlovy Vary (Czech) lost another day there, and failed (at least most of us did) to get into Austria. Both Berlin and Karlovy Vary were well worth the extra day spent there.

As a result of this experience – it must be remembered that UK Europa's are not permitted by their Permits to fly IFR – it was decided that the 2003 Headbangers trip would set an outline itinerary and desired destination, but not make any hotel bookings in advance. That was just as well. On day 1, when we planned to get to Poitiers, we got no further than Dieppe. On day 2, when we should have reached Perpignan, we had to go down the west coast of France as far as Biarritz to get around a very slow moving but severe weather pattern in central south France; on day 3, when we should have got to Majorca, we caught up with the bad weather at Toulouse; and on day 4 we went via Perpignan (officially closed due to a French air traffic control strike) and thence to Girona and onward to Son Bonet, Majorca.

So what were the lessons of this trip? Firstly, we were not under any pressure to get to a destination to take up hotel bookings; secondly, we had no problems anywhere other than in Toulouse (where there was a conference in progress) with ad-hoc hotel bookings. Thirdly, the bureaucratic hassle at French and mainland Spanish (Girona only) airports was minimal; but in the Balearics (particularly at Menorca) the need to get each aircraft onto the host country's computer system – at least for those making their first entry into each country – took up some time. Son Bonet, the Majorca GA airfield, was low key and very helpful; Mahon, the main Menorca airport, were also helpful and friendly, but incredibly slow, and it took almost an hour to get 3 Europa's booked onto their system. However, we were assured that next time there would be no such formality and no delay.

Menorca does have a smaller "club" airfield, but visitors from outside Menorca are required to make their first arrival at the main Mahon airport.

Sadly, we only had two days in the Balearics, having lost time en route. The hotels that were recommended, both in UK before departure and by the Sloane Helicopter flying school at Son Bonet, were all on the sea front in Palma. We were recommended to, and thoroughly enjoyed, two outstanding restaurants nearby.

When we left Son Bonet, six of our seven Europa's went direct to Carcassone – and thence on our separate ways back to UK. My route back to UK was via an airstrip owned by a French member of the Flying Farmers Association (in the event, the FFA airstrips list had a misprint in the coordinates and I never found the strip), thence to Poitiers and from there non-stop to Shobdon, all in one day.

The statistics of this trip for my Europa were as follows: 2069NM, 19 hrs 50 min (take off to touch down); 298 litres AVGAS, giving 15.0 litres per hour. My overall speed was 104.1 kts, but this was slower than expected for two reasons – (a) for one long leg I flew in company with an owner who habitually flies slower than the rest of the pack; and (b) 7 out of the 14 legs were 85 NM or less; this inevitable gives a lower TO to TD average speed because of time spent in the circuit, etc, especially at larger airports.

My fuel in France (194 litres) cost 267.61 Euro's, an average of 1.38 Euro/litre. My only uplift in Spain – 50 litres – was priced at 1.44 Euro litre.

My landing fees – 47.35 Euros in total at 8 airports, including parking fees where applicable, averaged 5.92 Euro per airport. The only airport that charged any navigation charge was Dieppe, where the charge was 5.00 Euro.

The Flying Farmers Association trip to the Baltic States, June 2003

FFA tours are always study tours, and therefore by necessity our events and our hotels are booked up well in advance.

To start our "official" tour in 2003, we were all asked to meet up at Anklam, a small "club" airfield in the northeast corner of the old "East" Germany. Most aircraft, including my wife and I in our Europa (her first ever FFA trip!) made the journey over 2 relaxed days; two aircraft tried to do the trip in one day, both



Gdansk

11 Countries contd...



The staff canteen at Gdansk GA terminal



Patiently waiting.....

having trouble with severe thunderstorms in East Holland/ West Germany. One of the two, flying the more northerly route, had to stop overnight in Holland. At our briefing that night after dinner, it was decided that all legs would be flown VFR, and that we would not depart with less than 1500' cloud-base.

Apart from the one aircraft that missed the first night (and one member who found he had an invalid passport, and who caught up with us at Tallinn for the penultimate night) we had no weather problems that were serious enough to cause any aircraft to miss an overnight rendezvous. On one day 6 aircraft, including my Europa, turned back when the cloud-base lowered to x00 ft (!) over the tops of the trees, but after returning to Riga we were able to by-pass the day's formal event and get to Tallinn, our destination for that day, before the remainder of the party.

The old saying "..there is no high ground to slow down a cold east wind between Siberia and the UK..." was well proven on this trip. We flew over no ground higher than 840' amsl (that was a spot height in Poland) on the continent on this trip and, for interest, the heights (ft amsl) of all the airfields/airports at which we landed were Villnius 646', 3 others between 100 and 500', and 5 at 52' or less.

Although we were blessed by almost trouble free weather, the frustration of the delays in booking-in formalities and fee-paying in the 3 Baltic States, and to a certain extent Gdansk (Poland), detracted somewhat from the pleasure of this trip which had been so well organised by Mike Ashmole. But the flying and the company more than made up for it all!



Refuelling at Kaunas, Lithuania

In Gdansk the problem was not too serious, because we needed a break for lunch and time to file the next flight plan. Nevertheless, the well meaning GA Terminal officers booking us in, taking our landing, handling and navigation service fees, and fuel payments (all at one desk) were certainly not used to 17 aircraft all arriving over a relatively short period. The blessing, from my point of view, was that when I eventually reached the head of the queue, there was nothing to pay other than for fuel, because my Europa is less than 750 kg! There is an excellent and very cheap staff canteen in this building, which was well patronised by our party.

In Villnius (Lithuania) the problem of delay was compounded, because flight planning and the payment of ground handling and navigation service fees was in one office "landside", manned by one man on his own, and fuel and landing fees were paid in an office "airside", again with only one (very friendly) form filler.

In Riga (Latvia) we paid for fuel at the static fuelling station, and all other fees in the terminal building. Here the ground ops manager made it very clear that they wanted our custom, and went out of his way to be helpful, albeit payment was still quite slow.

In Tallinn fuel was also paid at the static fuel station; terminal and en-route charges (yes – even for VFR!) were paid in one office, where we also filed our flight plan, and parking and ground handling were paid in a separate, but adjoining, office. Strangely, there was no landing fee on my invoice at Tallinn – perhaps because of my low AUW; I did not stay in the office long enough to ask the reason!

And finally, in the Baltic States, a very efficient and friendly young blonde lady (who was very strict with us on the air during our approach) ran the Kuressaare tower single handed, filed our flight plans, and kept us well in order!

From Kuressaare Penny and I flew in 2 legs on one day to Bornholm and then on to Texel (702 NM in total – almost all over the Baltic sea), and home to Shobdon by midday the following day.

The totals for this trip were 2827 NM, 26 hrs 15 min and 401 litres AVGAS; these figures give 107.7 kts and 15.27 litres/hr.

Fuel costs, all in £/litre, were – Groningen £1.30; Anklam £1.21; Gdansk £0.51; Lithuania £1.06; Latvia £0.75; Estonia £0.88 and Bornholm £0.76.

The total of landing, "follow me", ground handling, security, and various navigation charges (not each charge was levied at any one airport) were (all £..) Groningen £24.25; Anklam £6.00; Gdansk NIL; Villnius (2 nights and 2 landings) £70.91; Kaunas (1 landing)

£4.96; Riga (1 night, 2 landings) £43.37; Tallinn (2 nights, 1 landing) £29.74; Kuressaare (1 night 1 landing) £6.43; Bornholm £6.00; and Texel £10.84. details are available for anyone interested.

In the Baltic States, almost all airport invoices were charged in the local currency, with the Euro equivalent shown alongside; US$ were shown as the principal currency on one or two occasions.



The Swedish coast to starboard for nearly 2 hours

The charts used for all EU countries and Poland were Jeppesen VFR; for Lithuania and Latvia we needed the TPC series; Estonia has its own "half million"; and we used the Swedish charts for the flight down the Baltic from Estonia to Bornholm – which is a Danish territory. I find the Jeppesen EUR-SOUTH and EUR-NORTH (each 1: 2500000) to be excellent for overall journey planning for these types of trips.

In France, as usual, no FIR was keen to talk to us; each frequency called stated that they have no radar coverage, but that we could stay on their frequency if we wished. In Spain, the sea crossing from Girona to Majorca appeared to lack full VHF coverage at 5000'. In Holland and in Germany there is full VHF and radar coverage (one German message from Bremen Information went thus "..Alpha Mike, airfield xxxxx is 15 miles ahead of you, there is parachuting in progress, please do me a favour and keep well clear of xxxxx...")

In Poland and the Baltic States we were required to fly not above 2000' (not always obeyed, I expect!) and VHF coverage was therefore not complete, especially crossing Poland. The flight down the Baltic Sea was fully covered by Swedish VHF once we had completed the crossing from Estonian into Swedish airspace.

And finally – a recent Herefordshire Aero Club newsletter published an account of a trip from Shobdon to the northern tip of Norway in a Piper Cherokee Six; their average speed was 111 kts. I will have to wind my Rotax 912 engined Europa up a little more on future trips; but think how much more fuel the Cherokee Six must have used for just 3.3 extra kts speed!

FFA Airfield Owners and Operators Scheme

The FFA in association with M. P. Bolshaw & Co. Ltd, a specialist in aviation insurance, have created the Flying Farmers Association Airfield Owners and Operators Scheme. The basic policy is available in two parts. The first part covers the premises liability and there are two choices of cover limits available. The premium is determined by the **estimated third party aircraft movements each year** and by the limit of liability chosen by you.

ANNUAL MOVEMENTS THIRD PARTY AIRCRAFT	LIMIT OF LIABILITY £500,000	LIMIT OF LIABILITY £1,000,000
up to 100	£150.00	£265.00
up to 250	£200.00	£295.00
up to 500	£225.00	£315.00
up to 1000	£300.00	£375.00
up to 2000	£375.00	£425.00
over 2000	to be agreed	to be agreed

In addition to premises liability and if hangarage is provided, or if aircraft are kept in your care, custody and control, or where aircraft are moved by you or your employees, then you should include Hangarkeeper's liability for an additional 20% of the applicable premium. There is a £50,000 limit on this section and insurance premium tax will be charged at 5% of the final premium.

If the aircraft movements at your strip exceed 200 p.a. or if £50,000 any one hangarkeeper's liability is insufficient, or if you have any queries whatsoever, contact **Darren Smith at M. P. Bolshaw & Co. Ltd on 020 8953 8033** or fax 020 8207 4007 or email dns@mpbolshaw.co.uk This is also the contact should you wish to purchase cover.
Finally it is worth noting that the FFA are so concerned about this problem that they will be unable to organise an event at any strip that does not have this, or similar cover, for fear of exposing itself and in turn it's members.

On contacting Bolsahws, please tell them that you are an FFA member and quote your membership number.

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STANDARDS COUNCIL





Martyn Smith (FFA No. 682) is emigrating to Australia, so his superb property in West Sussex is on the market. Please also see the front cover—a lovely photograph of his Super Cub landing on his strip. Here is the advertisement as published by Marcus Grimes;

The property was converted about 10 years ago and has been finished to an extremely high quality throughout using only oak and providing well appointed family accommodation with vaulted ceilings and timber flooring. A pretty courtyard setting to the front has a pair of stables and an adjacent smaller barn which, with the necessary planning permission, could convert into nearby ancillary accommodation for staff or family if required. The current owner has created a level east/west airstrip of some 480 yards in length with a nearby hangar which could easily be re-modelled to provide further stabling. The setting is well away from the road being quiet and truly peaceful with uninterrupted views across a large decking area to the gardens and beyond to the south. The village of Henfield is about 5 minutes drive providing all everyday facilities. The railway station at Haywards Heath is about 20 minutes drive. The accommodation in brief comprises, Vaulted living room with massive fireplace and chimney, study, outstanding kitchen breakfast room with family area, utility room, cloakroom, 5 bedrooms, and 2 full bathrooms. The smaller barn provides a very large workshop and first floor games room, large double garaging and implement stores. Oil fired central heating part under-floor and part radiator. For further details or a brochure please contact Marcus Grimes & Co (01444) 451818

For Annual Travel and Aircraft Insurance
(Michael and Jane Pudney are FFA members)

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