FLYING FARMERS ASSOCIATION

March 2019 newsletter no. 130



CHAIRMAN'S RAMBLINGS

Do any of us have a clue as to what is going on - or indeed what it will really mean to us all? As I write this we are just 4 weeks away from that momentous date, unless they move the goal-posts which seems quite likely, and I guess that by the time you get to read this newsletter it will be virtually upon us. And yet the politicians continue to argue, pontificate and self-serve without any apparent cohesion whatsoever. No wonder we are all so sick and tired of the whole thing and really just wish it would all go away. It was always going to be brinkmanship, but this is taking it to the very extreme.

So, the hottest summer on record, closely followed by the hottest February on record. Land work has been going on at a frantic pace here in Essex throughout February with clouds of dust following the drill, but it couldn't really last and now Storm Freya is blowing about my ears outside. She is, at last bringing swathes of rain across the country, which is what we are desperately short of after last year's lack of it, followed as it was, by a very dry winter. But with growth already starting on the crops due to the warmth and slowly lengthening daylight, much will be taken up before being able to replenish the underground reservoirs, already much depleted in the last 12 months. Over Christmas I built a largish extension to my hanger to store mowers and general kit in. With no drains nearby I dug a large hole around 4 ft deep to accept gutter water. It was almost too hard to dig with a mini digger at that time, and despite it remaining open for at least 8 weeks throughout the winter until bringing it into use, there was never a drop of water in it. Our water table is usually just 2 or 3 feet below the surface. It doesn't bode terribly well for this summer's water supplies.

Despite this, the autumn drilled crops in this area all look in really good heart which will go a good way to getting their roots down looking for the available water, and the spring crops have been drilled in a timely manner into splendid conditions- so we must just hope that rain comes at opportune times throughout the season.

The recent weather has given some stunning days for flying and the skies around here have often been full of little aircraft buzzing about taking advantage of it. I hope many of you were able to do so also.

Our events programme kicked off with what is becoming a traditional diary date in late January to London. This year our recently appointed committee member Giles Abrey organised a splendid visit to the fascinating Postal Museum - for which you will find a lengthy report elsewhere in the magazine. It was, as usual, well attended, with 37 members and partners coming to Town. Big thanks go to Giles for his extensive planning in organising this event.

We have a big programme of interesting events in the pipeline for this year at which our events Secretary Neville Stops has beavered away (and also some events already pending for the 2020 flying season). These events continue to attract our members to the extent that they are frequently oversubscribed. This is a generic problem with many flying organisations organising events for their members.

By definition, there seems to be no other way of accepting applications except on a strictly 'first come, first served basis'. This has at times resulted in some applicants ringing the organiser ahead of the date that the applications have been opened to get their name on the list. This is, in itself, useful for the organiser to get an idea of the generated interest, but it is not fair on those that 'play by the rules', and wait for the newsletter to arrive in order to send in their application slips, and then find they have 'missed the cut'. In future, any application sent in prior to the official slip included in the newsletter, will be disregarded by the organiser, who will accept them strictly in receipt order. Guests will, as usual be welcomed on events in the company of members, but only on the basis that it does not deny any other member from attending due to being over-subscribed. Should that be the case then the guest would have to stand down (this is in fact how it has always worked, but will now be strictly adhered to). We accept that occasionally newsletters arrive with different people on different days, but that is unfortunately a quirk of the post office delivery system, and not of the newsletter editor, who always sends out every newsletter on the same day.

So, enjoy the events that are laid on for us all, and should you be unlucky enough not to get your name on a list, be thankful that we have the sort of membership that works so hard to both suggest and organise these events for the enjoyment of us all.

Martin Gosling

INSIDE THIS ISSUE

2 Chairman's Ramblings
3 FFA News
8 Programme 2019
10 Pop-In Meeting
11 Mail Museum Visit

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Cover photograph at The Postal Museum on 30th January 2019

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FLYING FARMERS ASSOCIATION LIMITED

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Joined Since December 2018

8644 Morven Voorspuy from Hellingly, East Sussex

8654 Mark Goodacre from Stamford, Lincolnshire

Committee Meeting (March)

The FFA committee held a meeting after the Postal Museum visit on 30th January 2019. The lunch after the visit was held at the Union Tavern, a typical old fashioned London pub, close to the Postal Museum. After lunch, the Landlords kindly let us use a room upstairs for our committee meeting, which was ideal.

This was quite a busy meeting as there are changes taking place on the committee. Martin Gosling had previously given notice that he would be standing down as Chairman and retiring from the committee at the 2019 AGM. He has served 20 years on the committee including the last 10 years as Chairman.

Paul Stephens had also announced at the 2018 AGM that he would like to pass on some of the secretarial duties, including producing the newsletters, explaining that he had been newsletter editor for 21 years and had been the membership secretary and general secretary for most of that time as well.

The Chairman asked if Paul would like to take on the Chairmanship, which he said he would, providing some of the secretarial jobs could be relinquished. We looked at Giles Abrey who said that he was very busy with his business and he didn't want to reduce time with his family, but would help facilitate producing the newsletter, he had looked at outsourcing the printing of the newsletter and a family member would be happy to do the compiling and editing, so we are all very grateful that Giles will be producing the March newsletter on that basis and see how it goes.

Paul also said that he wasn't happy with the way the website was going – or not going. The webmaster seems as though his get up and go has got up and gone, and he was getting frustrated that requests for alterations to the structure of it were not being carried out. Giles had previously commented that it was looking dated. Paul thought the 7 year old design (ancient in computing terms) was maybe fit for a make over and that a younger, more on the ball web design team should start afresh.

Giles was asked about who designs RG Abrey Farms website, which led onto him offering to approach his webmasters to look at producing a new site for the FFA.

We have no doubts that Giles will do a fantastic job with these new duties.

Andrew Cragg has also been talking to a member of the SkyDemon team who says he can set up a much easier way of putting our strips onto the moving map display which will also carry more information. This could probably be tied in with a new database and website.

Other topics, which will be boring to the membership, were discussed and Neville Stops talked at length about the 2019 and beyond events program. Please see his separate article.

Paul Stephens

GAP

Next meeting 2nd April.

An update will be communicated in the summer newsletter.

Andrew Cragg

General Aviation Awareness Council

Minutes Of Board Meeting 19th February 2019

Venue: AOPA, 50a Cambridge Street London SW1V 4QQ
Attendees: Charles Henry (Chair), John Gilder (Vice Chair), Roger Wilson (Treasurer), Jonathan Morton (Secretary), Geoff Weighell, George Done, John Broad, Anthony Kedros, John Walker, Marion Wooldridge, Steve Slater, David Phipps, Graham Brown and Ian Sheppard.
Apologies: Ann Bartaby and Marc Bailey

The Chair welcomed everyone, and introduced Graham Brown (Chief Executive of ARPAS). He also thanked AOPA for hosting the meeting and indicated the fire exits.

Minutes of previous meeting - 27th November 2018
Agreed.

Matters Arising
None

General Aviation Partnership update
There has not been a meeting since 27th November with the next due early in April.

APPG (All Party Parliamentary Group on General Aviation) coupled with DCLG and DfT

1. **Airfields** John Gilder reported on his recent meetings with DfT (the impact of development near airfields), MHCLG (the apparent failure to cascade the NPPF revisions to Local Planning Authorities) and MoD (safeguarding and Insurance requirements). Ann and he are continuing to advise on a number of airfields including: Shoreham, Fairoaks, Hatfield, Panshangar, Elstree, Gamston, Little Staughton White Waltham and Eshott. Some success has been achieved at Rochester and Redhill.
2. **Tax and Regulation**
   There have been discussions on fuel duty and VAT on Training (Zero rating) where there is an anomalous situation compared to Spain and Portugal. Other issues are Relief on mandated conspicuity devices, reducing the theoretical knowledge requirements for PPL Instructors and addressing the Transport Act provisions putting CAA in charge of Airspace allocation.
3. **Airspace**
   No report
4. **Historic Aircraft**
   No report.

A new group is expected covering both model flying and drones, to be co-chaired by David Phipps and Graham Brown.

Response to Green Paper Aviation 2050
The Chairman asked for responses before the meeting now deferred to 20 March. GAAC needs to respond with a co-ordinated voice since some individual organisations' comments are contradictory.

ACTION - EVERYONE PLEASE

Website
This has been live since late December and is now much more visible to searchers. Ian Sheppard requested feedback on the development and outstanding Fact Sheets. Also more profiles are needed. Ian will liaise with Kishor to investigate the outage experienced during the meeting.

ACTION - IS

ARPAS (Association of Remotely Piloted Aerial Systems)
Graham Brown gave a short summary of his work as Chief Executive of ARPAS. Public Perception is currently in the spotlight, but three main activity threads are development of transport hubs, passenger transport and delivery of goods. Challenges include Finance, better relationships with commercial operators and scaling-up a program for safer -drone use.

Airfield Protection Updates
JW discussed the latest update to his Aerodromes report, copy attached.

Any other business
None

Date of next meeting
Friday 14 June at Wycombe Air Park, time to be advised but hopefully around noon.

Jonathan Morton
Secretary
24 February 2019

Anthony Kedros, our GAAC representative has sent this update which is correct as of 22 February 2019

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 concerns about the proposal which the Councils are addressing.
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	After a reassessment, site included in South Oxfordshire District Council latest draft 2034 Local Plan issued for public consultation which ended on 18 February 2019 for a 3,000 - home development with a new runway for Martin-Baker Aircraft (MBA) operations. Homes England (HE) the land owner has stated that they will use their CPO powers if current negotiations about the development with MBA (their tenant) who wish to protect and expand their 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 for the development is expected shortly.
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 runway.
Fairoaks	Surrey Heath Borough Council made a confidential, unsuccessful bid to establish a Garden Village on site under Government scheme with planning application for 1,000 homes on site subsequently accepted in October 2018. An alternative scheme ("Fairoaks 2020") that retains the aerodrome, originally put forward by a local opposition group, has been included in proposals from Unity Land LLP. 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."
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. Public consultation by MCR on proposal for construction of 112 homes on south-east corner of site and aerodrome improvements including 3 new hangars, due to start on 7 March 2019.
Hullavington	The former RAF Hullavington aerodrome site has been sold to Dyson Ltd who has 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.
Langar	Aerodrome currently occupied / operated by British Parachute Schools sold in January 2019 to the owner of Nottingham City (Tollerton) aerodrome (see entry on page 2).

Long Marston	Aerodrome is designated in Stratford-on-Avon Local Plan adopted Core Strategy for housing and has Government Garden Village approval for which a planning application has been submitted. Developer is Cala Homes in conjunction with site owner. See entry for Wellesbourne Mountford.
Manston	Application made by River Oak Strategic Partners for a Development Consent Order (DCO) to retain the aerodrome as a Nationally Significant Infrastructure Project is now in a six-month examination period by the Planning Inspectorate ending on 9 July 2019. 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 submitted for Public Examination on 30 October 2018 recognises the existing use of Manston as an airport and provides for the DCO process to continue.
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 held in February 2019. The Council rejected the planning application after the appeal was made.
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.
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	Tandridge District Council public consultation on four potential Garden Village sites including Redhill ended on 9 October 2017. The definitive 2033 Local Plan submitted for Public Examination on 18 January 2019 has ruled out the site for a Garden Village and allocated it protected status as an Important Employment Site. The current draft Tandridge 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. Part of the site is within the boundary of Reigate and Banstead Borough Council whose Local Plan proposal to safeguard the site for housing has been rejected by the Planning Inspector examining the plan.
Retford (Gamston)	Earmarked for a Garden Village with ultimately 2,500 dwellings in initial draft 2035 Strategic Plan issued for public consultation ending on 10 March 2019 by Bassetlaw District Council.
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 appealed the decision with an appeal hearing held on 17 January 2019. 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 for which purpose £1.125 million has been set aside in the Council's 2019 / 2020 budget.
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:	
Abingdon 2028	Dalton Barracks. Site earmarked for Garden Village style development with 1,200 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. Under the Tay Cities Deal, Central Government have agreed to release the site and work with Angus Council to align the site with their development plans.

Brawdy 2030	Cawdor Barracks. Defence Infrastructure Organisation (DIO) have submitted site for mixed use development in Candidate Sites Register for the review of 2033 Local Development Plan 2 by Pembrokeshire Council.
Chivenor 2027	RM barracks not included for development in the 2031 North Devon & Torridge joint Local Plan adopted on 29 October 2018 with local political expectations that the MoD will retain the site.
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 with hearings starting on 15 January 2019 but is expected to be considered during first review of the adopted Plan.
Halton 2021	Aylesbury Vale District Council's definitive 2033 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 2035 Local Plan Part 2 submitted for Public Examination on 30 April 2018.
Mildenhall 2024	Forest Heath District Council Vision & Prospectus document for the site retains the aviation facilities including the runway.
Molesworth 2024	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	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 2036 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 2036 Local Plan document submitted for public examination on 15 January 2019.
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 20 September 2018
Tern Hill 2022	Clive Barracks.
Wethersfield 2020	Aerodrome site being transferred to HE in 2020. 614 Volunteer Gliding School has moved 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.

Note: Aerodromes removed from previous list – Aylesbury / Thame (Haddenham) now closed for adjoining development and Kemble (Cotswold Airport) where the adopted Local Plan has endorsed continued aviation use of the site.



GASCo

The General Aviation Safety Council

GASCo COUNCIL MEETING
28th NOVEMBER 2018 at CAA HOUSE, KINGSWAY, LONDON

Unfortunately I was unable to attend the meeting but the FFA had not provided a report or asked me to raise any issues with the Council.

The meeting was chaired for the first time by Professor Mike Bagshaw, the Council's new Chairman in succession to Air Commodore Rick Peacock-Edwards.

Chief executive's report

Finances

Although Member contributions are down for 2018 they are expected rise to the predicted level of £42,000 by the end of the financial year and we anticipate a small financial surplus. There is currently a healthy cash balance at the bank.

Budget Assumptions for 2019: Money would be spent on:

- Website Improvements
- There was not expected to be an office move in 2019. Although Rochester Airport Ltd hoped the redevelopment would go ahead with no hard runway at present. The GASCo portakabin would close when the office was relocated into a new building on the airfield. This might mean a possible rent increase.
- CAA to renew the Safety Evening Contract.
- No additional training provider for the Airspace Infringements Awareness Courses had been authorised by the CAA.
- Equipment renewals (projectors etc.)
- Small project expenditure (YouTube, videos, etc.)
- Investigate feasibility of an additional part time staff member.
- Possible Flight Safety magazine price increase.

The CAA had provided the sum of £2,000 per annum for GASCo to produce the FlyOnTrack website. FlyOnTrack has now been superceded by an improved Airspace & Safety Initiative (ASI) website, which now contained lots of very useful information plus the radar replays that FlyOnTrack had provided in the past.

Safety presentations

The Safety Presentations for 2019 to be called: *Perception v Reality - Understanding Hazardous Attitudes,* would be very different to previous years:

- Very heavily focused on Human Factors
- Scenario driven using the following model to analyse a generic accident
  - State of Mind
  - Understanding of the situation
  - Goal
  - Concepts introduced to provide barriers

The presentations would address:

- Mind set and hazardous attitudes linking these to:
  - Loss of Control accidents
  - CFIT
  - Mid-Air Collisions
  - Airspace Infringements

Airspace infringements awareness courses

275 pilots had attended a course since their implementation in September 2017. Feedback from those who had attended courses was positive. In the future it was hoped that the course would be made generally available to people who had not infringed, but at present, the CAA wanted it kept for only those who had.

Safety engagement

The CAA, with GASCo involvement, will be implementing a new campaign on Loss of Control. The aim will be to find a simple compelling message that would change behaviour

'Flight safety' editors report

A future edition of Flight Safety would highlight the on-going 8.33 kHz frequency problems.

The Editor gave an example of an Airprox in the Oxford area caused by the pilot experiencing difficulty in obtaining and understanding NOTAMs. This had been exacerbated by a radio problem. There have been reported instances where pilots were unfamiliar with the radio installation in their aircraft and an article on this would be include in a future newsletter.

Electronic conspicuity update

There was a presentation by the CAA on looking at the various solutions for conspicuity for GA. The vision of the CAA for conspicuity primarily was to reduce the risk of mid-air collision. The CAA was looking at the integration of new and existing technology and to simplify the use of equipment across the GA community. The CAA wanted to get to the position where a lightweight, low cost ADSB system was used by all to provide additional benefits for GA. The CAA was also looking at developing guidance on the use of moving maps, but these were not intended to replace paper charts.

Members reports

British parachute association

There had been a sharp increase in accidents in 2018 where people were flying perfectly good parachutes into the ground far too quickly leading to fatalities or very serious injuries. The BPA had set up working groups as this appeared to be a worldwide problem.

Uk flight saftey committee

There had been a change in the law in July which made it illegal to use a laser against any form of transport: road, rail, maritime, air, submarine and horse drawn carriages. The Council was asked to remind their members that if they were lasered in the air, or on the ground, to report it to the police and ATC as it was now a crime and could get the perpetrator locked up for 5 years or receive an unlimited fine. There was also legislation going on to minimise the power of lasers imported into the UK.

The CAA proposed to move to true north by 2030 although the GA community was resisting it despite that It would only mean a one off cost to make the change.

There was an incident where a UK aircraft was intercepted over the Austria/Hungary border because of a 20 minute loss of communication. This was because the crew had turned down 121.5 due to the noise and chatter on it. There were complaints about practice pans going on too long and the UK FSC was trying to see if there was scope for a training frequency.

British helicopter association

An EASA rotorcraft road map would be published shortly which would look at reducing the accident rate by 50% over 10 years. It did rely quite heavily at GA and will look at using virtual reality, low cost simulators, training during proficiency checks, what apps were available and what else could help.

Guild of air traffic control officers

An increased reliance on automation that is creeping into the air traffic world could lead to a skill fade. Is there a possible cross into the GA world now that there is a reliance on automation, technology, glass screens etc.? There is a danger that pilots are being overwhelmed by the information available.

Gerald Hackemer

Programme 2019

2019 has started well, with the London visit to the Postal Museum & Mail Rail underground, 37 signed up and attended. After the event, the Committee members retired to hold the first meeting of the year. The next Event "Royal Military Academy, Sandhurst, is now nearly upon us, and is fully booked, likewise the Three night trip the Highland Islands.



Events for 2019.

17th April – Sandhurst and Hatchgate Farm – John Golden/Neville Stops – Fully booked
30th April – Mull, Tiree, Colonsay & Bute – Mike Ashmole – Fully booked
15th May – Bomber Command & Lincoln Cathedral – Winston Bailey
26th May – 2019 FFA European Tour– Richard Howard – Fully booked
19th & 20th June – Ward Brothers Vintage Cars – Gordon Bellerby
26th June – Beeswax Farming – Anthony Kedros
3rd July – Tangmere Nurseries & Airfield Museum – Martin Gosling
16th October – The 2019 AGM Stow Maries WW1 Airfield – William Procter

We have a programme of events being put together for 2020, but at this time no "European Tour" so if anyone has ideas please bring them to the table.

We 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 Neville Stops (neville.stops @gmail.com) or Gordon Bellerby (gordon@jgbellerby.com).

At the Committee meeting it was discussed at length, about the booking of events, and to give everyone a fair chance. There is no harm in any member emailing the organiser to show that they are interested in attending that event. To this end it was decided that all future events would still be booked when the reply / disclaimer slips come out in the newsletter, even though some newsletters arrive sooner than others.

It is very seldom that we have to run an event that we have waiting list, this has only occurred once in the last 3 years when members have not been able to book onto an event.

We did look at electronic reply slips, but with our website this would not work well, as was a central banking of money account, we are looking at a new website, so in the future we may well change the booking of events.

Neville Stops

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 individualy shall be construed as establishing a duty of care nor in anyway 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.



Bomber Command Centre & Lincoln Cathedral, Wednesday May 15th 2019.

During WWII over a million men and women served or supported Bomber Command. They came from 62 nations across the world and were united in their efforts to protect the freedom we enjoy today. The service included Aircrew, Ground Crew, Women's Auxiliary Air Force, Auxiliary Air Transport, Auxiliary Transport Services, NAAFI and many others.

Bomber Command suffered the highest losses of any unit during WWII but have struggled for recognition.

Every member of Bomber Command aircrew was a volunteer. The average age at death was only 23.

The IBCC provides a world-class facility acknowledging the efforts, sacrifices and commitment of the men and women, from 62 different nations, who came together in Bomber Command during WWII.

Arrive – Wickenby **landing fee not included in price**, but includes coffee and biscuits.
10.30am – Coach departs Wickenby
11am – coach arrives Bomber Memorial
Guided tour of Memorial and time allowed for visit to exhibition.
1pm – Lunch
1.45pm – coach leaves for Lincoln Cathedral guided tour.
3.30pm – Depart Cathedral to arrive at Wickenby 4pm

Cost £40.00 per head

The above visit has been put together by Winston Bailey
Please return ALL postal reply slips & Cheques to N.Stops, Donks Acre Monxton Road, Grateley, Nr Andover, Hampshire. SP11 8JG or BACS by arrangement, mobile; 07860 937933.
Replyslips to neville.stops@gmail.com
Closing date 01/05/2019

European tour – France, Germany, Switzerland.

26th May – meet at Sarrebourg LFGT overnight in Saverne
27th May – visit Kuhn machinery manufacturer in Saverne
Late afternoon fly to Bremgarten EDTG overnight in Bad Krozingen
28th May – coach to Switzerland visit glass maker including glass blowing. Afternoon visit Pilatus aircraft factory in Stans Switzerland
29th – fly to Annemasse LFLI near Geneva.
Coach to visit large farm in Switzerland
30th May visit Chamonix transfer to train to visit Glacier, late
afternoon free time Lake Geneva
31st May fly to Lyon Bron LFLI
Afternoon guided tour around military aircraft museum in Lyon chance to board a Mirage and a Jaguar
1st June fly to Nevers LFQG
Afternoon visit very large arable farm near Nevers
2nd June back to the UK

The tour is fully booked with a waiting list.
howard_farmers@hotmail.com

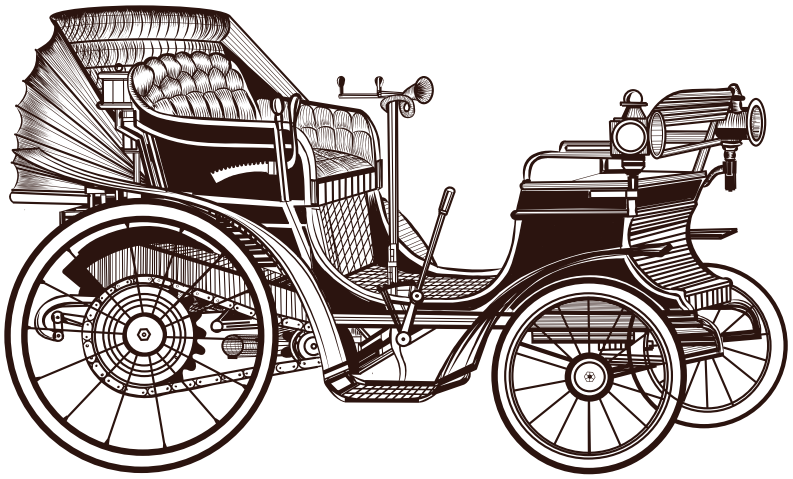


Ward Brothers Vintage Cars, 19th & 20th June 2019.

Wednesday 19th June 2019.
10-10.30am local. Land Leeds East (Church Fenton) EGCM
Coffee/Tea and biscuits on arrival.
11am guided tour of the film set of the television series (Victoria) which is filmed in one of the hangars.
12-12.30pm. Lunch in airfield cafe.
1.30pm Max 15 people depart for Allerton Waste Recovery Park (NYCC's brand new waste incinerator)
Remainder depart for visit to Bettys & Taylor's tea and Coffee factory (Yorkshire Tea) in Harrogate.
Approx 5pm arrive the Old Swan Hotel in Harrogate (Famous for being the Hotel where Agatha Christie disappeared to in 1926) for overnight stay.
7.15pm Depart hotel for short walk to Sasso's Italian restaurant in Harrogate centre.
Thursday 20th June.
9.30am Depart Hotel for Ward brothers collection of vintage cars, tractors, motorcycles etc. near Ripon. (Probably the best early Victorian car collection in the world according to Jan Ward). Hopefully guided by Daniel Ward.
12-12.30pm Lunch at the museum.
1.30pm Depart museum for visit to Herbs Unlimited near Thirsk. This is a large operation supplying all manor of fresh herbs, edible flowers, salads etc. to the trade.
3.30pm. Depart for Leeds East airfield.
End of tour.

Total cost £185 per person. All meals and coach transfers inclusive.
£20 Hotel single supplement.
Aircraft overnight parking is also inclusive.
Landing charges are NOT prepaid as they will be waived if 75lts or more fuel is taken.
£75 per person non-returnable deposit required with application.
Cheques made payable to JG Bellerby.

JG Bellerby, Manor Dairy Farm,
Killinghall, Harrogate, HG3 2BD.
Mobile: 07892 948000,
Email: gordon@jgbellerby.com
Closing date 05/06/2019



Visit To Tangmere Airfield Nurseries & Airfield Museum, Wednesday July 3rd 2019.



This is a visit to the largest pepper grower in the U.K., followed by lunch at, and a visit to, the Tangmere Military Aviation Museum. The museum is smallish but is right adjacent to the nurseries, which are actually on one corner of the old Tangmere Airfield. Tangmere was one of the starting points for SOE in the last war for delivering Special Agents behind enemy lines.

Neither of the two sections of the visits will be particularly extensive, but will be the final opportunity for members to meet up before the start of harvest.

09.00 - 10.00 - Arrive Goodwood Airfield (EGHR). Teas and Coffees and biscuits on arrival at the Airfield Cafe
10.20 - Coach leaves for Tangmere Airfield Nurseries
10.35 - Arrival at Nurseries
10.45 - 12.00 - Tour of Nurseries
12.10 - Arrive at Military Museum
13.00 - 13.45 - Light lunch at Museum Cafe
14.45 - Coach returns to Goodwood Airfield for homeward departures (Members are free to explore the museum at will before and after lunch).

The visit will be strictly limited to 30 participants.
Cost £35 per head to cover refreshments at EGHR, coach hire, Museum entrance and a light lunch in the Cafe.

Landing fees to be the responsibility of the pilot, but I have negotiated a 50% reduction. PLEASE NOTE: The airfield does not open before 09.00, so do not arrive early!

Payable to: R M Gosling, Stones Farm, Wickham St Pauls, Halstead, Essex, CO9 2PS.
Closing date 08/06/19

Beeswax Dyson Farming, Nocton, Lincoln, Wednesday 26 June 2019

By kind invitation of Sir James Dyson.

Hosted by:
James Thompson – Head of Farming
Amy Bouic – PA to J Thompson
Richard Williamson – Managing Director

0900 – 1000	Arrive Wickenby Airfield EGNW
1015	Coach leaves for Nocton
1100	Arrival at Nocton estate office
1115	Introduction to Beeswax Dyson
1200	Lunch
1300	Tour of Nocton grain store
1340	Tour of Nocton AD plant
1420	Crop walking
1450	Return to estate office
1500	Depart

www.beeswaxdyson.com
Please return to Anthony Kedros, 55 Hayfield Road, OXFORD, OX2 6TX
Cheque payable to A E Kedros, £40.00 per person
Closing date 15/04/19

Helpful reminders

If you are organising an event…
- Please nominate someone before the day to write up the event.
- Please take pictures with a high resolution/picture quality.
- Please name all people in pictures left to right.
- Please take some portrait pictures that could be used as a front cover image for future newsletters.

Applications for events will be accepted in receipt order.

Members will be given priority up until the closing date.

Deadline for articles for the July/August newsletter 30th June 2019, please email giles@abrey-farms.co.uk.

Pop-In Meeting, 2nd March, Tollerton, Nottingham.



Charles Kirk, Gordon Bellerby, Peter Gale, Neville Stops, Peter Evans (absent without leave), Richard Butler, Warwick Banks, David Soul, Anthony Kedros, Caroline Bellerby, Colin Ferguson, John Hardy, David Keene (photographer!)

14 Flying Farmers and their guests met at Tollerton for lunch. We were very fortunate that overnight rain cleared, while an approaching front from the west slowed down sufficiently to give a weather window to allow most of those who wished to fly to do so in good conditions. Only Jon Hanna, hoping to fly in from Exeter, was prevented from flying.

Many thanks to the café personnel at Tollerton who provided an excellent lunch that was, again, enjoyed outside!

Our next meeting is at Fenland on Saturday March 30th.

The committee is keen that we also sometimes fly into member strips. To do this, if any member would be happy to accommodate us please do get in touch with me, david@davidkeene.co.uk

What we would see as ideal might be a strip that has a pub or café very close by so that members are not put to too much inconvenience in organising catering themselves.

Peter Gale has very kindly offered his strip for a Pop-In meeting on Sunday 6th October. Please make a note of this date. Other dates will be arranged in due course.

David Keene



Postal Museum – London

Seventy feet below the busy streets of London, packed like sardines into one of the original driverless mail trains we descended into the six and a half miles of tunnels, marking the beginning of our adventure into the 500 year history of the postal service…

We were greeted with a bright clear chilly day as we arrived at The Tavern Pub, Lloyd Baker Street, London, despite the warning for snow and disruption. Steeped in history the licensed premises that had occupied this site since the 1740's was to be our base for the day. Renamed The Union in 1807 and rebuilt in 1819 and again in 1877.

Nick Bottrill and his team kept us supplied with fresh coffee and pastries as the 37 flying farmers started to wander through the doors of the Tavern some as early as 8.30am! Central London not the best location to facilitate arrival by GA aircraft but Gordon & Caroline Bellerby managed to arrive into Elstree the day before in their Robin. I believe the rest of us arrived by car or train some taking advantage of an overnight stay in the city.



After a good catch up on events since we last met we made our way to the Mail Museum a short walk from the Tavern. Once registered we separated into two groups, the first group making a swift exit to the Mail Ride building for our 10.15am departure.

The carriages were tiny with only just enough clearance above our heads when seated, however the visibility was good giving a clear view of the tunnel as we moved through. Half way through the wall came alive with a video documenting the time line of events and history of the Mail Rail service which came into operation in 1927.

15 minutes later we arrived back at the station where we disembarked with time spare to explore the Mail Train museum. Harriet our tour guide then joined us back at the main Postal Museum to give us an insight to the 500 year history of the postal service.







Henry VIII founded the mail system 500 years ago to keep a closer eye on his kingdom. Royalty and the rich lived in a first class world and most ordinary people couldn't afford to send a letter.

Each town had to have three horses available for transporting letters, sending out orders and bringing back news. The stables keeping the horses were known as "Posts", the new Mail service had gained the name we still use today.

In 1635 Charles I appointed Thomas Witherings to expand the postal service to carry private mail for a fee, and in 1784 Smart new mail coaches replaced post boys along key routes.

Victoria becomes Queen in 1837, the country was changing, and within a few decades the postal system we recognise today was created with stamps, pillar boxes, parcel post and mail trains. The Penny Black introduced in 1840 was the worlds first adhesive postage stamp used in a public postal system.

It wasn't until 9th September 1911 that the first air mail service was established in the UK, and shortly after, the postal service was providing crucial support to the war effort by helping keep moral up by allowing soldiers to keep in contact with their loved ones.

Our day concluded with lunch back at the Union Tavern. A varied and interesting menu where we tucked in before committee members assembled upstairs for the first committee meeting of the year.

A big thankyou goes to Nick Bottrill and his team for helping host such a great day, and to Martin Gosling for coming up with the idea for the trip!

Giles Abrey













FLYING FARMERS ASSOCIATION
NEW WEBSITE COMING SOON