FLYING FARMERS ASSOCIATION







Newsletter No. 111 *December 2012*

Opening Thoughts

Chairman's Ramblings

And so another season and another year draws to a close – a year best forgotten by most of us. A year of contrasts in so many ways – with the weather dominating all of our thoughts and concerns.

How many of us remember back to March and April when we had drought orders and hosepipe bans across large swathes of the UK? I am sure they were rightly imposed at the time, for we cannot afford to allow our supplies to be jeopardised. More than almost any other commodity it is the lifeblood of everyone in the nation. And then how quickly was the position reversed with unending rain, prompting many sceptics to say the ban was unnecessarily imposed and look, all this rain just proves the authorities were panicking. But nobody KNEW that the situation was going to reverse – least of all the sceptics amongst us (and certainly not the Met Office!). Ah, it's that old chestnut global warming to blame again. (It of course always is to blame whether it's too hot, too cold, too wet or too dry).

And now look at the situation we are all in, with water up to our ears (almost literally), and one of the worst harvests and subsequent planting seasons that most of us will have ever experienced. For my selfish part, I am so relieved that I am retired and the responsibilities for all the decision making have fallen on to my contractor's shoulders. I would have coped, of course – us farmers always do, but it has been a nightmare of epic proportions for all of us, no matter from which part of the country we come.

The result of all this, coupled with other bizarre weather patterns affecting agriculture in other parts of the world, is that commodity prices have rocketed.

That should be good news, and indeed it is, save for the fact that many of us sold on the forward market when prices seemed too good to miss at around the £150/tonne. That alone is frustrating enough, but now we are getting massive deductions for poor quality which is eroding still further these less than optimum prices. With the latest prices for feed wheat at well over £210/tonne, it certainly help the gross margin, but that in no way fully compensates for low yields combined with poor quality.

We farmers are a stalwart and resilient lot – and we will soldier on regardless in the knowledge that next season will surely be much kinder to us all. But it certainly proves that even now in the 21st century and with all the technical know-how that surrounds us with unending advice on every aspect of crop husbandry and soil management, the weather will always have the final word on what we produce.

The Olympics are now but a distant memory – but what a success story that was for GB plc. I was one of the greatest sceptics as to how it would go off, but now I eat my hat big-time. Even the Olympic airspace went off smoothly after rather a shaky start, and the infringements of that were few and far between – possibly because of the dire threats that were continuously being spoken about. Undoubtedly that did reduce the number of aircraft movements in the area around London with many people saying they couldn't put up with all the hassle of the flight planning. We must be ever grateful that it is not something we have to do as a matter of routine whenever we want to go flying, as is the case in some European countries and beyond.

The Jubilee and all its various celebrations around the country were another cause for joy for the population – and now we have another Royal baby on the way.

But, hey! by the time you get this essential Christmas reading of the autumn newsletter on your doorstep we will be within a week or so of the shortest day and the days starting to lengthen, albeit ever so slowly for a while, and the first Flying Farmers meeting of 2013 in early February. Something positive to look forward to again, so that we can dust off our aircraft, forget about 2012 with its trials and tribulations, and renew our friendships within the Association.

All of us owe a large debt of gratitude to 2 committee members in particular. First to our Events Secretary, Rick, who works tirelessly to plan and coordinate our programme for the year, with all those members who suggest ideas for the Association, who in most cases become trip managers for their event. Between them they give the membership great opportunities of interest, flying and friendship. Support them by coming along to all the events that you are able. Some events are numbers-limited, so it beholds you to get your application in in good time. We work on a first come first served principle, so you delay at your peril. The trip managers are particularly grateful to those members who struggle along to an event by car, sometimes from considerable distances, when the weather turns against flying.

Secondly we owe our Membership Secretary an equally big thank you for his brilliant regular newsletter which is so full of interest, and which I know so many people devour as soon as it drops through the door. He produces it all single handed from ideas, to layout, to production, and finally to in-house printing and distribution. It is no mean task and I know it is the envy of many a flying organisation. So thank you to both Rick and Paul from all of us in the Association.

Let's not forget Andrew as well who keeps the finances in order, does the budgets, gets the accounts filed in time, deals with the subscriptions and looks after the Association funds.

And so with Christmas just around the corner and a new (and better) year to look forward to, your Committee wishes every one of you all the very best for some quality time with family and friends over Christmas and the New Year.

Martin Gosling

Front cover - Aircraft line up at Middle Wallop for the AGM meeting, October 10th 2012. Photos by Trevor Jarvis.

Committee Members

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Report from the GACC, November 7th 2012

Once again, on behalf of the FFA, I ventured forth to the CAAs aptly named "General Belgrano" building at Gatwick for the General Aviation Consultative Committee. The CAAs Aviation House earned its nickname for its scale, its imposing dominance of the skyline, the regular close misses by a range of aeroplanes and its overall battleship grey colour scheme. As a building, it is awe inspiring, but it reflects an obsolete design ethos which lacks any humanising elements. I find that, from the top floor, the glass lifts induce vertigo which fortunately I do not experience when I am flying my Europa.

At this meeting I gained the distinct impression that the CAA representatives and the Department of Transport spokesmen are trying harder than ever to ensure that the General Aviation community, which includes the FFA, are fully involved in the ongoing legislative and regulatory framework that frames the flying that we continue to enjoy in this country. On my pet subject of the need to safeguard unlicensed aerodromes from the effects of development which may be planned in close proximity to a flying site (a topic on which I spoke at length at the last GACC meeting in March 2012 and reported upon in the last FFA Newsletter), I believe that real progress is being made. More of that later. Firstly though I will report on the topics on the agenda for the meeting.

1. The number of GACC meetings are to reduced from 3 to 2 per annum in recognition of the high costs of attendance by delegates/staff, the state of the economy and the reducing workload generated by EASA.
2. The CAA website has been redesigned to improve accessibility but even the CAA staff using it have commented upon the problems now being experienced in finding the answers to their questions. More work needs to be done.
3. Neil Williams is the new Head of Airworthiness Standards (unfortunately sharing a name with the deceased aerobatic/ display pilot and author from the 1980s). Owners and operators of non certified light sport/ recreational aeroplanes are being encouraged to develop their own individual maintenance programmes for their aircraft based upon utilisation etc.
4. This Government has (at long last!) recognised the value to the UK of General Aviation and a statement to that effect will appear in the forthcoming Transport Policy.
5. The flying schools and special interest groups like the BMAA and LAA are very concerned at the failure of 60 percent of pilots to renew their licences after 5 years of flying. The BGA representative reported that gliding is in a slow decline worldwide and this is particularly evident in the UK. The high costs of fuel and aircraft maintenance at a time of reduced incomes is thought to be responsible. New, lower cost opportunities are required and there is strong interest in deregulated flying machines.
6. Chris Finnigan (CAA Manager of Flight Operations Inspectorate (GA), reported upon the need to improve data collection on aircraft accidents throughout Europe with a view to improving small aircraft safety systems. Apparently only Britain is fastidious about collecting accident statistics and even we mostly rely upon pilots to report their misdemeanours.
7. Ben Watkins (CAA) reported upon the Standardised European Rules of the Air (SERA). The 500 foot low flying rule is now in force but the UK is expected to derogate from this rule, under certain circumstances to permit low level flight along the provisions of the previous UK rule. VFR flight at night is now legal but is covered by stipulations equivalent to IFR flight. There have been reported some rule breaking by helicopter pilots flying very low level in IMC at night.
8. CAA Research Projects include the testing of light aeroplanes in the vortex generated by wind turbine blades but this programme has been delayed by recent poor weather and high winds. Conspicuity trials have shown some advantage in applying reflective film on flying surfaces but the Air Cadet gliders are having their Dayglo panels removed because this material offers no advantage, surprising then that it has been in use from the time I started flying in Dayglo bedecked Chipmunks and gliders in the 1950s.
9. The use of microlight aeroplanes and gyroplanes for Aerial Work, partly being promoted by the BMAA but also by the new National Police Force Airwing, is not considered to be top priority.

After the meeting I held a discussion with Ben Watkins, (CAA Flight Operations Policy- GA and Rotorcraft), Chris Farnaby (CAA Head of Aerodrome Standards) and one or two others in attendance on my pet topic. I explained that, after 44 years in the profession I was well qualified to explain that planning officers often needed to be able to access, quickly, authoritative data/ information on flight paths around existing aerodromes and small unlicensed flying sites in order to be able to reach a recommendation to be made on a particular development proposal, be it a housing scheme, industrial units or an array of wind turbines. It is not appropriate for the CAA to blindly continue to advise that flying sites, if unlicensed by the CAA, should be safeguarded from adverse development by the owner/operator. Planning officers cannot accept the operators word (or for that matter the developers word) on the subject, because they must have impartial specialist advice, otherwise they would leave themselves open to criticism/complaint. After much debate consensus was reached that the CAA would further revise its website (see 2, above) to enable easy access to the relevant requirements of CAP168 (Licensed Aerodromes) and guidelines in CAP738 (Safeguarding) and CAP793 (Unlicensed Aerodromes) so that planning officers could see for themselves the burdens placed upon aerodrome operators to ensure flight safety in all of its forms.

As always FFA members who want to contact me for further information may do so using my email address "2pk@peterkember.co.uk"

Peter Kember Dip TP, MRTPI, MRAeS, Aviation Planning Consultant to Kember Loudon Williams LLP Ridgers Barn, Bunny Lane, ERIDGE, near Tunbridge Wells, Kent TN3 9HA .

Joined since 15th July 2012

FFA Number		Strip
8520	Roger Lucey, Alloa, Scotland	
8523	Steve Billington, Winsford, Cheshire	y
8524	Paul Anderson, Woodchurch, Kent	y
8526	Richard Keyser, Alton, Hampshire	y

The total membership is now 396

FFA News Continued

Report from GASCo

In early November I attended the GASCo AGM at CAA House in London where a large amount of time was given to welcoming the new Chairman, Rick Peacock-Edwards. He comes with an extremely impressive career history both RAF and commercial, and would, I think, be nobodies fool!

The most urgent matter for the AGM was the fact that the CAA are pulling GASIL, the inclusion of which had been funding GASCo's excellent Flight Safety magazine, which I'm sure many of you read (?). CAA are asking for tends to publish a new format safety publication which will go to all pilots, so GASCo will be putting in a bid in the very near future.

The safety evening schedule is of course underway and have been quite significantly updated in format this year so I'd respectfully suggest one may be worth a visit if you've not been for a while.

Some accidents were discussed, although none had any specific relevance to FFA members. The causes do seem to remain fairly constant, stall/spin and VFR pilots flying into hills featuring highly, but the increasing trend towards LSA and microlights does seem to be causing a rise in loss of control accidents, possibly due to pilots going flying in conditions that they would not have considered a problem in their old 172 or pa28, but are out with the limits of their skills on their new, somewhat more twitchy machine.

Gyroplanes are featuring quite highly here too, possibly for the same reasons.

Finally there was a post mortem of the Olympics, which were considered to be a success from a safety point of view, with minimal infringements, although I'm sure affected strip owners will maybe not share the rosy memories!

As a postscript, and to repeat my previous requests, if anyone has (or hears of) any incidents that would benefit other members by being publicised (completely anonymously of course) please do contact me at thorpefield@hotmail.co.uk. As we say at Bagby, the best way to learn is by others mistakes, so hang around here son and soon you'll be a ruddy genius!

Mark Badminton

The New FFA Website

As most of you will be aware, the new website was launched a few months ago. This website is totally different to the old one and is active, even interactive compared with the old passive website.

Please use it regularly as news item will be posted as they come in and any event information and updates will be added as soon as available. Photographs from events are welcome. Please send to Paul Stephens for inclusion.

At the bottom of most pages there is a comments box. Feel free to leave comments both good and bad. Any feedback is useful.

If you can't remember how to get on the website or are new to it, your username is your surname and membership number and your initial password is your number and surname. (e.g. stephens118 and 118stephens). You can then alter your password.

Please keep your profile up to date - changes of email address, telephone even aircraft, as the online database should be used by all as your main source of membership reference.

Any problems contact me, Paul Stephens - chix@farmline.com

Programme 2013

Tuesday 5th February 2013, Tower Bridge London

A guided tour of Tower Bridge. It will take us to the high level walkways 42m above the river, and down to the Victorian engine rooms housing the huge steam engines. It will last one and a half hours and we will meet at the exhibition entrance on Tower Bridge at 10.00 am.

Afterwards we can meet at a restaurant nearby for a two course meal. £10 for the tour and £20 for lunch (optional) payable to Rick Holt. Closing date 5th January 2013.

Wednesday 24th - Thursday 25th April 2013, Yorkshire Eggs and Drax Power Station

Wednesday 24th April 2013.

09:15 - 10.00 am Arrive Sherburn EGCJ

10:30 am Depart by coach to St Helen's goat farm/dairy at Seaton Ross. St Helen's Farm, which is owned by Angus Wielkopolski supplies 60% of the British market with goats milk and goats milk products. This is a very new and state of the art facility. Lunch in nearby restaurant.

2.30 pm Coach to Yorkshire Farmhouse Eggs at Catton nearThirsk. YFE was started by Roger and Sue Potter and is now run by their two sons James and Adrian. They produce and pack mainly free range and organic eggs which can be found in most supermarkets across the UK. Again this is a very modern facility.

5.00 pm depart for overnight stay in Harrogate at the Crown Hotel.

7.30 pm for 8.00 pm communal dinner in private dining room.

Thursday 25th April.

08:30 am Depart by coach for Drax power station. Drax is one of the biggest power stations in the UK which uses a considerable amount of biomass material as well as coal to power it's generators.

1.00 pm Depart for lunch at nearby Breighton Airfield and guided tour of The Real Aeroplane Company's collection of vintage aircraft.

3.00 pm Depart for Sherburn

Cost per person sharing a double/twin room £145. Cost per person in single room £180. All meals are inclusive.

There will be no landing or parking charges at Sherburn, but please use their fuelling facilities.

Please send reply slips with payment no later than end of February to Gordon Bellerby.

Wednesday 1st May 2013, Vineyard & Camgrain, Essex

Visit to Chilford Hall vineyard - part of the East Anglia Wine Growers Association - to look around the production of these

Programme 2013

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5th February	Tower Bridge, London
24th - 25th April	Yorkshire Eggs & Drax
1st May	Vineyard & Camgrain, Essex
15th May	Fens Pumping Station
7th - 16th June	Battlefields &European Tour
21st June	Agrovista, Leicester
30th June - 3rd July	Northumberland



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.

award winning wines and have a wine tasting, followed by lunch in their restaurant. After lunch, move on by coach about 3 miles to Camgrain, one of the largest grain storage and marketing operations in the South East. Numbers strictly limited to a maximum of 40 participants.

09.00 - 09.45	Arrive Stones Farm airstrip. Refreshments available.
10.00 sharp	Coach leaves for Chilford Hall Vineyard (approx 45 minutes)
11.00 - 12.15	Tour of vineyard and its associated operations.
12.15 - 13.00	2-course lunch in Restaurant
14,00	Coach to Camgrain (approx 10 minutes)
14.20 - 15.45	Tour of Camgrain complex.
15.45	Coach back to Stones Farm
16.30	Tea available at airfield - depart at will

Cost for the day to cover both visits, lunch and the coach hire will be £40/head. Replies, including a cheque please, by March 24th to R.M.Gosling

Friday 7th June to Sunday 16th June, Battlefields Visit and FFA European Tour 2013

The 2013 tour will consist of 3 parts. This is a very broad outline of the plan and not yet finalised by any means.

For those that want a short tour, you can join us on Part 1 and depart from there.

Part 1 will be to meet at Albert in Northern France and have a conducted tour of the Somme WW1 battlefields. Godfrey Bloom UKIP MEP will be our very knowledgeable and enthusiastic guide. His wife Katie has also studied the Cavalry and medical aspects of the 1st WW. After these 2 days, anyone who does not want to do the full tour can return to the UK. (Godfrey volunteered to do this after Nigel Dunkley suffered a stroke).

Part 2 will be in Strasbourg where we have been invited by Godfrey Bloom to look at the European Parliament. Other visits in the area will include the Shlumpf Bugatti Museum.

Part 3 will be hosted by Amazone near Osnabruck in Northern Germany. This company, still run by the Dreyer family, have invited us with at least one night's accommodation and dinner thrown in, to visit their works to see their farm machinery being manufactured, including a visit to the fertilizer spreader factory and the new Pantera self propelled sprayer factory. The head of Amazon UK and other UK staff will come out to Germany to meet us. Also planned will be a farm visit and possibly a look at farm biogas.

For hotel booking purposes, we need registrations in by the end of January. Contact Paul Stephens for any further details.

Please watch the website EVENTS page for updates.

30th June to 3rd July 2013, Northumberland

Three day visit to Northumberland 2013. Arrive at Eshott Airfield on Sunday 30th June pm. (Avgas now available) 4.00 pm coach to hotel near Alnwick.

Over the next three days we will have a guided tour of the multi million pound water gardens at Alnwick Castle, visit a local farm, tour Cragside house (the home of Armstrong the industrialist who armed the world prior to the first world war) and fly across to the Lake District to meet David Bass an ex harrier pilot who has established a state of the art egg production business in the wake of the foot and mouth disease that cleared the area of livestock a decade ago. If time permits we will visit Hadrian's Wall.

Departure from Eshott 4.00 pm on Wednesday 3rd July. Rough estimate of costs is £300 to cover B&B at hotel, coaches and entrance fees. Participants will need to buy their own meals and pay landing fees. Deposit of £75 by 1st February to Richard Lawrence on the enclosed reply slip.

AGM, Middle Wallop October 10th 2012

This year the weather Gods blessed us with a beautiful day for the AGM following the worst possible weather for farmers during 2012. Neville Stops came up with the idea of holding the meeting at Middle Wallop and it turned out to be an ideal venue, held in the Museum of Army Flying. 51 members attended arriving in 20 aircraft and 11 cars.

The Chairman, Martin Gosling opened the meeting spot on 11:00 as planned and passed on a note from ATC that they were impressed with our flying and R/T work on arrival. There was nothing out of the ordinary at this year's AGM. The Chairman thanked those that had put in the work to keep the Association going and pleaded for ideas from members for future events.

The Treasurer, Andrew Cragg explained why our profits had gone down in 2012 with the increased costs of the Membership List, the David Corbett memorial fund contribution, decrease in interest on deposit money, higher AGM costs and committee expenses.

The Events Secretary, Rick Holt was unable to attend, but Martin Gosling read out his report. Only 2 events in 2012 were flyable due to the record breaking wet summer – although some determined attempts by some resulted in a single aircraft arriving at 2 further events. The Bletchley Park meeting had over 70 members present. All events were well subscribed and a lot of driving was done by members.

The Irish Tour was conducted by Bernard Cullen, a relatively new member, who coped well with the nightmare of bad weather on a study tour, and made the tour very enjoyable.

The 2013 provisional calendar was run through and this will be published on the Events Page on the website.

The Secretary, Paul Stephens gave his membership report. There had been an increased intake of members during the year (19) and 8 had left the list resulting in a membership total of 396. The inevitable increase in average age due to everyone being yet another year older had slowed down due to most of the new members being in the 45 to 55 age group. The average age (of those declaring their years) now stands at 61.66.

Paul Stephens also went on to talk about the new FFA website. There has been discussion about our hardcore of cash in the bank and what to do with it before inflation erodes it away. It was thought that to mutually benefit all members, an improved web site that would take us well into the future would be a wise spend. It was also thought that by putting the membership list on the website, future savings in printing costs could be made as the web version would be the current, up to date version, whereas a printed copy is out of date the day it is printed with constant changes to email addresses, mobile telephone numbers and new members being added.

He went on to explain that it is hoped that as members get used to the website, they will keep their profile updated and opt out of the printed membership list. There was strong feeling in the room that the printed newsletter should continue, which it will.

The usual business of 2 committee members standing down, in this case the Chairman and Philip Young, took place and as there were no alternative nominations, they were both re-elected.

In AOB, a lively discussion took place. Ray Friedlander had gathered some information about Flying for Disabled charities. The one that he favoured that could be supported by the FFA was the Aviation for Paraplegics and Tetraplegics Trust based at Old Sarum. Polly Vacher suggested we have a flyin to their organisation and possibly offer joy rides for the disabled. There was discussion about how a little extra could be allocated on the subscription fee by individuals towards nominated charities, but Tim Scorer reminded us that it would be better for individuals to donate through the likes of the Just Giving website as they have the benefit of reclaiming the Gift Aid resulting in the charity receiving £11.74 for every £10.00 donated.

Chris Moore pointed out that with 'real' inflation probably running at 6% – 8%, our reserves are actually disappearing whilst only receiving 1.5% interest. Should the Treasurer look at something that would give a better rate of return? The Treasurer said that in his position he cannot take a high risk investment with FFA money and the 1.5% was a safe return. He also explained that the 3% on offer to individuals, is not available to organisations and businesses.

Mike Rowland would like an explanation made on the website or newsletter as to what the bodies that we do already donate to, actually do. He wondered if a small increase in subscription would be appropriate.

By a show of hands, at least 50% indicated that an increase in subscription would be acceptable. The committee will consider this, but as Gerald Hackemer pointed out, this could lead to a negative effect on total income. In fact this did happen a number of years ago when the fee was raised from £5 to £25 – 100 members dropped out that year! It has also taken many years for people to get their standing orders sorted out and even today, we still have a few of the old £5 standing orders being paid. With the standing order means of payment, the member has to alter the subscription, not the Treasurer, unlike a direct debit.

Robin Culley suggested we have name badges because as we all get older, we forget each other's names. This had been done before at events, but people not only forgot names, they forgot to bring their name badges.

John Houldcroft brought up the subject of insurance, which Tim Scorer was able to expand on later. Basically if someone wants to use your strip, they should sign something to say that they accept the risks and do not expect the strip owner to carry the risk. This is why all entries for FFA events have to be signed to accept the conditions that Tim wrote a number of years ago. He gave us all a warning that some brokers are making attractive quotes by reducing the passenger insurance down to the minimum of around £105,000. This is no way enough, as claims can be in the region of £2 million.

After lunch, we had 2 speakers. Derek Armitage gave us a well illustrated and in depth history of the Royal Flying Corps, which celebrates its 100th anniversary of being founded as the air arm of the British Army in 1912. It went on to be merged with the Royal Navy Air Service in 1918 and was renamed the Royal Air Force. With scant training in those early days, life expectancy of the pilots could sometimes be counted in days if not hours. In fact by 1918, 8000 men had been killed in training and flying accidents.

Our second speaker was Tony Downland who spoke about Worthy Down Airfield which is close to Middle Wallop. Another well illustrated talk, knitting in neatly with the previous talk as this airfield was developed to carry out training for the RFC. By the time it was ready in 1918, it would be the RAF that used the airfield with Vimy and Virginia aircraft. In 1939, the Royal Navy took over and renamed it HMS Kestrel and used it as a flying

station by the Fleet Air Arm. During this time the site was featured on the news when Lord Haw-Haw (William Joyce) during WW2 claimed HMS Kestrel was sunk by the Kriegsmarine! Use of the airfield itself ceased in 1960 and the field was returned to agriculture, although the buildings are still used as a technical site and is now known as Worthy Down Barracks.

And so ended a successful AGM. Some had chance to look round the museum whilst others departed from about 15:15 onwards.

After the event, Neville Stops reported that ATC had once again congratulated the FFA on the professional way that they conducted themselves on departure. Thank you to Middle Wallop and Neville for hosting our AGM.

Paul Stephens

(See front cover photos by Trevor Jarvis)

Where are the FFA Recognised?

Following on from the previous article where it was suggested we put something together to explain who the various councils are that we are represented on, I will attempt to summarise.

Going back to the very beginnings of the FFA in 1974, the founders drew up the Memorandum of the Association which states that one of the intentions of the FFA is be to be recognised by all the relevant aviation bodies. To this end, the late David Corbett did sterling work, single handed for years representing the FFA at the General Aviation Consultative Committee (GACC), the General Aviation Awareness Council (GAAC) and the General Aviation Safety Council (GASCo) amongst others such as the Popular Flying Association, (now the Light Aviation Association) and the Royal Aero Club.

When David retired from representing the FFA, he handed over the work to Peter Kember (GACC), Anthony Kedros (GAAC) and Mark Badminton (GASCo) who now attend the meetings and report back with articles for the newsletter.

GACC - quote their website - They *"provide a means for representatives of the General Aviation community to join the CAA in furthering the development of technical/operational policy that will improve safety standards and foster GA in the UK."*

The FFA is one of 25 organisations who are represented at these meetings held at Gatwick 3 times a year (soon to be twice due to cut backs). Together with representatives from the CAA, current topics and future policies are discussed. Peter Kember sends us very useful reports back from these meetings to give us up to the minute news published on the website and printed in this newsletter.

No contributions are necessary to the GACC as it is funded by the CAA.

GAAC - quote their website - *"The GAAC is the most representative UK body in General Aviation and is recognised as such by Government, the CAA and others to be the organisation that speaks for General Aviation on planning and environmental issues and we intend to widen our 'awareness' campaign to other issues where there is consensus. If you have a question on anything from flying model aircraft to planning a new airfield we hope to provide you with an answer."*

The GAAC was formed in 1991. Their membership now comprise 80 organisations and individuals, including the FFA (currently donating £200 pa), ranging from parachute organisations, the helicopter club, gliding, airfield supporters even model flying.

They hold regular meetings in London. Members of the active Working Group are drawn from a wide range of member organisations and include a chartered town planner, who is engaged as Planning Co-ordinator and of course our representative, Anthony Kedros.

The GAAC raises awareness and the need for GA. It is also one body that looks after the interests of private airstrips and will raise issues directly with the CAA. Planning matters feature regularly. A hot subject at the present time is the proliferation of wind farms which are encroaching on and endangering some airfields.

GASCo - quote their website - *"GASCo is a Charity that works to improve flight safety in all forms of general aviation. It is funded by the contributions of member organisations, pilots, aviation authorities and the public. It is also a negotiating organisation with an office and three part-time staff at Rochester Airport, Kent."*

Formed in 1964, GASCo is a non profit making charity whose sole aim is to save lives in GA. The organisation has grown to the point where almost every flying organisation in the country and many aircraft engineers are involved in GASCo. They meet 4 times a year and issue 14,000 copies of 'Flight Safety' magazine to all aircraft owners, flying instructors, clubs and airfield operators and is available on subscription to any licensed pilot.

The FFA contribute £200 pa to GASCo and Mark Badminton is our representative.

AOPA - quote their website - *"The Aircraft Owners and Pilots Association UK is part of the largest association of pilots in the world, with over 430,000 members in over 66 countries. AOPA UK is a not-for-profit organisation which exists to serve the interests of its members as aircraft owners and pilots, promoting the economy, safety, utility, and popularity of flight in general aviation aircraft."*

The FFA is a corporate member of AOPA and by popular demand of our members to support them strongly, we donate £600 pa to the Association. Many of our members are also individual members.

AOPA works for all aircraft owners and pilots, campaigning for better regulation within the UK and Europe. They provide the vital voice that speaks for the interests of UK pilots, for issues including and not limited to airspace access, aerodrome access, threats of aerodrome closure, pilot licensing, aircraft regulation, and flying costs. They also provide advice and support to their members when they are threatened with prosecution for alleged violations of aviation legislation.

They produce an excellent magazine 'General Aviation' bi-monthly which is sent to all members.

LAA - quote their website - They *"are the UK's principal representative body for amateur-built and vintage light aircraft."*

The LAA's origins date back to 1946 when they were known as the Ultralight Aircraft Association. They then became the Popular Flying Association and now the Light Aircraft Association based at Turweston.

They are a not-for-profit association, owned by their members, providing airworthiness services under direct delegation from the UK's Civil Aviation Authority. They represent the aviation interests of over 8,000 pilots, amateur builders, vintage aircraft owners and enthusiast members.

The FFA contribute £200 pa as a growing number of our members operate this class of aircraft.

Paul Stephens

Minutes of the 38th AGM

Middle Wallop, 10th October 2012

Present: M.Gosling (Hon. Chairman), P. Stephens (Hon Secretary), A Cragg (Hon Treasurer), G.Bellerby (Committee Member), P.Young (Committee Member) and about 46 members.

	Description	Action
	The meeting was opened by the Chairman at 11:00 hrs (local)	
1	**Apologies for absence** Apologies were received from J.R.Walgate (FFA President), R.Holt (Hon.Events Secretary), D.Keene, P.Pilch, R.Bentley, C.Papworth, R.Chapman, J.Milne, R.Taylor, G.Sly, Mrs.W.Burton, A.Kedros, W.Banks, M.Easey, B,Sheane, M.Pudney, M.Cuttell, J.Golden, R.Knapton & R.Howard.	
2	**Signing of the Minutes of the 37th AGM held at Duxford on 10th October 2011**	
	The minutes were signed as a true and correct record.	
3	**Any Matters arising from the Minutes**	
	There were no matters arising	
4	**Chairman's Report**	
	The Chairman gave his report saying that the FFA had had yet another excellent year with good visits organized by the Events Secretary. 2012 also saw the birth of the new website. He stressed the importance of the membership coming forward with ideas for future events.	
5	**Treasurer's Report**	
	The Treasurer presented the 2011/2012 accounts. He highlighted the profit dropping from £3500 in 2011 to minus £1000 in 2012. This was due to a reduction of £300 in interest from the deposit money, a membership list being printed costing £1600 and extra expenses with the AGM costs, the David Corbett memorial and committee expenses.	
6	**Events Report**	
	In the Events Secretary's absence, the Chairman read out his report. Due to the horrendous weather of 2012, only 2 events were flyable. However, all events were well attended. A program for 2013 is being formulated and will be published on the website.	PS
7	**Membership Report**	
	The Secretary declared the total membership now stood at 396 members. In the previous 12 months 19 new members had joined and 8 had left the list. The average age of those declaring their age was now 61.66 years – a slowing down of the advancing age due to younger new members.	
8	**Election of Committee Members**	
	It was the turn of the Chairman and P.Young to stand down from the Committee. They were both prepared to stand for re-election. There were no new nominations and both were re-elected. Proposed by R.Friedlander and seconded by I.Weston	
9	**AOB**	
	A lively discussion took place which will be reported on the website. Subjects included – donations to flying charities, deposit money being eroded by inflation, increase in subscription, name badges and insurance issues. T.Scorer (our solicitor member) gave a short briefing and warning about lower insurance premiums being quoted having inadequate passenger cover.	PS
	The Chairman closed the meeting AGM at 12:21 hrs (local)	
	Minutes approved at a subsequent AGM.....	