FLYING FARMERS ASSOCIATION




*Newsletter No. 129* *December 2018*

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*Cover photograph by Roz Stephens - 2019 FFA AGM held on 10th October at Rebecca Rayner's farm.*

### Joined Since 1st June 2018

8614 Rob Keene, Gloucester
8615 Brendan Walsh, Mull
8617Andrew Holman-West, Stratford
8618 Richard Thomas, Ashford
8620 Ed Smiley-Jones, Melton Mow.
8622 Brian Harvey, IOW
8629 Robert Fray, Peterborough
8630 Neil McConachie, Mayfield
8632 Jules Mountain, Hemel Hemp.
8633 Euan Ramsay,Dingwall
8637 Nick Dean, Lutton, Cambs
8645 Julian Hammond, Norfolk

## Chairman's Ramblings

### A cautionary tale (Part 2)

In my Ramblings in the Summer Newsletter, you may remember that I had had quite a serious spat with the CAA over the previous 12 months which culminated in a court case over allegedly flying whilst my licence was suspended. The case against me was thrown out and I was awarded my costs. Now I would expect that the great majority of you reading this would expect that 'being awarded your Costs' would mean just that, but how very wrong you would be!

There is a department in Sheffield which deals with Costs claims, and I have discovered that there is a rate of recovery relating to various legal individuals, that are set against Legal Aid values. For example the cost of a lawyer to defend a person was, in my case, £270/hour. The set rate of recovery against said lawyer is precisely £45.38/hour!! I do rather wonder who in this Sheffield department really believe that fully trained and experienced London lawyers work for £45/hour. So I expect you can see where this is all going.

In order to submit a costs claim to Sheffield an enormous amount of work had to be done to collate all of the correspondence and advice I was given in the previous year or so - and no, you can't submit it electronically; they want it all in hard copy. So a large area of the Amazon rain forest was used to send all the information to Sheffield by Snail Mail, which they diligently pored over for a month or so before determining that the claim was way over the top for what they were prepared to pay, and they settled on a figure of £2259.79, which was a mere 16% recovery of my costs. However, there was all this work done by the lawyers to collate the information to send to Sheffield - and of course that is not allowable as part of my costs recovery!

So the final cheque that I shall be getting will be for the startling amount of just £425.65, which now relates to a **3% recovery** - and no, that is not a misprint!! And by the way, it is now five and a half months on from the court case and I still haven't received ANY money (despite my lawyer having had the money from Sheffield for the last 6 weeks - which for some reason he won't pass over to me despite many requests. Oh, and by the way, the CAA don't have to pay these costs themselves - it all comes out of "Public Funds". That means from you and me. We all know that life isn't fair, but for the life of me I can't see where all this is the slightest bit fair - but then I am just a simple defendant with old fashioned values.

The cost to me was probably in the order of 20 times more than a plea of guilty and fine would have been, but I was determined that I was not to have a stain on my character. It was a expensive lesson to learn.

Be careful if any of you reading this end up in court and believe you will get your just deserts from winning your case. You won't.

You may also remember that after the case was over I wrote to the new CEO of the CAA complaining about the cavalier treatment I received from them from all their departments, and asked for a meeting to secure an apology. A month went by and absolutely nothing happened, so I again sent a recorded delivery letter complaining further about their continued lack of response. This resulted in a reply by return of post answering all my points and generally dismissing them all apart from one or two grudging acknowledgements, and finished by saying that I probably wouldn't agree with him, but that was the view of the CAA. My response was immediate, agreeing that I certainly didn't agree with him, and insisting again that I had a face-to-face meeting with one of their officials.

To my great surprise he agreed to set this up and in due course I returned to Gatwick for an interview - this time reminding them that I was the one conducting the interview, not them. I took with me an FFA colleague as a silent observer, and a tape recorder, to ensure that I wasn't shafted for a second time!

I had a very sensible and even friendly two and a half hour meeting (with the same man that originally signed the letter suspending my licence!) firmly putting all my points to him, at the end of which I asked for a full apology from him on behalf of the Authority. He, unexpectedly, gave this to me which I was able to have confirmed by tape and by my colleague, and as a final request I asked

## Committee Members

| | | |
|---|---|---|
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| **Andrew Cragg** | Treasurer & Vice-Chairman | 01303 874251 |
| **Neville Stops** | Events Secretary Elect | 01264 889678 |
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for it officially in writing, which amazingly, he also agreed to.

So I now have a framed copy of this full and unreserved apology which I genuinely believe to be unique. I cannot believe that many people, if any, have had such a letter from the 'mighty' CAA.

It has taken an enormous amount of perseverance and determination, and I can well see how easy it would be to throw in the towel and just accept what they say. They are just big bullies who believe what they say is unfailingly right and 'how dare you challenge us'. But you **can** challenge them, with determination (and deep pockets).

What a summer and autumn. The easiest harvest to gather since 1976, which went some way to counter the expected lower yields from lack of rainfall. And an autumn drilling campaign which was almost as uninterrupted as the harvest. Excellent soil conditions has given all the crops a tremendous start and the growth has been continuous, and as we move into December the temperatures are still well above average. My neighbour drilled his oilseed rape on August 8th and it was over two feet high by the end of October! At least that will make it more difficult for the pigeons to gain a foothold.

We had no cereals this year on our minimal acreage, with it all being down to sugar beet. Last year's terrific yields couldn't of course be repeated and the crop struggled right from the start. Drilled 6 weeks behind the optimum date it then immediately went into a drought scenario with some plants not emerging until August and some simply dying from lack of water. The roots were never going to be very big, and so it proved. The harvesters did what they could, but the fact is that the machines have fixed gaps in their cyclones and elevator traces and many roots were either spun out or fell though the traces, since in many cases they were little bigger than parsnips. The roots left behind on the ground were pretty alarming. This year's yield was only about 50% of that of last year at 56 tonnes/ha.

The whole operation is pretty spectacular nowadays - we had two harvesters, and two tractors with 18 tonne trailers. They arrived first thing on Monday Nov. 5th, and by 7 pm on Tuesday 6th all 84 acres were harvested and stacked in rows along the roadside headlands. As the harvesters left the field, we had already completed 45 acres of drilling with the remaining 39 acres being completed by Wednesday night! Such was the mildness of November that the crop had emerged and was readily visible less than 3 weeks later. The value of the harvesting and carting machinery was around £1.2 million with a further £600,000 of cultivating and drilling machines.

Then just two weeks later a fleet of lorries turned up and within 24 hours 66 lorries had carted 1,916 tonnes of beet into the sugar factory for processing, creating temporary bedlam on our local minor roads despite it only taking four and a half minutes to load each 29 tonne lorry. The loading machine, which has a delivery arm 14 metres long and can spit the beet off the headlands and over hedges, ditches and road verges at this phenomenal rate into lorries simply standing on the hard road, cost the thick end of £600,000 each!

In my schooldays we had a man harvesting about 30 acres of beet with a single row trailed harvester whose elevator traces had to be cleaned at the end of every row when the ground was no longer dry, and for those 30 acres he would start at the end of September and would keep going relentlessly until well into January. I can also still remember as a teenager loading many a 10-tonne lorry by hand, with a special beet fork which might hold three or four beet at a time. (Those were the days - we were happy (ish) as we knew no different).

Farming is now seriously capital-intensive and it can be seen why the minimum economic size of farming businesses has increased from about 100 acres when I was a mere boy to several thousand acres nowadays.

Flying and farming have mostly wound down now with the darker nights and colder days, with Christmas and the New Year and the start of a new season to look forward to. In a couple of weeks the days will (slowly) begin to lengthen and we can look forward to our first FFA meeting of the New Year in London - a visit to the Postal Museum on January 29th, organised by Committee member Giles Abrey.

Which brings me to thank all those who have either organised or brought forward suggestions for events over the last year, and also to all those who have attended and embraced all the meetings so enthusiastically. It is true to say that without your participation, the purpose of all the meetings would be pretty pointless and the whole ethos of the FFA would have little value.

A very happy, peaceful and special Christmas to you all.

*Martin Gosling*

## Safety Comm Change

From 3 January 2019 Safetycom and other common sporting and recreational assignments used across the UK will transition to 8.33 kHz voice channel spacing.

The new channel number for Safetycom will be 135.480. Depcom will become 122.955.

All pilots and ground stations need to use the correct channel number to ensure effective communications when using these channels.

This change also affects common assignments used for Gliding, Microlights, Parachuting and Hang gliding. CAP1606 includes the full list of these changes.

Further details on 8.33 kHz radios and frequency conversions can be found on the CAA website

## GAP 13th November 2018

### G-INFO

Concerns were raised at the AGM that the CAA's online register of G-registrations was being used to locate Rotax engines which were subsequently stolen. The CAA were not slow to come to the same conclusion and conducted an investigation to see if enquiries to G-INFO correlated to "victim" aircraft or if there was any suspicious activity from repeat "enquirers". I was told that there was no "evidence" that G-INFO was implicated in the recent thefts. If you don't believe it then what can we do?

a) The database is a response to a duty set out in the ANO which requires the CAA to keep a public record of UK registrations. Why? Well, it dates back a long time to when airfields would [have to] look up the information in order to send invoices for landing fees to [departed] visiting pilots. Whatever the rights and wrongs of it now, changes to G-INFO will require a change to the ANO so don't expect it to be turned off anytime soon.

b) On the other hand, if you are a member of AOPA and your GINFO address has to be the address of your hangar then they

will offer a "PO Box" such that GINFO will say "care of AOPA". If you are not a member of AOPA then contact me and I will try to negotiate the same on the basis of the FFA corporate membership (but then notifications would come from CAA to AOPA to FFA to you). The LAA are thinking about the same service for its members but have not fully examined the cost implications. I understand that the BMAA will do it for its members but I had not confirmed this at the time of writing.

## Network of Airfields

We are all concerned about the safeguarding of our airfields and you will be pleased to know that there is broad support for identifying and protecting a network of airfields particularly by the All Party Parliamentary Group on Aviation. Obviously, the emphasis is on a network supporting travel, training, commerce and jobs – not our little airstrips – but we can benefit from the recent changes to the new NPPF (National Planning Policy Framework), published in July, in which two paragraphs were inserted specifically relation to the protection of airfields : New paragraph 104 reads: *'Planning policies should.... (f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.'*

The second change in the NPPF is in the Glossary at Annex 2, where a new

definition has been inserted: '*General aviation airfields: Licensed or unlicensed aerodromes with hard or grass runways often with extensive areas of open land related to aviation activity.*'

None of this removes the conundrum that if you want to be safeguarded then you have put your head over that parapet and I'm not going to enter into that debate today!

## Airspace & Electronic Conspicuity

Lots going on with airspace at the moment : 107 ACP's (Airspace change requests) in the system and 61 received this year alone not to mention the recent controversial ones and the start of the process which will inevitably take place with the introduction of the 3rd runway at Heathrow. If you are interested, visit the new airspace portal :

https://airspacechange.caa.co.uk

You may remember that there was a consultation on Airspace Modernisation Strategy which closed in September. It will be published in December and in 2019 we can expect the CAA to develop a plan for 2024-2033 (Will I still be flying then?)

Also in 2019 we can expect further policy development on Electronic Conspicuity (EC) and Drones. As far as EC is concerned there is already talk about mandating EC in the future but while there are attractive and compelling adverts for products all around there are still any number of questions around interoperability (harmonizing different systems so that everybody sees everybody and not just somebody). So think carefully before spending too much money. Have a look at CAP 1391 which explains a lot of the issues and the jargon.

## Part ATS

Some EASA regulation which has put the "cat amongst the pigeons" but like so many EU things will hopefully end up being a "storm in a teacup" (Ohh that Brexit would be the same!) It is : *Common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight* and affects Instrument Approach Procedures to Aerodromes without an Instrument Runway and/or Approach Control. Current interpretation suggests that it would result in either 30 new areas of class D airspace over airfields with approaches, or FISOs required on all instrument approaches or 194 Approaches removed. Of course, it doesn't want to be any of those things. New applications for what we can loosely call RNAV approaches under CAP1122 have been suspended. Stay tuned – but only on 8.33 KHz radios!

## EASA Permanent Permit aircraft.

This has been a long-standing topic. The basic problem arose from it apparently being necessary for a surveyor to visit each aircraft before its permit could be renewed, leading to extra cost and time delay. It was confirmed that the involvement of a CAA surveyor is not necessary with a Part 66 qualified licensed engineer to sign off on private use ELA1 aircraft. The CAA is now actively addressing the problem and it was concluded at the last meeting of the Maintenance Working Group that the issue is on the way to being resolved.

## 8.33 KHz radios EU Grant Funding.

The window for any further applications closed on 30th September 2018.

800 were received in September, of these; 560 were during the final week, 6 in the last hour and the final claim received at 23:34 on 30 Sept 18. There were a total of 6648 claims to the value of £3.3m representing £16.5m of "kit" purchased. Since the UK has been the only member state to get this so far we should consider it a good result for the industry and, to be fair, all credit due to the CAA for pulling it off.

## Brexit!

Its good to know that while it is consistently pushing for the UK to remain in EASA post –Brexit, the CAA has done a lot of work planning for a no-deal departure. Most of the major issues relate to commercial transport, however, we were pleased to learn, if we didn't already know, frankly, that all EASA licences will be valid in event of no-deal.

## Lastly, AIS and Skyway code

You will remember that there was a call for the details of unlicensed airfields be put on the VFR charts. As a result you will have noticed a lot more appearing on Sky Demon and will see a lot more on next years paper chart rotations.

The Skyway code is being republished in Jan 2019. I know it's a bit like going back to school but its very well done and worth a look as a refresher.

*Andrew Cragg*

# GAAC - Aerodromes Update

Anthony Kedros, our GAAC representative, has sent this update which is correct as of 23rd November 2018

| Aerodrome | Current Status |
|---|---|
| Andrewsfield | Braintree, Colchester and Tendring Councils are jointly developing a Local Plan for North-East Essex with an area including Andrewsfield aerodrome earmarked for a garden community with ultimately 10,000 homes. The definitive Local Plan is the subject of Public Examination with the Planning Inspector raising serious concerns about the viability of the proposal. |
| Aylesbury/Thame (Haddenham) | Resident Upward Bound Trust Gliding Club given notice to quit by 20 December 2018; technical site adjoining landing / take-off area earmarked in Aylesbury Vale District Council definitive Local Plan for development. |
| Bourn | Site earmarked for some 3,500 homes in 2031 Local Plan adopted by South Cambridgeshire District Council on 27 September 2018 after completion of all planning procedures, including Public Examination. A planning application for the development has been submitted. |
| Chalgrove | Aerodrome has been transferred from the MoD to Homes England (HE) and is occupied / operated by Martin-Baker Aircraft (MBA). Site included in South Oxfordshire District Council initial 2033 Local Plan for a 3,000-home development with a new runway for MBA operations but Plan being reassessed as concerns raised over infrastructure issues and availability of site within the Plan period. HE has stated that they will use their CPO powers if current negotiations about the development with MBA, who wish to protect and expand their on-site operations, are unsuccessful. |
| Deenethorpe | Site accepted under the Government's Garden Village scheme for development with up to 1,500 homes which development is supported by the Brudenell Estate, the site owner. After public consultations on a proposed site masterplan, East Northamptonshire Council approved the plan on 15 October 2018 and a planning application is now expected to be made before the year ends. |
| Dunsfold | Planning application for mixed use development with 1,800 homes on site approved by Waverley Borough Council on 14 December 2016 but called in for a Public Inquiry the result of which was Central Government approval for the application on 29 March 2018. Protest groups have appealed these decisions in the High Court but the Court rejected these challenges on 5 November 2018. |
| Elvington | York City Council definitive Local Plan submitted for Public Examination on 25 May 2018 includes a development of up to 3,330 homes occupying the middle section of the aerodrome runway. |
| Fairoaks | Surrey Heath Borough Council made a confidential, unsuccessful bid to establish a Garden Village on site with public consultations starting in February 2017. A local opposition group presented in January 2018 an alternative scheme ("Fairoaks 2020") that retains the aerodrome. Public consultation ended on 30 July 2018 on Council's draft Local Plan options document which states that for Chobham "Employment and Retail - Sets out that development at Fairoaks Airport should be guided by a development brief / masterplan." Outline planning application made for a Garden Village on site with 1,000 homes - application validated in October 2018. |
| Halfpenny Green (Wolverhampton Business Airport) | Aerodrome sold to MCR Property Group an investment and development company focused on commercial and residential real estate. In September 2018 South Staffordshire Council approved a Site Allocation Document expanding on the previously adopted Core Strategy for their emerging Local Plan which states that the Airport is allocated and protected for employment purposes. |
| Hullavington | The former RAF Hullavington aerodrome site has been sold to Dyson Ltd who has now renovated two existing Type D hangars as research centres. Latest outline planning application by Dyson made to Wiltshire Council includes a site wide masterplan retaining both runways, extending the main runway and construction of a private hangar with a control tower. |
| Kemble (Cotswold Airport) | Commercial Estates Group proposal to build a 2,000-home sustainable village on this 'brownfield' site as an alternative to the Cotswold District 2031 Local plan proposal for a greenfield site near Cirencester. The Local Plan endorsing continued aviation use of Kemble has been through Public Examination and was adopted by the Council on 3 August 2018. |
| Langar | Aerodrome put up for sale with expected completion in December 2018 – currently occupied / operated by British Parachute Schools. |
| Long Marston | Aerodrome is designated in Stratford-on-Avon Local Plan adopted Core Strategy for housing and has Government Garden Village approval with an adopted Supplementary Planning Document. Developer is Cala Homes in conjunction with site owner. See entry for Wellesbourne Mountford on page 3. |
| Manston | Application made by River Oak Strategic Partners for a Development Consent Order (DCO) to retain the aerodrome as a Nationally Significant Infrastructure Project was accepted on 14 August 2018 initiating a nominal three-month pre-examination stage. Site owners have submitted a revised planning application for mixed use retaining 1,199 metres of the existing runway for limited use by heritage aircraft. Thanet District Council definitive 2031 Local Plan public consultation document recognises the existing use of Manston as an airport and provides for the DCO process to continue. The public consultation ended on 4 October 2018. |
| North Denes (Yarmouth Heliport) | The aerodrome with two grass runways is for sale having been disused since 2015 on the cessation of North Sea helicopter operations. |
| Nottingham City (Tollerton) | With the support of the land owner, site earmarked for up to 4,000 homes in Local Plan Core Strategy adopted by Rushcliffe Borough Council. |
| Old Sarum | Site owner's planning application for housing development and 10 additional hangars amongst other work, objected to by various parties as being detrimental to the site's heritage and potentially limiting use of the aerodrome. Appeal made by owner to the Planning Inspectorate for non-determination of the application by Wiltshire Council with public inquiry hearings held in October 2018 with further hearings planned for December 2018. The Council subsequently rejected the planning application. |
| Panshanger | Welwyn Hatfield Borough Council definitive Local Plan provides for a realigned grass runway to the north of previous runway 11/29. Definitive Local Plan subject to Public Examination with specific hearings on the aerodrome taking place on 20 February and 27 June 2018. An outline planning application to re-open the aerodrome has been submitted and another party has submitted two separate applications to establish a replacement aerodrome at either Hatfield or Cromer Hyde. |

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| Peterborough / Sibson | Huntingdonshire District Council submitted an unsuccessful bid for a 2,500 home Garden Village on site. The Council subsequently withdrew their support for the proposal but the site is still listed in the Council's Housing and Economic Land Availability Assessment. |
| Plymouth | FlyPlymouth, a local social enterprise aerodrome support group, plans to reopen the aerodrome and start regional airline services. Sutton Harbour Holdings, the site lease holder, have proposed a mixed use development although the definitive Plymouth City / South-West Devon Joint Local Plan retains the site for aviation. The definitive Joint Local Plan was submitted for Public Examination on 31 July 2017 with specific hearings on the aerodrome conducted in February 2018. |
| Redhill | Land owner and Thakeham Homes, a local housing developer, have proposed a 6,000 to 8,000 home Garden Village on the site and adjacent land. Tandridge District Council public consultation on four potential Garden Village sites including Redhill ended on 9 October 2017.<br>Public consultation on the definitive 2033 Local Plan ended on 10 September 2018 and this has ruled out the site for a Garden Village and allocated it protected status as an Important Employment Site. The current draft Local Plan earmarks the aerodrome for employment purposes and notes that the site is within the Green Belt with a high risk of surface water flooding. |
| Wellesbourne Mountford | Gladman Developments in conjunction with the site owner have proposed a development of 1,600 homes on the site although the Stratford-on-Avon District Council Local Plan adopted Core Strategy has earmarked Long Marston aerodrome (see page 1) as a preferred housing development site. A Core Strategy stated policy is to "Retain and support the enhancement of the established flying functions and aviation related facilities at Wellesbourne Airfield". Tenants notified by owner that flying activities would cease in December 2016 but action deferred pending tenant's legal action to obtain new leases. The Court judgement handed down on 25 June 2018 ruled against the tenants who have subsequently been given leave to appeal the decision. The Council have formally rescinded the owner's permitted development rights to prevent building demolition work and have initiated proceedings to negotiate an agreed purchase of the site or, failing that, to acquire the site by a CPO. |
| Wycombe Air Park | Site lease holder (Helicopter Aircraft Holdings Ltd) has agreed new leases with the land owner, Wycombe District Council. Definitive Local Plan submitted for Public Examination provides for an industrial / warehousing complex on south-eastern part of the site resulting in loss of a runway and relocation of gliding activities. Public Examination hearings started on 16 July 2018 and ended on 26 September 2018. |

| **MoD Sites** | **The following MoD aerodrome sites are planned for disposal in the years indicated:** |
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| Abingdon 2029 | Dalton Barracks. Site earmarked for Garden Village style development with ultimately 4,500 homes in Vale of White Horse District Council definitive 2031 Local Plan Part 2 for which Public Examination hearings closed on 6 September 2018. The Planning Inspector has subsequently requested further justification for the proposed development. |
| Alconbury 2019 | Major part of site already being developed with 5,000 homes. |
| Arbroath 2020 | RMB Condor aerodrome – Local press report that Angus Council will be given the site for a 2,500-home development has been refuted by Central Government. |
| Brawdy 2024 | Cawdor Barracks. |
| Chivenor 2027 | Local Government agencies lobbying to keep a military presence at this RM barracks. |
| Colerne 2018 | Aerodrome sale rumoured being delayed to coincide with sale of adjoining Azimghur Barracks in 2031. Local business interest in maintaining the aerodrome for aviation purposes. |
| Dishforth 2031 | Aerodrome site being disposed of but not included for development in the definitive 2035 Harrogate Borough Council Local Plan submitted for Public Examination on 31 August 2018 but is expected to be considered during first 5-year review of the adopted Plan. |
| Halton 2022 | Aylesbury Vale District Council's definitive Local Plan does not include the aerodrome site for any development. Public Examination hearings of the Plan ended on 20 July 2018. |
| Henlow 2020 | Site earmarked for mixed use / specialist employment development in Central Bedfordshire Council draft Local Plan Part 2 submitted for Public Examination on 30 April 2018. |
| Mildenhall 2022 | Forest Heath District Council Vision & Prospectus document for the site retains the aviation facilities including the runway. |
| Molesworth 2023 | When vacated by the USAF, site due to be transferred to HE and currently earmarked for housing. |
| Linton-on-Ouse 2020 | Under the Services out sourcing agreement with Ascent, basic fixed wing flying training will be conducted at RAF Valley in Anglesey rendering Linton-on-Ouse surplus to MoD requirements. |
| North Luffenham 2022 | Defence Infrastructure Organisation (DIO) and Rutland County Council public consultation on Garden Village proposal for this site ended on 15 June 2018. Further public consultation to include proposed development in emerging Local Plan ended on 24 September 2018. |
| Scampton 2022 | The resident Red Arrows display team are due to relocate to a yet unnamed aerodrome. |
| Spitalgate 2020 | Prince William of Gloucester Barracks. Site earmarked for residential allocation in South Kesteven District Council definitive Local Plan document issued for public consultation ending on 23 July 2018. |
| Swanton Morley 2031 | Robertson Barracks. There is no reference to the closure of the Barracks in the definitive Breckland Council 2036 Local Plan subject to Public Examination hearings which ended on 21 September 2018 |
| Tern Hill 2022 | Clive Barracks. |
| Wethersfield 2020 | Aerodrome site being transferred to HE in 2020. Resident 614 Volunteer Gliding School moving to former RAF Swanton Morley (see above) which is also closing in 2031. |
| Woodbridge 2027 | Rock Barracks. |
| Wyton 2019 | Aerodrome being sold off – DIO has a Land Sales Delivery Partnership Agreement with property developer Crest Nicholson and proposed a 4,500-home development on site. Due to road infrastructure issues, site deleted from Huntingdonshire District Council definitive 2036 Local Plan for mixed use development including housing. |

# GASCo AGM & COUNCIL MEETING, 31ST JULY 2018 at THE AAIB FARNBOROUGH

## ANNUAL GENERAL MEETING

The Chairman introduced Byron Davies who was an MP until the last General Election, is actively involved in general aviation, and is the 'General Aviation Champion' at the DfT. He has held a PPL for about 40 years, owns his own aircraft and had recently attended a GASCo Safety Evening.

1 The Minutes of the fifteenth AGM held on 19th July 2017 were signed as a true record.

2 The Annual Report and the Financial Statements for the year ended 31st December 2017 were adopted

3 Wg Cdr Gary Coleman, Royal Air Force Flying Clubs Association, and Peter Claiden, British Gliding Association, were unanimously re-elected as Directors.

4 Air Cdre Rick Peacock-Edwards had completed his 6 year term as a Director and Chairman. He said that had very much enjoyed his time at GASCo and it had exceeded his expectations. GASCo had gone from strength to strength, provided good value for money and was a tremendous organisation. Professor Michael Bagshaw was unanimously elected as a Director in his place.

5 Professor Michael Bagshaw was unanimously elected Chairman of the Board of Directors.

6 The Chairman was delighted to announce that Mike O'Donoghue, GASCo's Chief Executive, had been awarded the 'Cumberbatch Trophy' of the 'Honourable Company of Air Pilots' for 2018 in recognition of all his work over many years on flight safety in general aviation. The announcement was greeted with acclaim. The trophy will be presented at the Air Pilots annual awards ceremony at the Guildhall, London, in October.

## COUNCIL MEETING

The FFA had not provided a report or asked me to raise any issues with the Council

## CHIEF EXECUTIVE'S REPORT

FINANCES

At the end of 2017 GASCo's accounts showed a surplus. Although GASCo was currently in deficit the contributions from members had not yet been received for 2018. A surplus of £6,450 is forecast at the end of the financial year

OLDER PILOTS

Following the presentations at the March meeting the CE was writing to the CAA to say that GASCo that did not believe the matter should be taken up as a risk at the moment. It was noted that both the BGA and AOPA had working groups on the subject. EASA is looking to extend the study to commercial air transport helicopter pilots over 65.

AIRSPACE INFRINGEMENTS AWARENESS COURSES

The courses were going well with about 200 attendees to date. Course 12 is about to be held and there would shortly be a review with the CAA. The CE would also discuss with the CAA the possibility of increasing the scope of the AIACs to making them available to pilots who had not infringed but wished to learn how to avoid infringing.

PRE-FLIGHT CHALLENGES

At **AeroExpo** we had the use of a PA28 Warrior and R22 helicopter available for the Challenge.

At the **Sywell Rally** we would be running a Pre-Flight Master Class in conjunction with an engineer. An Aeronca was available for the Pre-Flight Challenge.

At the **Scottish Aero Club Fly-in** at Scone Airport we will be running a Pre-Flight Challenge and Pre-Flight Master Class.

## SEMINARS

The **Ditching & Sea Survival Seminar** held at the RNLI had received very good feedback. South Eastern Marine Services had and brought along equipment and assisted on the day.

GASCo had helped with a **Helicopter Seminar** run by the British Helicopter Association. There would be another in September at Gatwick.

The September **Weather Decision Making Seminar** at the Met Office has been fully booked for several months.

SAFETY EVENINGS

Fifty-five **Safety Evenings** were held in 2017/18 and the 2018/19 programme is under development with a working title of 'You Wouldn't Bet Your Life On It'.

## 'FLIGHT SAFETY' EDITORS REPORT

The autumn edition of **GASCo *Flight Safety* magazine** will contain an article on what to do if lost. Pilots should either inform radar immediately, while squawking 0030, or else contact D&D.

Due to the implementation of 8.33 kHz many frequencies are changing, thus making it important that we check frequencies very carefully before getting airborne. The August edition of the **Extra** would let readers know where to find them.

Statistics coming from Australia show that a partial engine failure is far more dangerous than a full engine failure. According to the study a partial failure is three times more likely to lead to a fatality.

## MEMBERS REPORTS

**RAF FLYING CLUBS ASSOCIATION:** a decision had now been made within the RAFFCA that they would be looking at ADS-B as the primary method of electronic conspicuity.

After a nose-leg collapse, following a bounced landing, an important lesson learnt was not to move an aircraft after an accident or before speaking to the AAIB who would release it. All GA pilots and students need to know this.

**MET OFFICE:** The CAA and Met Office recognise the needs of the aviation community to access regulated aviation products and data in new ways.

The Met Office plan includes a vision to develop an API (Application Programming Interface) capability for as many of their regulated data and products as possible. This will allow 3rd party flight planning app providers used by GA to fully utilise the scope of regulated data and ensure the provision of an authoritative source of regulated MET data.

They envisage that this new capability will provide flight planning app providers with the capability to routinely pull extensive datasets from a range of regulated products such as METARs, TAFs, significant weather charts, SIGMETs etc. to be used innovatively in flight planning tools.

**LIGHT AIRCRAFT ASSOCIATION:** There had been 28 incidents in the first six months of the year. The two most common causes were Loss of Control on Landing or Take-off (14) and Engine Failure (7), four of which led to accidents. Of the engine failures, three (two resulting in accidents) occurred during flight testing: one a new type, one a newly imported aircraft and one with a newly refitted engine. The only fatal accidents was to an aircraft still on the G- register that had been sold in Sweden

*Gerald Hackemer*

# Programme 2019

| | |
|---|---|
| 30th January | Postal Museum, London - Giles Abrey |
| 17th April | Sandhurst and Hatchgate Farm - John Golden / Neville Stops |
| 30th April | Mull, Tiree, Colonsay and Bute - Mike Ashmole |
| 15th May | Bomber Command & Lincoln Cathedral / Castle - Winston Bailey |
| 26th May | FFA European Tour, France & Switzerland - Richard Howard (Fully Booked) |
| 19th June | Visit to Yorkshire - Gordon Bellerby |
| 26th June | Beeswax Farming (Dyson Farms) - Anthony Kedros |
| October | AGM - Stow Maries WW1 Airfield - William Procter |




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

Events such as these set above are arranged by FFA members on a voluntary basis. It is accepted by those who participate that nothing undertaken by the FFA collectively or members 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.

## Postal Museum, 30th January 2019

Giles Abrey has organized a tour of the Postal Museum in London 15-20 Phoenix Place WC1X 0DA

The Postal Museum reveals five centuries of British social and communications history through the eyes of its iconic postal service. Alongside permanent exhibition galleries and a temporary exhibition space, Mail Rail, London's secret Post Office Underground Railway, has opened to the public for the first time in its 100 year history and our tour includes a subterranean ride through some of the original tunnels.

9-00am - 9.30am - Union Tavern (Tea/Coffee/ Pastries)
9.55am - Depart for the Mail Museum (5 min walk)
10.00am - Arrive Mail Museum (receive wrist bands)

<u>Group 1</u>
10.15am – Board Mail Train
11.15am- Mail Museum Tour (approx. 45min) (Main Building)

<u>Group 2</u>
10.35am – Board Mail Train
11.30am - Mail Museum Tour (approx. 45min) (Main Building)

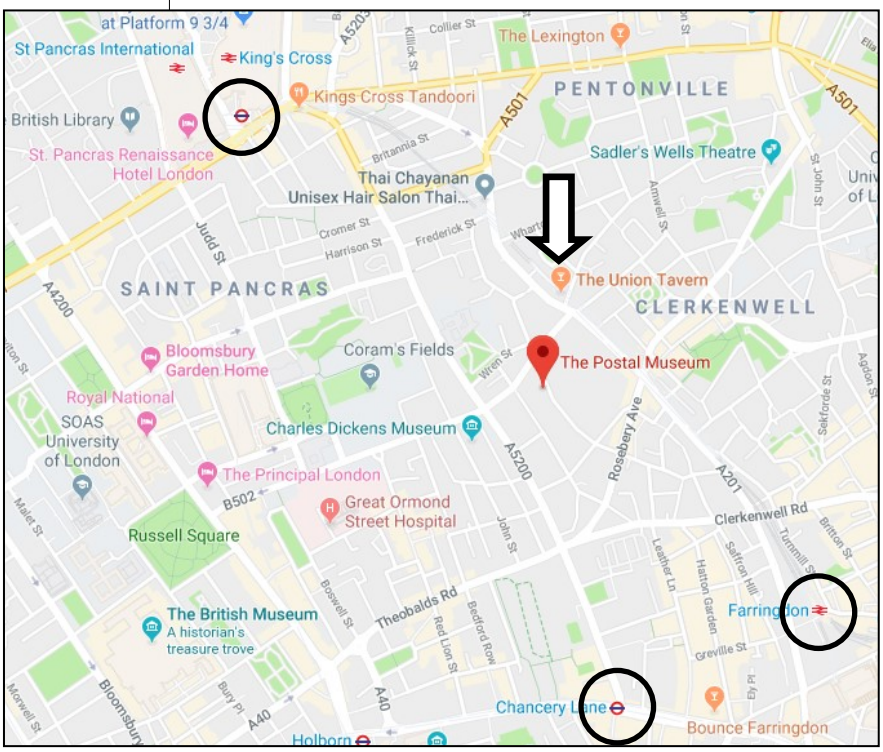
(I will allocate groups that morning)

1.00pm Lunch (Union Tavern)
Committee meeting to follow upstairs

They are happy that we bring our intercoms so I will co-ordinate that with you along with name badges etc nearer the time.

There will be restrictions for the disabled - please contact Giles for more information - 07967 655470

Tour limited to 40. Please fill in the reply slip and send Giles a cheque for £50.00 per person (includes entrances and lunch)



## Sandhurst & Hatchgate Farm, 17th April

**Royal Military Academy Sandhurst**

We will be using Blackbushe (EGLK ) for landing, more details to follow.

1000 – Arrive Academy Gates
1000 – 1015 Move to Wellington Room
1015 – 1035 Refreshments
1035 – 1055 Introductions and History
1055 – 1100 Move to Royal Memorial Chapel
1100 – 1125 Royal Memorial Chapel
1130 – 1150 RC Chapel
1150 – 1210 History Room and Shop
1210 – 1230 Cadet Selection and Training
1230 – 1250 Grand Entrance and Sovereign's Parade

**Afternoon visit to Hatchgate Farm organised by John Golden**

Hatchgate, a farm with a big difference.....

We are very pleased to be able to visit Robin and Shane Humphries' farm at Bramshill. Robin and Shane are long-term members of the FFA.

Situated on the River Whitewater, the already-beautiful farm has been made even more special by the twenty-two ponds that Robin has dug and landscaped. He and Shane have planted trees and aquatic plants and have made green tracks through their



unspoilt woodlands. They have a herd of about a hundred red and fallow deer (see the picture of their 42-pointer red deer stag).

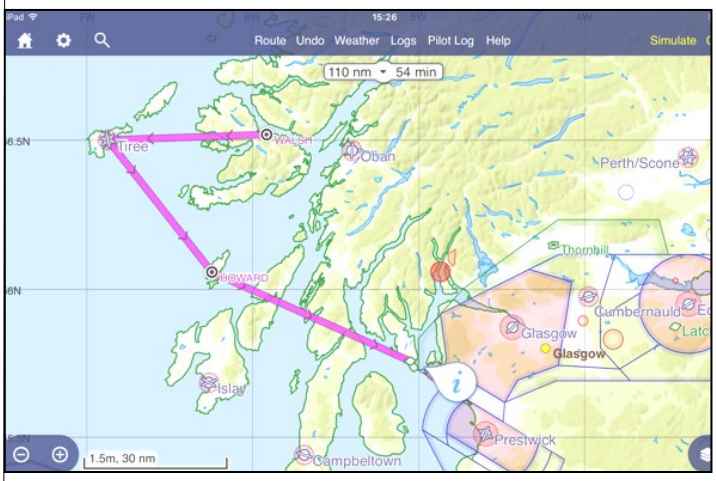
Robin trained as a precision engineer. We will see his workshop where he has designed, developed and manufactured a number of significant inventions including the Shane engine (details can be found on-line). His fencing-wire twisting and joining tool was a Farmers Weekly prize winner. He has also made and installed a power-generating water wheel. When he was a moto-cross and trials rider he designed and made his own motorbike because he thought that the design of the frame, forks and engine could be improved for the harsh world of competition – you can see one of these in his large collection of classic motor cycles, some going back to the 1920s.

*Bring footwear suitable for a farm walk and wet weather clothing if necessary.*

The cost of the visit is £45.00 per person, which includes coach travel from and to Blackbushe airfield, entrance to Sandhurst Military Academy with a guide, lunch and visit to Hatchgate Farm. Landing fee's are not included but group discount is available on the day.

Please fill in the reply slip and return to John Golden

## Mull, Tiree, Colansay and Bute, 30th April to 3rd May




Mike Ashmole is arranging this 3 night tour of the Scottish Islands

**30th April**, arrive Glenforsa, Mull, in time for dinner at 18.30. Overnight accommodation at Glenforsa Hotel adjacent to the runway. Early arrivals could use public transport to explore the flesh pots of Tobermory.

**1st May**, depart for The Isle of Tiree where we will meet local farmers to discuss the economics of Island farming. In the afternoon, depart to the Isle of Colonsay to view member Alex Howard's operations on the Island. Overnight at the Colonsay Hotel.

**2nd May**, depart for the Isle of Bute for tour of Marquis of Bute's estate including Mount Stuart House and gardens. Overnight at the Glenburn Hotel Rothesay.

**3rd. May,** depart for home.

Budget cost per person sharing a room including D/B/B, local transport and entry to Mount Stuart £290.

Landing fees under negotiation.

To secure a place a non-refundable deposit of £150 per person required to Mike Ashmole.

Please fill in the reply slip.

## FFA European Tour

Sorry - fully booked - notice of this event had to be circulated by email in order to receive deposits to secure hotel bookings.

Details of the remaining tours can be seen on the FFA website as details are released and will be published in the March newsletter.

## Note!

We are looking at developing online booking forms for events, using bank transfers for payments. The newsletter and reply slips will of course continue as well.

Any comments regarding this change to Paul Stephens - chix@farmline.com. Is it an unfair advantage to those that use the website? Do you ever look at the website? If events are over subscribed, should preference be given to early responders, or should names be drawn out of a hat? Any suggestions welcome.

# AGM Visit 2018

**FFA AGM 2018 farm visit to Glebe Farm, Kings Ripton, 10th October 2018.**



Rebecca Rayner invited us to her farm for the AGM, and after the business of the day was completed, gave us a tour of her enterprises based in the farm yard. She took over the running of the family 500 acre farm at Kings Ripton in 1998, and has been farming in association with another block of 500 acres near Cambridge from that time. The farming was a simple arable rotation of wheat and oilseed rape.

By 2000, with prices depressed, it was clear there was a need for diversification, and Rebecca embarked some organic cropping and flour, bread production and culinary experiments in her kitchen and later conservatory, which she sold at 8 farmers markets a month. The idea was to add value to the crops she grew and could source from other growers.

Windmill ground flour went down well and customers enquired about "gluten -free" and Rebecca experimented with oats as an alternative to wheat. Gluten coeliac intolerance was first identified in the 1960s and affects 1 in 100 people. Gluten free products have perceived health benefits. From a conversation with a fellow market stall trader selling his own apple juice came the concept of Glebe Farm cider, (sold as SIDE -R) and then Ales.



An ambitious programme of expansion was launched, with new buildings and equipment self-funded, and as volume and diversity of products increased so the capacity of the processing facilities had to expand. The requirements of food production regulations and the prevention of cross contamination demands dedicated gluten free oat processing machinery. To ensure cleanliness and purity, the pallets on which the Glebe Farm products are stacked have been heat treated - and cost £12 each. Rebecca has 20 farmers growing oats for Glebe Farm Foods. There are 45 people employed. All the buildings are named after aircraft types linked with the Pathfinders of WW2. They had to put in a new electric supply cable at a cost of £50k. The next expansion project is to be a new grain store.

Glebe Farm products include porridge oats, oat flour, oat milk, sold in own-label packs and some branded for major supermarket. Ales originally brewed at Glebe Farm by Marc, Rebecca's partner, are now contracted and bottled elswhere under the Glebe Farm brand. Then there is Granola baked on farm. Products are exported to Switzerland, Italy and Spain. Glebe Farm now has representation in several countries. Rebecca attends UK and European shows herself. On our way driving home we passed a "Glebe Farm" hoarding beside the anti-clockwise M25!

Apart from all of that, there are solar panels on the buildings, caravan and container storage, a biomass boiler for the oat residues and a touring caravan site. Rebecca was runner up for the "Farmer Entrepreneur of the year 2014". She joined the FFA in January 2018 and has created an airstrip and acquired an aeroplane!

We were also treated to a look at her partners hobby which is wartime radio equipment and associated hardware. Mark Marshall is into electronics and enjoys the challenge to be able to repair old equipment and build new. He is a short-wave radio ham. Because Glebe Farm is the site of several crashed wartime aircraft, including a Wellington and a Mosquito, he has a growing collection of parts dug up on the farm. The combination of old radios, history and planes was very interesting to the Flying Farmers!



*Bill Boutcher-West.*

## Tribute to Mike Rowland.
## 27th July 1944 – 24th August 2018

Although Mike and I lived and farmed at opposite ends of the county, we met through both being members of the Wilts, Hants and Dorset Seed Growers and the Chalkland Cereal Group. I was treasurer of the CCG when Mike was in the Chair and Mike was the instigator and oversaw the merger of the CCG with the Morley Research Centre in East Anglia. We had tried to avoid being swallowed up by Dr Mike Carver's Cotswold Cereal Group but the inevitable happened when they joined Morley as well to be known as The Arable Group being today's NIAB/TAG.



*Flying Farmer members at Mike's Thanksgiving service, Burbage, 5th September 2018*

My love of flying was initiated by an invite as a guest of John Golden on the Flying Farmers European tour to Denmark, way back in the early ninety's. I enjoyed it so much that I learnt to fly, eventually becoming a member of the Flying Farmers Association where I would meet up with Mike again.

Every May/June the Flying Farmers do a European tour. In 2002 Mike lost his Flying partner John Hitchman, which coincided with me having contracted my farm out and having more time for flying - so Mike and I teamed up for the 2003 Flying Farmers tour of the Baltic States. For me being just a rookie pilot with low hours and only plodding around the UK, flying across Europe up to Talin was a whole new experience and broadened my horizons beyond belief. From 2003 up to 2018 Mike only missed two tours. The countries we visited include Northern Ireland, the Orkney Islands, Germany, Italy, Romania, Spain, Belgium, Netherlands, Norway, Scotland, Guernsey, The Irish Republic, France, Strasburg European Parliament, Estonia, Lithuania, Finland, Portugal, and Poland. Usually there are up to 18 aircraft with 40 members and guests, the places visited, the camaraderie, and the memories made are priceless.

And so started the annual trips to Bowden Farm for route planning. Liz's lounge was turned into a flight planning centre with sometimes up to 10 charts clipped together across the floor so that Mike could get the straightest route possible. First of all, we would do a fine weather route, then do it all again for a low-level route in case of poor weather. His planning was meticulous and everything was filed away in his flight bag in order of flight. Of course now with modern technology we just put a route on a screen and drag it around prohibited airspace with the cursor.

Those of you who knew Mike well, will know that there was only one way of doing things and that was his way, and so it was with his flying. But he didn't always get his own way with radio controllers. On a tour to Romania we were inbound to Vilshofen Germany, an airstrip on the edge of the River Danube. We were working with Munich Flight Information Service and as we got within sight of Vilshofen we could see it enveloped in a huge thunderstorm and couldn't raise the Tower on the radio. Mike went back to Munich and he recommended we land at Eggenfelden to which Mike agreed. But Mike tried Vilshofen one more time and a German pilot answered and said the rain had cleared and he was just about to land. So Mike went back to Munich and told him we would now be able to land at Vilshofen.

Munich replied:- "Golf-Bravo Sierra Zulu Delta, its past 18.00, Vilshofen is now closed, as a non member it is illegal for you to land there, you will proceed to Eggenfelden as I arranged, they are expecting you"!

On another occasion Mike was coming to pick me up with his new Robin President. My airstrip is just inside the Salisbury Plain training area. To gain permission to land clearance is required to enter the danger area from Salibury Ops radio. Mike was briefed not to stray South of my strip because there was live firing in operation, to which Mike responded, I'm only just calling into Pete Gale's strip, to which Salisbury Ops replied, "Golf - Tango Yanky Echo Romeo, what part of live firing do you not understand"

Over the last 15 years we have flown thousands of miles and hundreds of hours together which included all the Flying Farmers events. Its been commented that Mike was a very regular attender. Well I take some credit for that because I soon learned that Mike was always last minute.com for booking events, so I took on that roll, so I always knew we were booked in.

And finally, we were flying on a particularly beautiful day, the scenery was glorious, and Mike commented on how privileged we were to be in the air flying.

Mike if you're listening, it was a privilege to fly with you, it was a privilege to fly you on what turned out to be your last flight just a few weeks ago, and it was a privilege to have known you.

Thankyou.

*Peter Gale*

# Minutes of the 2018 AGM

| | Description | Action |
|---|---|---|
| | The meeting was opened by the Chairman at 11:03 hrs (local) | |
| 1 | **Those Present**<br>The Committee plus R. Stephens, R Rayner, M Marshall, W Boucher-West, A Collett, R Culley, S & G Mole, W & J Procter, G & C Sly, J Noble, T Fisher, P & J Evans, T Williamson, W Bailey, R Germany, C Moore, M Voorspray, R Guess, D Soul, A Croix, D Keene, C Porter, M Porter, P Platt, J Ford, M Cuttell, S Goddard, P Young and J & C Golden.<br>Total 41 | |
| | | |
| 2 | **Signing of the Minutes of the 43rd AGM held at Turweston on 10th October 2017** | |
| | The minutes were signed as a true and correct record. | |
| | | |
| 3 | **Any Matters arising from the Minutes** | |
| | The Hon Secretary explained that the proposed Indemnity Agreement launched at last year's AGM had not been well subscribed to and T. Scorer, FFA member and solicitor, had been very busy with other matters – therefore it was decided to drop the proposal. | |
| | | |
| 4 | **Chairman's Report** | |
| | The Chairman gave a summary of FFA matters during 2017 / 2018. He particularly recognized the death of Mike Rowland who had been a very regular participant in all FFA events. | |
| | | |
| 5 | **Treasurer's Report** | |
| | The Treasurer ran through the 2017 / 2018 accounts. They showed a small profit. He reminded members that we donate £750 to GASCo, GAAC, AOPA and £400 to LAA.<br>T Fisher asked if we could donate some funds to RABI. D Keene said that donations should be to organisations that involve flying and farming as we are the Flying Farmers Association. D Soul said that the existing beneficiaries are only involved in flying. It will be discussed at the next committee meeting. | Comm. |
| | | |
| 6 | **Election of Committee Members** | |
| | It was the turn of M Gosling and P Stephens 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.<br>The Chairman pointed out that he intended to retire after the next AGM in 2019. The Secretary also said he would like to offload the duties of newsletter editor to someone else as he had done it for 20 years. It was suggested that the printing could be outsourced, but the Secretary explained that he took it back in house initially to make it easier, more convenient and for quality control. | |
| | | |
| 7 | **Membership Report** | |
| | The Secretary gave a presentation which this year demonstrated that our joiners and leavers are remaining consistent, averaging 12 and 10 respectively over the last 10 years. Our average age has crept up to 65.5 years and our total membership stands at 414 members including some pending. | |
| | | |
| 8 | **Event Secretary's Report.** | |
| | N Stops gave a presentation going through the past year's events and showed the proposed events for 2019 and even 2020. Various members gave a resume of events they had planned which were met with enthusiasm by those present. | |
| | | |
| 9 | **AOB** | |
| | R Rayner was presented with a bouquet of flowers by N Stops and thanked for hosting us.<br>She then made an appeal regarding the matter of Rotax thefts to be brought up with authorities, particularly because the CAA website – GINFO – could be accessed by the public, despite data protection, and the names and addresses of all Rotax powered aircraft is freely given. A Cragg (the FFA GAP representative) said that this point had already been raised with the CAA. D Soul suggested writing to the LAA. | |
| | | |
| | **The Chairman closed the meeting AGM at 12:16 hrs (local)** | |
| | **Minutes approved at a subsequent AGM……** | |