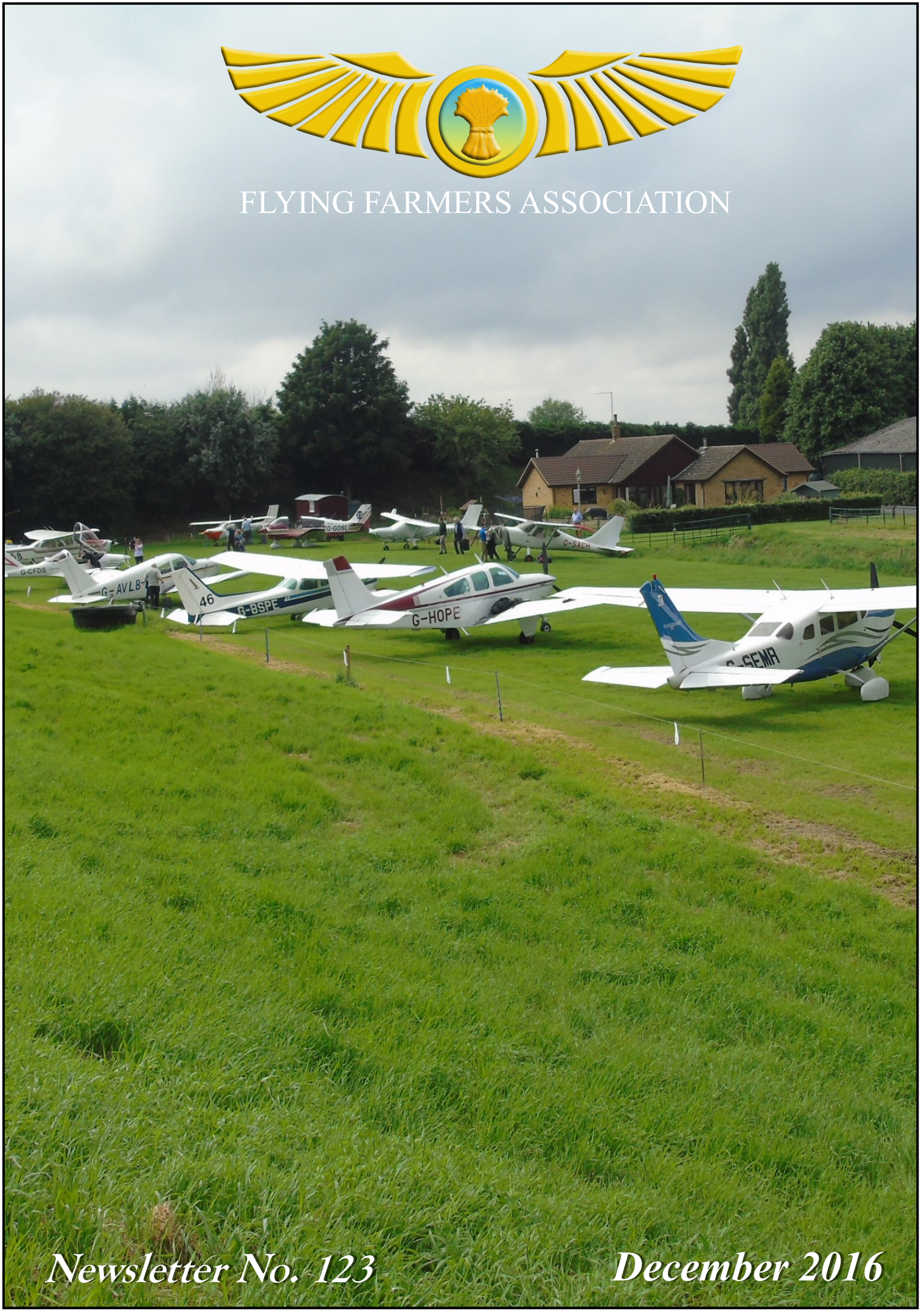
FLYING FARMERS ASSOCIATION



Newsletter No. 123 *December 2016*

Opening Thoughts

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Cover photograph by Roger Bell taken at Tony Fisher's Vintage Extravaganza in June 2016

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8589 David Murrell, Norfolk
8590 James McAlpine, Oxfordshire
8591 John Davidson, Gloucestershire
8595 Lord Edward Manners, Derbyshire
8596 Glenn Millar, Northern Ireland

Chairman's Ramblings

First it was Brexit, then Donald Trump, and now it's Matteo Renzi in Italy.

The whole of the western world seems to be in a state of flux at the moment with the populations of country after country rising up against the bureaucrats, thus both surprising and alarming that great EU elephant. France, The Netherlands, Serbia, Norway, Germany and The Czech Republic in that order, all have leadership contests in 2017. It will be interesting to see if the 'anti government' (read that as 'anti-immigration') trend continues across Europe and what overall effect it will have on our lives. Very little, I suspect, but it is certainly concentrating the minds of those in power whose cohesion is being threatened.

Much as I thought Donald Trump was the most unlikely presidential material all through his campaign and with no governmental experience, now he has got the role, I do quietly wonder if he will bring a whole new slant to the job based on his extraordinarily successful business acumen rather than being politically motivated. Getting a grip on a $9 trillion overdraft will be quite daunting – although I see in today's papers that he has cancelled the order for a new Air Force One at $4 billion, as its cost is 'completely out of control'. I suppose that is a good start. (Mark you, our own £2 trillion overdraft is quite eye watering too!).

What has this got to do with the FFA, you may ask. Absolutely nothing – it is just me rabbiting on about the world in general!

Here in Essex we had an extraordinarily easy and uninterrupted autumn drilling campaign with enough rain to soften the plough to start with, and then another nice couple of inches to get it on its way after it was all planted. There was a spell when a few people halted drilling into a dustbowl for fear of patchy germination, but it all seems to have established pretty well going into the winter. The oil seed rape was another story with many thousands of acres being pulled up either through poor germination or because of the ravages of slugs and flea beetle.

We are still a bit light on rain at the moment with winter ploughed land still being dry enough to walk on in shoes. I am sure it is not the same everywhere, but that is the situation here in North Essex. Temperatures have, and still are, fluctuating wildly, with last week being down to -5C and tomorrow forecast to be up to +17C – and we are only 2 weeks away from Christmas.

There have been some glorious early evenings when night flying has been a magical experience for those lucky enough to have been doing it. If you haven't done it, you should try it. It brings a whole new dimension to flying. One big benefit of the dry autumn is, of course, that our grass runway has remained 100% serviceable, whereas in so many previous years it has, by now, become really quite soggy.

My preoccupation at the moment is picking up leaves - a job that seems to start the moment I put the mowers away in October. If I don't do it, they congregate all over the garden and runway in deep soggy patches that kill large areas of the grass which is very unsightly (if I didn't, then I suppose it would save me work picking them up, and then save me more work with areas I didn't have to mow in the spring. I'll think about that...!).

It's only another 13 weeks or so until we all start to meet up again for another season of visits and camaraderie. Andrew Cragg has arranged a gathering in London at the Bank of England in early March – you will find details elsewhere in this newsletter. Other events will be as also advertised. As always, an enormous thank you to ALL of our event organisers – you really are the lifeblood of our Association. My personal thanks
go to all my fellow committee members for their sterling work for the Association during the past year. Long may our Association flourish.
I wish you all a happy, peaceful and safe festive time, and look forward to meeting up again in 2017

Martin Gosling

Editor's Notes

This newsletter has some bang up to date information coming from GAP (previously called the CAA's General Aviation Consultative Committee), GAAC (the body who amongst other things makes the CAA aware of airfield and our airstrip problems, and GASCo the flight safety council. Our representatives are Andrew Cragg, Anthony Kedros and Gerald Hackemer respectively. We thank them for taking the time to attend the meetings and putting together the reports.

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Report on General Aviation Partnership Meeting 08/11/2016 at Aviation House, Gatwick

In the last year, much of the resource of the CAA GA unit has been consumed by the fallout from the Shoreham air crash and there has been regular reporting on the CAA's responses to the issues raised which many believe to have been an over-reaction. Applications this year were 25% down at 166 successful (out of 188 total) applications for air displays. Of these 12 were cancelled due to weather and 24 inspected by the CAA. There is a new CAP403 "Flying Displays and Special Events: A Guide to Safety and Administrative Arrangements" and it is on its 4th amendment since march 2016. There is also a new on-line application for air displays and special events which will be the only way to apply after 1st December 2016.

The CAA GA unit has a Transformation Programme which is endeavoring to transform the way it engages with stakeholders and particularly us, the pilots. They have realised that dealing with the CAA can be a bit inconsistent and disjointed so new procedures will attempt to give a clear view up front of all the things that need to be done by both parties for a process to be complete. This will begin with the launch of a CAA Portal, initially for Commercial Pilot Licensing, in April 2017. Pilots who are familiar with the FAA IACRA system where every pilot has a personal login to the FAA will understand where this is going – let's hope Private Pilot licensing is not too long to follow; they are next, followed by engineers and ATCO's.

The "GA programme" is a portfolio of more than 200 projects and work-streams many of which relate to reducing red-tape and simplifying procedures. 62 projects are complete and 32 are currently on-going. Of these, items of interest to FFA might be the implementation of the Self-Declared Maintenance program (where LAMP (Light Aircraft Maintenance Programme) will be replaced with EASA Part M Light); Clarification of engine TBO's for non complex types; the medical self declaration for UK PPL which is live and has had 1089 successful applications; online applications for Air Displays (mentioned above); a review of occupancy limits for ex-military aircraft and LAA permits for night and IFR approval, this last one hopefully for announcement at Flyer Live in December 2016. With regard to the move to Self-Declared Maintenance programs I can recommend you read CAP1454.

Under new EU regulation all radios **used** in aircraft from January 2018 must be 8.33KHz capable. Do check carefully, some equipment may already be **capable** but not **enabled** for example both my Garmin 430 and 950 are capable, but need enabling in the setup. The CAA has 3 roles in this endeavour : Promotion (obviously), negotiating temporary exemption for some frequencies and administering 4.3m.euros of EU funding which they have, to their credit, and uniquely for the UK, secured from the EU. Grants will be available to the UK GA fleet up to 14000kg and handhelds on a 1st come 1st served basis up to 20% of any eligible claim with an upper limit of 15k per G-reg aircraft, a maximum of 2 fixed and 2 handheld radios per aircraft (i.e. £3k per aircraft), upgrades or new installs and you must have an Aircraft Radio Licence or, for a handheld, an Aeronautical Transportable Radio Licence. There will be 3 call periods beginning 31/3/17, 30/9/17 & 31/12/17, refunds only, with receipts, no pre-funding, claims can be backdated to 16th February 2016. Ground stations are not eligible.

Importantly, if you are upgrading, there is no restriction on the functionality so you can upgrade a radio with a nav/com. If a new install then you are not restricted to a radio only so long as what you buy is 8.33 capable and approved. There is an EU/FAA bilateral that covers mutual acceptance of TSO/ETSO. Associated costs such as installation kits; chassis, loom, antenna etc and chargers for handhelds are showing as possible along with fitting costs and are likely to be included as a clearly defined part of the claim with thresholds and, simplification of minor mods regulation in the pipeline may make for lower cost fitting. They still need to define the exact eligibility criteria and this will be the subject of some rapid consultation with GAP stakeholders in the next few weeks. The advice is to get in early and use the transitional funding as an opportunity rather than an obligation. If you have any comments on whom or what should be eligible then please come back to me and I can feed this back during the consultation period

There was a report from GBASF (The General and Business Aviation Strategic Forum).

This is a forum of industry stakeholders with a wide remit. To give you a flavour here are a few of the Forum's objectives : Challenge, oversee & prioritise governments GA reform programme, Advise Aviation Minister on Strategic Government issues affecting GA, Ensure wider views of GA stakeholders are considered and much more. There was too much to report in detail and being strategic, not of direct interest to the FFA except to know that I think it is a highly effective forum promoting a safe and common sense approach to the things that matter to us.

Under Section 108 of the Deregulation Act 2015, regulators must have regard to the desirability of promoting economic growth when exercising a regulatory function and consider the economic impact that their actions are likely to have on individual businesses, and where appropriate, industry sectors. I am pleased to report that the CAA have incorporated these requirements into their Better Regulation Programme and we can expect to monitor progress in future meetings.

To address the increasing number of controlled airspace infringements the CAA have adopted a collaborative and multi-stranded approach to reducing them. This involves GASCo, FASVIG (Future Airspace Strategy VFR Implementation group), local airspace infringement teams, ANSP's (Air navigation Service Providers, including ATC) and an internal CAA coordination group meeting weekly bringing together all the CAA sectors including airspace, licencing and enforcement. The approach will focus in 4 areas : Culture – moving away from the mentality of turning off Transponders, and thinking that infringements are a minor issue; Training – more emphasis on airspace issues and perhaps an on-line course linked to the biennial flight review; Enforcement – suspension of Licences where necessary and the use of Technologies (eg. conspicuity codes and GPS). At least it's a positive, joined-up approach and not focused on enforcement and convictions.

Lastly, CAA is proposing a SKYWAY code. Think of it as a highway code for pilots available as an app. A one-stop shop for your basic information. Discussion has been ongoing about the content along with the inevitable difficulty of separating what is law and good practice but CAA hopes to have something to show us at the Flyer Show in Telford in December.

Andrew Cragg

GAAC Airfields Update

This is a list of aerodromes, issued by GAAC, that are subject to development or closure. Note that In 2003 an 'administrative oversight' led to the deletion of planning protection from airfields being classified as brownfield sites. As a result, airfields are being closed by developers, breaking transport links and destroying significant areas of natural habitat within airfield boundaries.

An email was sent round our members in August 2015 to encourage as many as possible to sign a petition to have the matter raised in Parliament. The petition is now closed and with 20,215 signatures, the numbers fell well short of the 100,000 needed to force a hearing. The Government's response was "National policy and guidance recognises the importance of airfields, we will work with the aviation sector to ensure the current policy relating to development on airfields is better understood."

The GAAC continue the fight to keep our airfields and airstrips open.

(Updated 8 November 2016)

Aerodrome	Current Status
Andrewsfield	Braintree, Colchester and Tendring Councils are co-operating in developing a Local Plan for north-east Essex and have identified Andrewsfield airfield as one of three sites for potential housing in a new garden city with 10,000 homes. Public consultation on proposals completed in August 2016 with definitive Local Plan to be issued for further consultation later in 2016.
Blackpool	Balfour-Beatty initiated sale of their 95% interest in the airport on 3 October 2016. Enterprise Zone status granted for the land on the north side of the airport which area encompasses the domestic facilities of the old airport. Recent statements from the Zone proprietors indicate that they are relying on the airport to attract businesses. The emerging Local Plan for the area retains the airport's existing aviation facilities as they currently are.
Bourn	Site earmarked for 3,200 homes in current draft Local Plan by South Cambridgeshire District Council. The draft Plan is the subject of examination by a Planning Inspector with specific hearings on the proposals for Bourn airfield fixed for early 2017. Current site leases expire this year.
Deenethorpe	The latest Joint Core Strategy for north Northamptonshire has identified Deenethorpe Airfield as a potential exceptional opportunity for development as an exemplar garden village with around 1,250 homes. The Brudenhall Estate, the site owner, who has supported the development, now need to produce a master plan for the site in accordance with the Core Strategy, for approval.
Dunsfold	Site owner has applied to Waverley Borough Council for mixed use development with 1,800 homes on site which area is in planning Core Strategy for employment purposes. After an extended consultation, the Council expect to determine the application in November 2016.
Elvington	York City Council Local Plan Preferred Sites Consultation document issued in July 2016 includes a development of up to 3,330 dwellings partly occupying the middle section of the Elvington airfield runway. Consultation period ended in September and definitive, draft Local Plan due to be released in December for further consultation.
Halfpenny Green (Wolverhampton Business Airport)	Aerodrome sold to MCR Property Group an investment and development company focused on commercial and residential real estate resulting in much speculation about the future of the site. MCR are in the early stages of planning for the future of the airport.
Kemble	Commercial Estates Group (CEG) proposal to build a 2,000 home sustainable village on this 'brownfield' site as an alternative to the draft Cotswold District Local Plan proposal for a greenfield site near Cirencester. The draft Local Plan has been issued for public consultation and full Planning Inquiry into Plan and alternatives to it scheduled for late 2016.
Long Marston	Planning permission for 400 homes on site granted in November 2015. Airfield is in Stratford-on-Avon adopted planning Core Strategy for housing with up to 2,100 homes by 2031. Developer is Cala Homes in conjunction with site owner. Refer to entry for Wellesbourne below.
Manston	River Oak has given notice of intent to apply for a Development Consent Order for the aerodrome as a Nationally Significant Infrastructure Project. The current site owners have submitted a planning application for a mixed use development with land earmarked as a park allowing occasional landings by Spitfire aircraft in conjunction with existing museums. Thanet District Council has refused a different application by another party for change of use of airport buildings which will now be the subject of a full Planning Inquiry. The Council commissioned a recent study into the future of the site as an airport in support of their Local Plan submission and this study concluded that an airport was not commercially viable.

MoD Sites	MOD document A Better Defence Estate issued on 7 November 2016 lists the following aerodrome sites for disposal in the years indicated. Abingdon 2029; Alconbury 2023; Arbroath, RMB Condor airfield 2020; Chalgrove airfield occupied and operated by Martin-Baker Aircraft being transferred to the Homes and Communities Agency (HCA) in 2016. Site is one of seven being considered for a 3,500 home development in South Oxfordshire District draft Local Plan with definitive Plan being issued for consultation in November 2016; RMB Chivenor 2027; Colerne 2018; Dishforth airfield 2031; RAF Halton airfield 2022; RAF Henlow 2020; Hullavington airfield 2016; Mildenhall 2022; Molesworth 2023; North Luffenham 2021; Former RAF Wethersfield airfield is being transferred to the HCA in 2020. In addition to the above, RAF Wyton airfield is being sold off - Defence Infrastructure Organisation and local property developer Crest Nicholson proposal for up to 4,500 homes on site with planning application expected to be lodged in early 2017. Site earmarked in draft Huntingdonshire District Council Local Plan for mixed use development including housing.
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 after approval from Planning Inspector.
Old Sarum	Site owner's proposal for housing development and 10 additional hangars amongst other work, objected to by various parties as detrimental to the sites heritage and potentially limiting use of the airfield. After prolonged discussion with Wiltshire Council, the proposal has been amended to delete the on-airfield accommodation and the amended application is the subject of further consideration.
Panshanger	Site originally earmarked for housing by Welwyn Hatfield Borough Council but final draft Local Plan reduces housing element and allows the opportunity for a realigned grass runway on land to north of previous runway 11/29. Plan currently open for public consultation and Planning Inquiry to be held in early 2017.
Peterborough / Sibson	Expression of Interest submitted to HCA by Huntingdonshire District Council in conjunction with Larkfleet Homes and landowner for a 2,500 home garden village on site. HCA to decide by end of year which 12 of all the potential garden village sites submitted will be supported for further detailed development and public consultation.
Plymouth	Central Government have commissioned a study into viability of reopening the airfield with a report now due sometime in 2016. FlyPlymouth, a local social enterprise aerodrome support group, plans to reopen the airfield by 2017 and start regional airliner services by 2018. Sutton Harbour Holdings, the site lease holder, have proposed a mixed use development of the site although the current draft Local Plan retains the site for aviation. The final draft Plymouth City / South West Devon Joint Local Plan will be submitted to a Planning Inspector in January 2017.
Redhill	Site land owner and Thakeham Homes, a local housing developer are discussing with local planning authorities (Tandridge and Reigate and Banstead Councils) a proposal for a 4,500 home garden community on the site. Tandridge draft Local Plan earmarks site for employment purposes and notes that it is in the Green Belt with a high risk of surface water flooding.
Rochester	Judicial Review into Medway Council approval of hard runway, 3 new hangars and new control tower postponed from November 2015 as Consent Order issued for Council to review decision at a special meeting yet to be held. Enterprise Zone status granted for commercial part of the proposed site development.
Wellesbourne Mountford	Gladman Developments in conjunction with the owner have proposed a housing development with 1,600 homes on the site although the Stratford-on-Avon Local Plan Core Strategy has earmarked Long Marston airfield as a preferred housing development site. The Core Strategy after approval by a Planning Inspector has been adopted by the Council and states that "The aviation related functions at Wellesbourne Airfield will have been retained and enhanced". Tenants notified by owner that flying activities will cease on 24 December 2016. The District Council has agreed to fund a feasibility appraisal of the site to try and secure the future viability of the airfield for local businesses.
Wycombe Air Park	Site lease holder (Helicopter Aircraft Holdings Ltd) after prolonged discussions with the land owner (Wycombe District Council) has agreed a new lease. Draft Local Plan provides for an industrial / warehousing complex on south-eastern part of the site potentially resulting in loss of a runway and relocation of gliding activities. Council expect to submit final plan after public consultation to Planning Inspector in March 2017.

Programme 2017

This is a provisional calendar.

8th March	London Meeting - Bank of England - Andrew Cragg
24th April	Re-Visit Bletchley Park - Chris Moore
3rd May	Farm Visit - Bob Germany
1st June	FFA European Tour to Poland - Peter Gale
20th June	2 Day Visit to Kent - Andrew Cragg
Early July	Laverstoke Park, Hampshire - Jody Schechter's Farm - Warwick Banks



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.

Bank of England, March 8th 2017

Arrive at the Bank of England, Bartholomew Street, London no later than 10:50.

Early arrivals can visit the free museum until the group talk about the Bank of England at 11:00.

Visit the museum between 12:00 and 12:30

Lunch at Simpson's Tavern, less than 5 minutes walk away.

After lunch there is no formal activity, but St Pauls (roof visit a must) and the Monument to the fire of London (311 steps to the top) are only a few minutes away.

The FFA Committee will adjourn to the Farmers Club.

Further information:

www.stpauls.co.uk

www.themonument.info/history/introduction.html

Target number 35 - maximum 50 - Cost £20.00 pp for lunch

Organiser - Andrew Cragg - Last entries 16th January.

Bletchley Park, April 24th 2017

This will be our third visit to Bletchley Park and the National Museum of Computing. It is an independent charity housing the world's largest collection of functional historic computers, including the rebuilt Colossus, the world's first electronic computer, and the WITCH, the world's oldest working digital computer. The museum enables visitors to follow the development of computing from the ultra-secret pioneering efforts of the 1940s through the large systems and mainframes of the 1950s, 60s and 70s, and the rise of personal computing in the 1980s and beyond.

Estimating the cost is difficult as we don't really know how many will be coming. The last visit was four years ago and attracted over 80 members. If only 20 come, then obviously transport etc will be more per head.

Therefore, there will be an initial charge of £50 pp paid by cheque to Bletchley Park Trust, then there will be a balance on the day to cover the cost of transport and lunch.

Please bear in mind that since the last visit in 2012, £15 million has been spent on the site so there is much more to see.

Fly into Turweston well before 10:30 am

10:30	Latest bus from Turweston
11:15	Arrive Bletchley Park
11:30	Guided Tour
12:45	Lunch in the mansion
13:45	Free roaming
15:00	Bus to Turweston
15:45	Depart Turweston

Bob Germany's Farm Visit, May 3rd 2017

Viewing a 2MW combined heat and power generating plant fuelled by Bob's own poultry litter from his own broiler sheds.

Also a farm walk..

Landing at Bob's and Adrian Hatton's strips.

FFA European Tour to Poland, June 1st to 10th 2017

The draft itinerary for the FFA tour of Poland starts by meeting up in Prague Czech Republic on

Thursday 1st June	Fly to Prague and transfer to Hotel.
Friday 2nd	AM City Tour.
	PM Farm Visit owned by English Investor.
Saturday 3rd	AM Fly to Kracow Transfer to Hotel
	PM Visit to Auschwitz Museum, or Historical Jewish town tour.
Sunday 4th	AM Wieliczka Salt Mines.
	PM Old town walking Tour.
Monday 5th	AM Fly to Lublin

	PM Ptaszek Flower Tour, the largest Orchid grower in Europe.
Tuesday 6th	AM Visit the Ursus factory and see the new Electro/ Hydrogen fuelled Bus production. PM Perla Beer factory tour and Lublin old town walk.
Wednesday 7th	AM Fly to Warsaw, transfer to Hotel. PM Old town walk.
Thurdsay 8th	AM Visit Plansk fresh water fish breeding farm. PM Fly to Gdansk
Friday 9th	Gdansk Old Town walk, Amber Museum PM Docks Tour and Sailing Yacht builder. Evening Farewell Gala Dinner.
Saturday 10th	Transfer to airfield for flight home (over night stop in Germany / Holland optional)

GA friendly Airfields to be confirmed. Please register your interest by email so I get your correct address to peter.gale@talktalk.net and confirm by filling in the Reply Slip in the December newsletter with a deposit of £100 per person made **payable to P. G. GALE by the 16th of January 2017**

Visit to Kent, 20th and 21st June 2017

18:00 **19th June**. Arrive Pent Farm - Optional for those who would like an extra night at Imperial Hotel, Hythe

09:00 **20th June**. Transfer from Imperial to Pent Farm
10:00 Coach leaves Pent Farm
10:45 Chapel Down Vineyard and winery tour
13:30 Coach leaves for afternoon tour
13:50 Optional drop off at Sissinghurst Gardens
14:00 Visit hop farm
15:30 Visit free range egg farm belonging to FFA member
17:00 Pick up Sissinghurst
18:00 Return to Imperial Hotel, Hythe
19:00 Dinner and after dinner speaker

Option 1
09:30 **21st June**. Coach pickup
10:00 Visit Hawkinge Battle of Britain Museum
11:30 Visit Capel Battle of Britain memorial
13:00 Return to Pent Farm for BBQ lunch
14:00 Depart at leisure from 14:00

Option 2
10:00 **21st June**. Visit West Court Lodge and Churchfield. Both are gardens in the national Garden Scheme at Postling very close to Pent Farm strip.
12:30 Walk to Pent Farm for BBQ lunch

Note - Pent has a maintenance organisation specialising in vintage aircraft.

Cost £180.00 (one overnight stay). **Entries by 16th January please in order to book hotel.**

Laverstoke Farm, Early July 2017

Organised by Warwick Banks, Laverstoke Farm in Hampshire is a 2500 acre organic farm owned by ex Formula One World Champion driver Jody Schechter.

The biodynamic farm is very diverse with enterprises from 1500 head of water buffalo to hops and vineyards.

AGM 2016

The 42nd AGM of the Flying Farmers Association was held on 15th October 2016 at the British Motor Museum, Gaydon.

Neville Stops and Bill Boutcher-West organised what promised to be a good venue for our AGM. Unfortunately the weather had its usual say with rain, mist and low cloud covering much of the country. However, 8 aircraft managed to fly into Wellesbourne but the majority of the 50 attendees drove to the magnificent building which houses the British Motor Museum.

During the week, Jaguar / Land Rover occupy the conference rooms, but they are available for hire at the weekends. Hence the meeting was held on a Saturday.

The AGM itself started at 10:45. Notable points:-

- The Association is in good financial health
- Membership is still increasing (presently 414 members)
- Most events are fully subscribed and often have waiting lists.
- Peter Gale has a provisional itinerary for a European Tour to Poland starting June 1st 2017
- Rick Holt, the Events Secretary will retire in 2017.
- New style FFA jackets and body warmers are now available

There were suggestions for next years events including Jody Schechter's buffalo farm, working Shire horses, working vintage machinery, rhubarb farming, member's farm visit and New Holland combines plus many others.

After the AGM, Ben Boutcher-West (Bills' son), who works for Jaguar / Land Rover gave a very informative talk on autonomous cars. He explained that the most dangerous thing in a car is the driver and to cut down on accidents we will see a progressive take over of decisions from the driver to autonomy in the car. We already have sensors around the car as parking aids, we have cameras giving views all round, we have automatic braking systems (ABS) and skid control aids and even auto parallel parking. So as things progress, the driver will have less intervention into the control, steering and navigation of the car.

The Museum put on a good lunch for us which unfortunately left more uneaten than eaten.

It was then time to take a tour of the Museum. This grand display of British made cars was originally formed by British Leyland Motor Corporation to manage and preserve their collection of historic cars at Syon Park, west of London. The new premises at Gaydon were opened in 1993 and the collection expanded to 250 cars. When Rover was taken over by BMW in 1994, they became the owners of the museum. But BMW sold the Rover group and the museum then came under the ownership of the Ford Motor Company which gave the Trust the opportunity to expand its collection to include all of the companies that have formed part of British motor manufacturing history.

The museum now has around 300 vehicles displayed in a superb building and well worth a visit.

Thanks to Neville for organising another good meeting and thanks to Ben Boutcher-West for giving up his day off to talk to us.

Paul Stephens

Light Aircraft Insurance - Are You Getting Enough?

Author: Tim Scorer, MRAeS. Aviation Solicitor Consultant and FFA Member.

Background

Compulsory aviation insurance was introduced on 30th April 2005 for all UK registered aircraft as a result of EC Regulation 785/2004 ("the Regulation") . Up to that time private GA aircraft operators were not required to have any insurance for their potential liability exposure to passengers or third parties in the event of an accident leading to claims for personal injury and/or death. Up to that time, the GA fraternity, advised and guided by their Aviation Brokers, (through whom the majority of aircraft insurance is placed) invariably took out sensible levels of liability cover for these liabilities. Although the standard Lloyd's aviation insurance policy wording (AVN 1C) splits out the two types of liability (passengers and Third Parties (TP)), the normal and invariable arrangement for many years has been that the insurance is placed as a Combined Single Limit (CSL). This has the effect of providing one fund which can be used to cover both types of liability and claims.

(Readers may refer to the glossary below for further explanation).

How did Compulsory insurance start ?

In theory, as well as in practice, the potential exposure to these two types of liability is quite different, as statistics prove. In a typical aircraft accident, involving death and/or injury, it is the passengers who are most likely to have claims; it is from them that the "big" - £1 million and above – claims are received. On the other hand, in the very nature of GA operations (where they fly from, the airspace in which they fly, and the levels at which they fly, etc.), it is highly unlikely that they will collide with an airliner full of passengers, or make a forced landing on a university campus full of tomorrow's politicians or brilliant aircraft designers, thereby incurring a massive TP liability. So the TP exposures are very much less than the Passenger exposures.

With this in mind, it was therefore surprising – especially to those of us who regularly deal with claims after GA accidents – that when the compulsory insurance regulations were formulated, the legislators in the EC appear to have looked at exposures in a very different way, and a somewhat detached way from the realities. First, and logically, they separated the exposures, in the same way as in an insurance policy. So, TP liabilities would have to be covered for a minimum figure based on the maximum take-off mass (MTOM) of the aircraft. For example, the Reims Rocket FR172 I once owned, having a MTOM of 1157 Kg, attracts today a minimum TP cover of £3,270,000.

What about the compulsory cover for passengers? Taking a figure from commercial transport passengers' limits, which prevailed under International Convention before 1999, it was decreed that there should be a minimum cover for each passenger at a minimum level which today is £109,000 for a non-commercial operation in an aircraft under 2,700 Kg. Thus, for a typical three passenger seat light aircraft, a total sum of not less than £327,000 must be provided for the passenger liabilities.

If you think this sounds disproportionate to the TP cover required, and does not bear much relationship to reality, then many others will no doubt share your view. But the discrepancy, and the relatively low level of cover for each passenger, would invariably in the past be dealt with by the CSL. The result was that the fund available for both types of liability was significantly more realistic. Using the typical C172 example, if you add the current minimum TP cover (£3,270,000) to the Passenger cover for three passengers (£327,000), there would then be a total sum of £3,597,000 available to meet any type of compensation claims in a private flying environment.

It is important to note here that the measurement of all the mandatory minimum levels of cover is expressed across Europe in Special Drawing Rights (SDR,). This is a universal "currency" which must then be converted to the national currency of each EU State, such as Pounds, Euros, or whatever. The resulting situation goes like this in our typical example: Aircraft MTOM is 1,157 Kg. Compulsory TP liability cover is therefore SDR 3,000,000. There are three passenger seats which @ SDR 100,000 per seat requires minimum passenger cover of SDR 300,000. Each of these two figures has to be converted into national currency at the prevailing exchange rate. As at 14th November 2016 the exchange rate is SDR 1 = £1.09. So in the case of the aircraft we are considering, the minimum TP cover must be for £3,270,000 and the total passenger minimum cover must be £327,000. So, a CSL which complies with the Regulation should therefore be for not less than £3,597,000 for a non-commercial operation.

Is there a problem then ? Yes – rates of exchange.

One of the problems of which we are particularly aware these days after the Brexit vote, is variable exchange rates. Of course the SDR is not immune from these either. So how does this affect the legality or otherwise of the amount of insurance you have taken out ? Is there a danger that because of exchange rates, you may not comply with the Regulation ? The Regulation says you must have insurance of not less than the specified minima. Since those are expressed in SDRs, strictly speaking, and to the letter of the law, it is up to you to ensure your insurance is always sufficient to cover that.

Helpfully, the CAA make things somewhat easier for operators and pilots.

1. They say they "*will normally consider evidence of insurance, and therefore compliance with the Regulation, on the basis of the exchange rate between Sterling and the SDR in place at the inception of the policy*". They add that if you have concerns over your level of cover, you should contact your broker for advice.(*See "Mandatory insurance requirements for aircraft" on the CAA website www.caa.co.uk)*
2. Also through the website, G-INFO, you can access Aircraft Registry details which have always given guidance as to the total minimum mandatory cover required for any particular aircraft, and expresses that cover as a CSL. Even more helpfully, the CAA set out not only the SDR amount, but also the equivalent in Pounds Sterling, and they give the rate of exchange used and the date when that rate was current.

So if in doubt about all this, just access your aircraft in G-INFO, and the answers will be there quite clearly to see. It makes sense in the current climate to repeat the exercise every few months, unless your Broker agrees to monitor it for you.

A bigger problem – adequacy of coverage

This is another problem, and a potentially serious one, involving the contest between the cost of insurance premiums and the amount of cover you need to take out. Of course, you are committed to the minimum levels as set out above. Unfortunately, just like your general flying costs, (a) the value of damages awards has

increased, so (b) insurance premiums reflect this, albeit intense competition in recent years negated this to an extent.

Now look a bit closer at the way your insurance premium is calculated. To do this you need to understand that TP cover is relatively cheap to buy. This is because it is lower risk as explained above and so attracts lower premiums. On the other hand, Passenger cover is more expensive, because it is higher risk, leading to a higher premium. What if you separate the two covers, and only take out the required minimum pax cover, and do not wrap it in with the TP cover to have a CSL ? Well, obviously you reduce the insurers' risks on passenger claims which is pegged at that minimum level, and so of course your total insurance premium bill will be lower. Is that the end of the story ..... ? Read on !

Is £109,000 per passenger enough cover for your potential liabilities ? If not, why not ? What is a reasonable level of cover for passenger liabilities? An insurance broker may tell you: "Somewhere between the minimum level required by law, and what you can afford". Determining a reasonable level obviously depends on a number of factors, like the type and status of passengers you may carry, where and how often you fly, your overall experience, and training, which affect the risks of you having an accident, and importantly what assets you have if the insurance cover is insufficient to cover claims against you. If you buy aviation insurance as a CSL, which covers both the high mandatory TP level, in conjunction with the less realistic mandatory Passenger level, and you have one decent sized fund available to cover both types of liability, you may not have such a problem. However, if you are offered by an insurance broker what seems to be a very attractive reduction in your premiums, by buying TP cover and passenger cover on a separate basis, that may be fully compliant with the Regulation, but it only gives you £109,000 per passenger seat. So, you might then be asking "What's the catch?" There may be one without you realising.

Lower premiums – higher personal exposure ?

When considering whether a limit of £109,000 per passenger is really enough to cover your potential exposure to pay compensation, you have to bear in mind that this amount also has to cover the legal fees and costs payable to a claimant's lawyers for handling the claim. In many cases, those costs may be equivalent to about one third of the compensation value. Let us look at how this could work in practice from the two tables below.

Table A shows some examples of the types of injury the compensation for which will come within the Passenger legal minimum cover, including the additional 1/3 for lawyers' fees. Unfortunately, in the real aviation accident world not many aircraft passenger injury claims result in such relatively moderate injuries as shown in this Table. It is much more likely that the injuries are more serious, especially back injuries from a heavy landing, which may lead to paralysis. So in **Table B** there are some examples of

Table A

Case	Injuries	Additional info	Total damages
44 year old claimant	Severe fracture of left foot / ankle; injured left leg	Claimant spent 6 months off work	**£57,145**
21 year old claimant	Lacerations and scarring to face; loss of tooth; injuries to right arm and thumb; fracture to knee.	Claimant did not resume full time work for 3 years	**£62,000**
28 year old claimant	Broken right leg, with 3.75 inch shortening; lacerations and psychiatric injuries; back pain	Claimant had to undergo numerous operations	**£62,996**
19 year old claimant	Multiple fractures and lacerations of upper and lower right leg; fracture of third and fifth toes and amputation of the fifth toe; lower back problems	The claimant, a soldier, was medically discharged from the Army	**£75,000**

Table B

Case	Injuries	Additional info	Total damages
39 year old claimant	Serious face, hip and leg injuries; memory impairment; eventual hip replacement needed	Claimant spent 8 months in hospital and underwent 6 operations; able to return to work as an accountant but forced into early retirement	**£1,036,025**
33 year old claimant	Head injuries; damage to right arm leading to below elbow amputation; back injury, knee and right hip injuries which affected mobility; impaired vision	Claimant unlikely to find paid employment again	**£1,137,219**
45 year old claimant	Fracture of lower spine leading to paraplegia; bowel and bladder complications	Unable to work and needs lifetime care.	**£2,650,000**
40 year old claimant	Fracture of spine; spinal cord injury; several broken bones; head injury; urological and intracerebral issues.	Greatly reduced work capacity.	**£3,500,000**

recent settlements for the type of injuries more generally seen and suffered in light aircraft accidents, again including an additional amount for Claimant's lawyers' fees.

Conclusions.

Insurers are in business to attract business. Brokers are your agents to find you a "good deal" among the products available. But in the final analysis how much cover you take, whether at or beyond the legal minima, is your choice. It may be better to base your decision not so much on what premium you can afford, but rather for what amount you think you can afford to be "self-insured". That is the important question. So, you should consider what private resources you have available - and who might be deprived of them if you, as the pilot, have lost your life in the accident, and your Estate has to meet a claim. Some final words of caution:

- Remember: The premium reduction you may be offered premium comes about because each type of liability, and the cover for it, stands on its own. The larger cover for TP liabilities can not be used for Passenger claims.
- Operating an aircraft through a company will seldom avoid the personal liability of a pilot who was negligent.
- Liability insurance provides an indemnity to a pilot/operator against claims by others. It does not provide a benefit to the person in the pilot seat.
- If you borrow or rent an aircraft, you do need to know whether the operator has bought more than the minimum level for passengers
- Conversion rates SDR:GBP change all the time. You need to make sure you keep up with them. CAA figures are guidelines valid only at the date of conversion.

The "good deal" you thought you had for the attractive passenger insurance premium giving you just £109,000 worth of cover for each passenger, may not be regarded as such a good deal either by you or your dependants if a shortfall in the insurance has to be paid to a claimant from your own assets. It may also pose a problem for an injured passenger who has a claim and has to face the uncomfortable choice of accepting less compensation from the limited insurance cover, or suing you or your Estate for the full damages to which he or she is entitled. At the end of the day you have to ask yourself: "Was the premium I saved such a "good deal" after all?" Let's hope you never get to find out ! A good start is to ask your Broker or Insurer exactly what cover you are buying.

© Tim Scorer, MRAeS November 2016

Glossary:

"CSL" – a combined single limit of cover for liabilities to both passengers (within the aircraft) and Third parties (outside the aircraft).

"Passenger liability" – that liability you have to each and every passenger in your aircraft if you fail in your "duty of care" to them.

"Third Party liability" – that liability you have to anyone outside the aircraft (whether in another aircraft or on the ground) which in the case of persons on the ground will be a "strict liability" on the "operator" – i.e. there is no defence.

"Exposure" – the potential liabilities you may have in the event of an accident causing personal injury or death to anyone, or damage to property, depending on factors such as their injuries, dependants, status in life, etc.

"Mandatory insurance requirements" – in accordance with the Civil Aviation (Insurance) Regulations 2005, such minimum cover required for TP liabilities, based on MTOM, and for Passenger liabilities based on each seat.

"Sum insured" – the total amount of cover purchased for any given risk – viz: TP, Passenger, aircraft hull.

These are the 2016 rates for the FFA Airfield Insurance Scheme available through Haywards 020 7902 7800, quoting your FFA No.

HAYWARD AVIATION LIMITED HAL

SECTION 1 and 3 – PREMISES and PRODUCTS LIABILITY

Limit of Liability (any one occurrence)

	GBP500,000	GBP1,000,000	GBP2,000,000	GBP5,000,000
Annual Movements of Third Party Aircraft				
Up 100	GBP195.00	GBP300.00	GBP375.00	GBP675.00
more than 100 up to 250	GBP225.00	GBP325.00	GBP400.00	GBP700.00
more than 250 up to 500	GBP250.00	GBP350.00	GBP425.00	GBP725.00
more than 500 up to 1,000	GBP325.00	GBP425.00	GBP500.00	GBP800.00
more than 1,000 up to 2,000	GBP375.00	GBP475.00	GBP550.00	GBP850.00
More than 2,000 to be agreed by slip leader	to be agreed by slip leader	to be agreed by slip leader		

SECTION 2 – HANGARKEEPERS LIABILITY

Plus GBP100.00 for GBP500,000 any one occurrence, but limited to GBP75,000 any one aircraft.

Plus GBP200.00 for GBP1,000,000 any one occurrence, but limited to GBP75,000 any one aircraft.

Minimum premium in respect of mid term additions GBP120.00 in full, subject to AVN9A (applicable to the movements/limit banding).

All rates are inclusive of AVN52G.

Report From The GASCo Council Meeting - 18th October 2016 at CAA House, London

The FFA had informed me that there was nothing significant to report to the Council, but I congratulated Nigel Everett on the award he had received from the Honourable Company of Air Pilots for Aviation Journalism. Nigel would be collecting the award at the annual Trophies and Awards Banquet at the City of London Guild Hall later in the month.

CHIEF EXECUTIVE'S REPORT

Safety Evenings:

It is hoped to carry out about 60 Safety Evenings during 2016/17. More than the contractual number. The theme this year is 'I have Control?'

Seminars:

It was hoped that another Weather Seminar could be arranged with the Met Office for September 2017. It is also proposed to run 'Helicopter' and 'Ditching & Sea Survival' Seminars in 2017

The General Aviation Safety Partnership (GASP):

GASP had been revived and GASCo had offered support. GASCo member organizations, such as the FFA, need to submit their views on safety through GASCo.

Communications and Media:

These are being assessed and there are plans to upgrade the GASCo website. Hits on the website continued to increase in 2016.

2016/17 Safety Evening Presentation:

This was shown to the Council and the CAA representative confirmed that the Safety Evenings were being delivered in a proper and positive way.

EDITOR'S REPORT

Despite a falling circulation the Board is keen to keep 'Flight Safety' in its printed form and new measures are being considered for marketing it. A 'donations page' on the website would become active soon. Additional copies of 'Flight Safety' can be provided to member organisations at a 'special rate' to cover postage.

Flight Safety Extra continues to go from strength to strength and provides timely information. Member organizations, such as the FFA, are encouraged to forward 'Flight Safety Extra' to their members.

The GASCo App had not been widely publicised but there was a market to develop it.

MEMBERS REPORTS

Royal Institute of Navigation:

A seminar on 'Infringements' is planned for March 2017.

'TopNav 2017' would take place on 6th May. There is a new 'TopNav' website.

Light Aircraft Association:

The Association is concerned that microlight aircraft are starting to show age.

Since the last meeting there had been three fatal accidents to aircraft within the LAA fleet.

PPL/IR Europe:

People were still flying into the ground in IMC and it is believed that CAP 1122 had not had a single approach added for several years.

Historic Aircraft Association:

There appears to be a problem with the maintenance of vintage aircraft as engineers retire.

AOPA:

It is suggested that overall 12% of fatal accidents are maintenance induced.

Guild of Air Traffic Control Officers:

'Airspace infringements' is the major issue.

CAA:

The CAA is looking at six airspace infringements that had taken place in the previous week. Infringements are not reducing. The possibility of implementing a system similar to the police 'Speed Awareness' courses is being considered.

Listening Squawks are being looked at together with more 'Frequency Monitoring Codes' and how and when to use them. It has been found that the use of 'Listening Squawks' reduces airspace infringements. The 'Frequency Monitoring Codes' around RAF Brize Norton are considered a success.

East Midlands Airport is to become a LARS unit in early 2017.

Safety Sense Leaflets are being reassessed.

Met Office:

Following user feedback changes to the GA Web Briefing Portal were introduced at the beginning of October.

The Global TAF/METAR search function is now working correctly.

To provide the latest information the most recently issued T+12 forecast chart is now shown beneath F215.

The TAF/METAR list pages now tells users when the page last auto-refreshed.

To improve performance when viewing the latest rainfall radar pages any rainfall data more than 3 hours old has been removed.

Solving the problem of why users are having to repeatedly provide their username & password details when logged onto the Met Office websites, is of top priority.

The Met Office and the CAA are working together to help pilots make the best use of the aviation forecasts provided to ensure safe and efficient flight planning.

During the GASCo/Met Office Weather Seminar consideration was given to the best and most useful way that probabilistic weather forecast information could be presented to pilots.

RAF Flight Safety:

To reduce the risk of mid-air collisions the RAF will be fitting their Typhoon and the Tucano aircraft with collision avoidance systems. An integrated system should be in place by 2021.

RAF Flying Clubs Association:

Over past six months there have been three bird strikes on take-off. Anyone seeing birds on a runway should let ATC know at once.

Gerald Hackemer

FLYING FARMERS ASSOCIATION

Minutes of the 42nd AGM

British Motor Museum, Gaydon, 15th October 2016

Present: M.Gosling (Hon. Chairman), P.Stephens (Hon Secretary), R.Holt (Events Secretary), N. Stops and about 40 members.
P.Stephens took the minutes

	Description
	The meeting was opened by the Chairman at 10:45 hrs (local) & closed at 11:45 hrs
1	**Apologies for absence** Apologies were received from R Walgate (President), A Cragg (Hon. Treasurer), G Bellerby and P Young (Committee members), J Hardy, R Blant, R Taylor, J Milne, R Culley, J & A Anderson, W & J Procter, J Golden, S Turley, G Robson and G Hackemer.
2	**Signing of the Minutes of the 41st AGM held at Lasham on the 29th September 2016** 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** In his report, the Chairman said that he had been looking if we could make any improvements to the Association, but concluded that if it isn't broken there is no need to fix it. The Association is growing in numbers, is financially sound and the events are fully subscribed. He asked members to keep coming forward with ideas for events. At this point he asked P Gale to come forward and run through a provisional European Tour to Poland starting on 1st June 2017. The tour will cover a distance of 1800 nm.
5	**Treasurer's Report** In his absence, the Chairman gave a brief report saying the Association has £30,000.00 plus in a savings account and we are trading with a small profit. It is intended to keep the reserve for a rainy day, but keep supporting the GAAC, GASCo, AOPA and the LAA as well as paying for the AGM costs. These are things that all members can benefit from.
6	**Election of Committee Members** It was the turn of N Stops and A Cragg 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** The Secretary gave a presentation which this year highlighted that members joining today are approaching 60 years old on average, whereas 30 years ago they were averaging around 40 years old when they joined. The total membership has risen again to 414, but so has the average age which is now 64.64 years, not helped by the rising age of new members.
8	**Event Secretary's Report.** R.Holt ran through the 2016 events which were all successful, despite some being hampered by bad weather. The only day meeting arranged so far for 2017 is the London meeting to be held at the Bank of England on the 8th March 2017. P Gale is arranging a 9 day tour to Poland starting on June 1st 2017. He then announced that after 8 years of being Events Secretary, he would be standing down in 2017.
9	**AOB** P Stephens pointed out that R. Stephens had brought the FFA clothing with her and a new style jacket and body warmer were now available. D Soul had noted at a meeting that Heritage wheat varieties were more suitable to gluten intolerance and suggested we could maybe have a meeting at a research centre or plant breeder to look into this. There were other suggestions for meetings including a forge at Pershore, decompression chambers at Blackpool, rhubarb farming, working Shire horses, Jody Schechter's buffalo farm, working vintage machinery and New Holland combines in Belgium. P Stephens also suggested that we make a point of visiting at least one member's farm every year as the farm visits are always interesting and informative.