

FLYING FARMERS ASSOCIATION

Newsletter No. 120

December 2015

Opening Thoughts

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Cover photograph by Roz Stephens;
Captain Eric "Winkle" Brown at the 2015 AGM

Joined Since 1st July 2015

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8555 Norman Crighton, Battle
8560 Peter Harle, Durham
8561 Bill Boutcher-West, Andover
8562 David Wasley, Keighley
8565 Euan Walker-Munro, Forfar
8566 Susie Whitcombe, Petersfield
8567 Ed Langley, Malpas, Cheshire
8568 Paul Collinson, Seaford
8569 Val Capon, Patching, Sussex
8570 John Cope, Boston, Lincs.
8571 John Stubbs, Bourne, Lincs.

Chairman's Ramblings

It is now the first week in December, and I have just come back in from mowing the runway - again! The grass just doesn't seem to stop growing – a consequence of the extremely mild weather we are experiencing at the moment. People will say 'Ah yes, but we shall pay for it before winter is out', but that doesn't seem to be the case these days - if indeed it ever was the case. For whatever reason the weather patterns are certainly very different from the middle of last century (crikey, that make me realise how old I really am!). An upside of the unseasonably mild weather, apart from being much more pleasant to be out and about in, is that the winter crops have had a very good start to life and have become very well established. If only it would improve the prices as well.

As I write this we have just seen the ravages of storm Desmond on the news, and our hearts much go out to those in Cumbria and all other affected counties in Scotland and the north of England, who have suffered so much flooding and damage – and not for the first time. It produced a record of rainfall in a 24 hour period in this country of over 13 inches. That's a hell of a lot of rain which no river could be expected to cope with whatever flood defences are put in place.

It must be because of that other great chestnut – the dreaded global warming! There are right now negotiators from nearly 200 countries gathered in Paris for a fortnight to discuss climate change – again. They couldn't agree on any solution at the last conference in 2009, and I suspect that the only concrete decision they will come up with this time is to agree to spend yet more trillions of everyone's money with a multitude of 'carbon emission' legislation to no significant avail.

This is the time of year that I like to give thanks to Flying Farmers in general – to the committee members who work hard to maintain the fabric and ethos of the Association, so that it, hopefully, appears to run seamlessly – and in particular to our Secretary Paul and his brilliant newsletter, to our Events Secretary Rick who plans and helps coordinate our various events, and our Treasurer Andrew who keeps our finances in sharp order, as well as all the other committee members whose input is so valuable in the overall running of the Association – to the event providers and organisers who give us the venues and ensure their smooth running; and to all the members who support the Association in every way, particularly by turning up in their droves to support all the events.

Terrorism has been big in the news as we all know – and uncomfortably close to home. Vigilance is everything – but I fear we shall be unable to stop every single fanatic. Sooner or later another atrocity is likely to happen despite the enormous efforts of all the European security services. And we fliers are going to perhaps be under ever greater scrutiny by the Border Force every time we depart from, and return to our shores. However much we dislike the idea, we must accept that we may be intercepted much more frequently on our return from our travels. But if it allows us to retain the enormous privilege that we have of being able to fly abroad directly from, and to, our home strips, and if it is for the greater good of the security of our country, then so be it. I for one have never been more grateful that I live in the open countryside where the potential for bad people's activities are rather less than in our cities.

And talking about bad peoples activities, I heard a snippet on the news earlier this week, during the reporting of yet another gun massacre in the USA at San Bernardino, that so far this year in the States they have averaged one such shooting for EVERY DAY IN THIS YEAR. I find that completely incomprehensible – and still they do nothing to curtail gun ownership by all and sundry. One episode in this country in 1996 when 16 were murdered in a school in Dunblane in Scotland, it tightened up the ownership of guns to an almost draconian degree – but certainly we have had no such tragedy since then.

Yes, my view is that the UK is probably one of the least stressful places in the world to live with a moderate climate for farming, borders that help prevent the appalling migrant crisis such as in Greece and many Eastern European countries, is relatively safe compared to other world areas - and a CAA that, despite all our moaning, gives us more freedom to fly unrestricted than many, many other countries. Long may that last.

May you all have a pleasant and stress-free Christmas and New Year!

Martin Gosling

Fly-in at Leeds East

Following last year's incredibly successful fly in, our member Chris Makin is putting on another fly-in on Saturday, January 2nd at Leeds East (formerly RAF Church Fenton). More info at www.leedseastairport.co.uk/news/flyin

Committee Members

Dick Walgate	President	01472 371203
Martin Gosling	Chairman	01787 269369
Paul Stephens	Secretary	01944 738281
Andrew Cragg	Treasurer	01303 874251
Rick Holt	Events Secretary	01386 761816
Gordon Bellerby	Committee Member	01423 520770
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GASCo Report

Val Atkinson who dealt with Member subs retired at the end August 2015 and as a result Penny Gould has moved full time which means the office is now open daily 9:00am-4:30pm (4:00pm on Friday)

Subscription to the magazine has been falling in contrast to the success of the free email newsletter Flight Extra which now has now 6000 subscribers. The editor was not sure if it was as a result of the delay in getting the sub notices out this year or just a reflection of the preference for an electronic offering. I suspect paying for it features somewhere in the mix. GASCO has produced a Loss of control poster which has been circulated to clubs.

GASCO have organised 45 safety evenings of which 8 are completed. This year the topics are built around the six areas of greatest concern to General Aviation in the UK - the GA Safety Six and this year include situation awareness, loss of control, and the "Elephant in the room" syndrome - being the things everybody knows about but doesn't speak about, at both the individual pilot and flying school level.

New EASA reporting, including Mandatory Occurrence Reports (MOR), is available on the on CAA website although is was unclear whether rules about mandatory reporting related to EASA a/c or EASA licences or both. It was noted that GASCI are analysing MOR's for the Irish CAA inviting the question whether GASCO should or could do it for CAA.

GASCO is represented on various electronic conspicuity groups. This relates to the proliferation of traffic avoidance products. Current perceived problems are : interoperability (not all features in all products), proliferation, costs and the "heads inside" issue. It was noted that the Pilot Aware product can feed into Sky Demon. Data Driven Adaptive Training - online training through simulation - is being provided free to GASCO for a year to promote registration among pilots and organisations. GASCO has also been given access to CADS - military flight planning and recording system - giving information on military movements. The demonstration showed it to be a powerful resource for flight safety but actually GA login is very unlikely .

Forward seminar programme : The will be another Ditching and sea survival course at the RLNI college (no date yet); a Met seminar on weather for GA at Imperial College on 16/04/2016 (organised by the Royal Meteorological Society); a weather decision making course at the Met Office in Sep 16 and Flying instructors seminar TBA (but will not count towards formal refresher training)

Infringements seem to be rising at the moment particularly in the Southampton area, so much so at Southampton that they wonder if they have altered their proceeedures or thresholds. The CAA report the creation of a number of Local Infringement Teams to raise awareness with airport, ATC and users at major airports.

Mid air collisions and air misses have prompted the CAA to dust off the "Skyway Code" to help understanding of SERA (Standardised European Rules of the Air) and there was a general moan about UAV's and the need to get the message out, particularly to recreational users.

Many members reported difficulty communicating with the CAA, finding relevant information and that the CAA is not updating documents. There is no system to help pilots understand changes in regulations or requirements outside clubs - no "hub" for information. Unfortunately this might be a consequence of the move to EASA compliance - the comment was "if you're not careful you get what you wish for."

The BGA member reminded the committee that gliders are everywhere, not just around gliding sites and travelling long distances; Hang gliders and paragliders are also travelling longer distances and, like gliders, often just under cloud.

Another member reported increasingly poor discipline on joining circuits along with poor R/T. The possible reasons for this were well debated although the conclusion sadly was that, often as not, pilots just can't be ars*d (not my words)

Andrew Cragg

Flying Training in Permit Aircraft

The CAA has just released a new ORS: http://www.caa.co.uk/docs/33/1143.pdf, which now permits the sole owner of an aircraft, a joint owner an aircraft, a registered shareholder of the company which owns an aircraft or the spouse or child of such 'owners' to receive ab-initio flight training in Permit to Fly aircraft.

This policy has, unsurprisingly, been welcomed by the LAA.

GASCo
General Aviation Safety Council

RMetS

Weather For Private Pilots Licence Holders

Lecture Theatre 207, Skempton Building, South Kensington Campus,
Imperial College London SW7 2AZ

Saturday 16 April 2016, 10.30am

The meeting is focussed on improving safety for General Aviation, particularly for advanced PPL (private pilots licence) students and holders. General Aviation Safety Council (GASCo) Safety Evenings are designed to examine the six areas of greatest concern to General Aviation in the UK, the ***'GA Safety Six'***. Of the safety six, two are significantly affected by weather: Controlled flight into terrain (CFIT) is often associated with cloud, and loss of control is often associated with unexpected changes in the wind. Therefore this meeting will focus on two topics: visibility/cloud and wind/turbulence. There will be considerable emphasis on practical exercises using information available on the internet and other sources: All participants are required to bring a laptop or equivalent device and it will be assumed that participants are familiar with TAFs and METARs. The meeting will also address conditions in the near continent (particularly France) and more mountainous parts of the UK (Wales, Scotland) including how they cause problems for GA pilots.

Meeting Chair: Dr Jacob Kolleger, Royal Met Soc Aviation Met Special Interest Group

10:30	Welcome, Registration, Coffee	
11:00	Wind/Turbulence: basic theory, sources of data, decision making	Bob Lunnon James Morrison
12:00	Practical Exercise: diagnosing wind conditions from real time data	Tutors
13:00	Lunch	
14:00	Visibility/Cloud: basic theory, sources of data, decision making	Rebekah Sherwin
15:00	Practical Exercise: diagnosing visibility/cloud conditions from real time data	Tutors
16:00	Open discussion identifying key issues for PPL pilots	
17:00	Meeting close	

REGISTRATION IS REQUIRED – see http://www.rmets.org/events/forthcoming-meetings

*There will be a small charge to attend this event to help cover venue costs, refreshments and lunch.

#RMetSMeet

Programme 2016

Programme 2016

2nd February	London Air Ambulance
20th April	Turf Production & Visit to York
11th May	Great Plains and Bailey Trailers, Sleaford
May / June	Deep Sea Chambers and Helicopter Collection
28th May	Possible FFA European Tour to Spain and Portugal
22nd - 23rd June	Tony Fisher's Vintage Extravaganza
29th June	Duchy Estate Organic Farm, Tetbury



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.

London, February 2nd 2016

A visit to the London Air Ambulance station, meeting at 10:30am at their base, The Royal London Hospital in Whitechapel. Lunch will be in the local area.

Please send your reply slips to Rick Holt. Unfortunately, this visit is limited to 20 members only.

Turf Production, April 20th 2016

Visit to Inturf Turf Farms and York.

Fly into Full Sutton airfield by kind permission of Simon Pocklington.

10:00 Board coach for guided tour of Inturf
12:00 Board coach for York city centre.
12:35 Coach will park near National Railway Museum (NRM) Visit either NRM or other attractions in York centre.
15:30 Board Coach for Full Sutton
16:00 Farewell and depart.

Max numbers 48. Cost £15.00 per person. Closing date 23/03/2016 for your reply slip.

Lunch is your choice and cost in York. No landing fees. NRM entry is free.

Organiser: Bill Boutcher-West.

Great Plains and Bailey Trailers, May 11th 2016

Landing at Boston, we will visit 2 equipment manufacturers in Sleaford - Great Plains (formerly Simba) and Bailey Trailers.

Organised by Peter Evans. More details in the March newsletter.

Blackpool, May or June

This visit is still in the planning stages due to the air show programme. It will be a one day event.

The morning visit will be around a factory that manufactures Commercial Diving Equipment & Hyperbaric Chambers - they also supply hospitals. The afternoons visit will be Phil Connolly's private collection. He operates a UH-1H and a Loach 011 helicopters. See http://www.huey.co.uk/ for more details.

FFA European Tour, May 28th 2016

Richard Howard and David Keene have volunteered to put a tour together taking us through France, Spain and Portugal.

Still at the planning stage, but a rough plan is:-

- Tour to start Saturday evening 28th May in St Nazaire
- Sunday morning visit WW2 Submarine pens
- Sunday afternoon fly to Pamplona
- Monday or Tuesday visit Limagrain plant breading site near Pamplona.
- Monday or Tuesday visit Laguardia walled city followed by winery tour with wine tasting followed by lunch.
- Wednesday fly to airfield near Porto, possibly LPVL
- Thursday or Friday visit large dairy farm near Porto
- Thursday or Friday visit Cork producer near Porto
- Tour ends Friday night, June 3rd.

If you would like to partake, please send the reply slip to Richard Howard with a deposit of £100.00 per person by 15th January.

Vintage extravaganza, June 22nd and 23rd 2016

Tony Fisher is going to revive the tour he initially planned for 2015.

More details in the March newsletter.

Dutchy Estate Organic Farm, June 29th 2016

A revisit to Prince Charles' organic farm near Tebury. Organised by Anthony Kedros, more details in the March newsletter.

Eggers and Beamish Visit 2nd/3rd September 2015.

Eight aircraft and three cars with 20 POB pitched up more or less on time at the 800ft. asl gliding strip 12 miles west of Newcastle and with in the Newcastle zone, full marks to Newcastle controllers who handled our arrivals and departures without any hassle.

We boarded a bus to begin a day looking at commercial forestry at the invitation of Eggers a family owned business based in Austria with timber plants throughout Europe.



The morning was spent viewing plantations at various stages of growth, lively discussions took place at each stop and by lunch time even the most sceptic agreed that producing a timber crop on what previously had been poor sheep pasture was the way to go.

It was clear that it needed a bit more effort in the first 3 to 5 years but then you could put your slippers on and sit back for thirty years.

We were then bussed to the Eggers plant at Hexham where a splendid buffet lunch had been laid on and we were joined by our President, Dick Walgate.

In the afternoon the party toured the truly gobsmacking £200 million chipboard plant, one of the most technologically advanced in the world producing a million cubic metres of chipboard a year, the majority of the board is upgraded for the construction and furniture industries. The plant uses 1.2 million tons of timber per year, 950 lorry loads a week.

The process is continuous, raw chips one end coated chipboard at the other, walking the full process was for some of the party as much exercise as they would have in a month.

One fact that surprised us was that the final finish which we are familiar with on kitchen tops etc. was in fact chemically hardened paper.

After the plant tour we were entertained yet again to afternoon tea and shown their full range of products.

Overnight was spent at the comfortable Slaley Hall Hotel.

Next morning was spent at Beamish where a Victorian/Edwardian pit village has been recreated complete with authentic trams and buses to ferry you around. The allowed time of three hours was totally inadequate and only gave a taste of what was on offer at this extremely interesting project.

By the time we arrived back at Currock the low cloud and rain had shifted and we could make our way home in reasonable weather conditions.

Mike Ashmole

AGM, Lasham, September 29th 2016

When I was visiting Friedrichshafen in May 2015 I met Sean Lapworth who was on a stand selling FLARM. Sean is a member of Lasham Gliding Society. We discussed gliding and the problems of gliders landing in farmers' fields and the recovery therefrom. I suggested that Sean should come to a meeting I was organising in July in the New Forest. I was in need of speakers and Sean was in need of greater understanding in the farming community about field recoveries. Sean came to our meeting and spoke well despite being moved by a shower of rain away from a field into a covered tank workshop that kept members eyes and attention away from the speaker and his valuable information. Sean brought Mike Philpot the Vice Chair of LGS with him. Mike spotted the synergy in allowing the FFA to use Lasham as a meeting for the AGM. So it was that we were invited to break the great taboo of powered aircraft flying into Lasham today.



We were addressed initially by Mike Philpot who told us that Lasham is the busiest gliding site in the world with 59,131 movements in 2014 which is more than Heathrow achieves. There are 30 full and part time staff at the site and there are 290 private aircraft based at the airfield. Lasham has produced 4 World Champion Glider Pilots in 2014. There are 300 employees at the various subtenants on site including Aviation Tool Company formerly known as Dan Air.

Reference was made to the extraordinary failure of the consultation process about the proposed expansion of controlled airspace by Farnborough that will endanger the viability of Lasham as a gliding site as the new boundary of CAS will come hard against the edge of the airfield.

Martin Gosling our Chairman then introduced Captain Eric 'Winkle' Brown our guest speaker. He said that the turnout today reflected the interest there is in Captain Brown. He mentioned Captain Brown's contribution to test flying thus ensuring





the viability of aircraft as weapons of war which helped in the eventual outcome of WW2. Captain Brown bailed out 21 times and was fished out of the sea 15 times. Little wonder that Captain Brown's favourite charity is the Royal National lifeboat Institution.

Captain Brown then addressed the 91 members of the FFA who had been joined by a further 38 members of the Lasham Gliding Society. He started by dealing with the race for development that went on throughout the war. At one stage the piston engined aircraft of the RAF were developed to use 150 octane fuel to try and gain better performance over their Luftwaffe opponents. It was obvious that the Germans had aircraft that were faster and more powerful than anything the RAF or USAAF had. Captain Brown told us about flying tactics and the various attributes of night and day fighters including the Messerschmitt 262 which he considered to be the best fighter of WW2 which was about 100 mph faster than the best RAF fighter of the day, the Spitfire Mk XIV. Winston Churchill was so concerned about this that he instigated a mission to collect German aircraft for research and development as the front progressed across Europe in 1944. Captain Brown was despatched to look for these aircraft. News came in of a couple of Me262s that had been found intact at a field near Hanover. On arrival at the airfield Captain Brown was instructed by the Brigadier in charge to standby for an important task the next day. A convoy of soft skinned vehicles set off at 0800 on the morning of 15.09.1944 to meet a truce delegation from a camp nearby. The German Officer they met informed them that there was a camp nearby with 10,000 cases of Typhus. If these people were released there would be a plague across Europe like the Black Death. The medics of both sides agreed to order a Hungarian contingent of the Wehrmacht to surround and guard the camp allowing no one in or out until further orders.



Captain Brown then described how he was issued with a face mask and allowed to enter the camp for an inspection. He discovered people in huts approximately 30 feet long by 16 feet wide. These huts had three tier bunks which were filled with inmates. The bottom bunk would have a single occupant, the middle tier commonly had two or maybe three people however the top bunk could have up to seven occupants. The folk were so weak they were unable to get up to relive themselves and had resorted to urinating and defecating in their bunks. The resultant mess had descended through the tiers fouling the people on the lower bunks and eventually forming a mound below the bottom bunk about two feet high. He described the smell as "awful." Because of his time spent as a school teacher before the war having given him a good command of the German language, Captain Brown was kept back to interrogate the camp staff. He described meeting the Camp Commandant Josef Kramer and his deputy, an infamous woman called Irma Grese who he said was the worst person he had ever met. There is more about this woman here :- https://en.wikipedia.org/wiki/Irma_Grese

Captain Brown then described meeting Albert Pierrepoint the British Hangman whom he considered to be a "wierdo." His opinion of the burning and destruction of Belsen camp is that it was the right thing to do.

Captain Brown described various aircraft that the Germans had developed including the rocket plane Me 163. This was powered by hydrogen peroxide which made it extremely hazardous to fly and would explode on landing if as little as one cup of fuel remained in the exhaust pipe. Captain Brown actually flew one of these which he described as exciting especially during takeoff as the aircraft had an undercarriage dolly that was jettisoned on takeoff, the aircraft then landing on a skid. If the dolly was released too low it would bounce up and hook itself on the nose of the skid. Too high and it would bounce up striking the underside of the propellant tank causing the aircraft to explode. More may be read here. https://en.wikipedia.org/wiki/Messerschmitt_Me_163_Komet

There was a jet powered bomber that did not come into general use and he never got to fly that one. The Germans developed an ejection seat that was used 12 times in anger – every time successfully without loss of life. There descriptions of flying the famous Ju88 of which he had a low opinion and the twin engined Me110 that he held in high regard especially when fitted with 30mm cannon. Many Allied bombers were lost to these aircraft as they had a pair of cannons fitted to fire upwards so they could slide underneath their target and shoot without being detected. The

best score was 6 Lancaster bombers destroyed by one Me110 in one night. Captain Brown had some photographs of other rare aircraft that he had seen and tested for the British Air Ministry.

As 1945 drew on and British forces progressed slowly across Germany the opposition collapsed as Hitler drew more and more troops to fight the Russians in the East. So more and more aircraft became available for Captain Brown to fly and German prisoners to be interrogated. In April Berlin was surrounded and the German High Command became fractured. Evidently Himmler was so unpopular that he could not find a safe place to hide. He was roaming around Schleswig Holstein trying to find a safe house but was picked up by the British Army and Captain Brown interrogated him.

Roger Bell

After lunch in the Lasham clubhouse, Captain Brown answered questions from the audience. His answers held the audience in the same manner as his two hour session in the morning, with everyone giving their full attention.

Our Chairman then offered Captain Brown Honorary membership of the FFA, which he accepted.

After a briefing from Mike Philpot on the departure procedure, we were free to depart at will. Finally, a note from Neville Stops who put so much effort into organising this outstanding AGM meeting at a superb venue.

I would like to thank Lasham airfield, for hosting our AGM this year and especially Mike Philpot for arranging his side of this event. There was no landing fee which was put down to thanks to the FFA for the times when Lasham gliders dropped into their fields! I would also like to thank Roger Bell for the write up on the AGM, and his part in the Esso visit earlier in the year .

The cap for the RNLI collected £846.64 for which Captain Brown was amazed and delighted - Neville

FLYING FARMERS ASSOCIATION

Minutes of the 41st AGM

Lasham Airfield, 29th September 2015

Present: M.Gosling (Hon. Chairman), P.Stephens (Hon Secretary), R.Holt (Events Secretary), G.Bellerby (Committee Member), P.Young (Committee Member) and about 80 members.
P.Stephens took the minutes

	Description	Action
	The meeting was opened by the Chairman at 10:30 hrs (local)	
1	Apologies for absence Apologies were received from A.Cragg (Hon. Treasurer), P.Pilch, R.Taylor, M.Easey, Bernard Holmes, Mike Ashmole, Chris Makin, John Hardy, Dick Walgate, David Hunt, Michael Pudney and Tony Fisher.	
2	Signing of the Minutes of the 40th AGM held at Langar on the 29th October 2014 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 successful year with good visits organized by the Events Secretary. He voiced his concern that nothing was yet planned for future FFA European Tours and appealed for suggestions.	
5	**Treasurer's Report** In his absence, the Treasurer sent a copy of the accounts which was shown on the screen. The Secretary made a few comments saying that there was a profit showing and there was a good surplus in the bank making interest. This triggered off a host of suggestions about how the surplus could be used including - paying an organiser for foreign tours, concern that the surplus could be embezzled, raising the contribution to the GAAC, having a promotion to encourage more younger members, subsidise the membership fee, subsidise training a young pilot. A number of others said there is nothing wrong with having a healthy reserve.	
6	Election of Committee Members It was the turn of RM Gosling 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 unanimously.	
7	Membership Report For the first time the total membership has risen above 400, now standing at 406 members with 17 joining and 9 departing. The average age rose over the year from 63.12 years to 63.66 years.	
8	**Event Secretary's Report.** R.Holt ran through the 2015 events which had proved very popular. He already had a draft calendar for 2016 although no dates are set apart from a factory visit to Boston on 11th May 2016. A suggestion for the London visit in February was to visit the London Air Ambulance.	
9	AOB Roger Bell thanked the Committee for their work.	
	The Chairman closed the meeting AGM at 11:30 hrs (local)	
	Minutes approved at a subsequent AGM.....	



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