40th Anniversary



Boggy Blumberg 1995



John Deere, Langar 1989



Ken Wallis Autogyros 1992



Blair Atholl 1988



Montrose 1988



Danish Tour 1992



Kilkenny 1987

Newsletter No. 115

March 2014

Opening Thoughts

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Cover photograph;

To celebrate our 40th Anniversary, these old photos might bring back some memories.

Chairman's Ramblings

Looking back over my ramblings in the Spring Newsletter for the last three years, apart from an Englishman's insatiable appetite to talk about the weather, there certainly seems to be unusual weather patterns in every year – be it summers or winters. I wonder if we will ever acknowledge a 'normal English year' again. I think we are all conditioned to believe whatever weather we get, can be laid at the door of "global warming" by the appalling doom-mongers in our midst. I was amused to read as the headlines in the Daily Mail this week, that last autumn, our beloved Met office, with all their fancy and extremely expensive equipment had predicted – and advised local councils to the effect – that they should prepare themselves for this winter to likely be one of the driest on record, particularly in the south west of the country!! I doubt that would seem even remotely funny to those poor souls living down there this year. What credence then do we put on a report in the same paper on a different day in the same week that this summer is predicted to be unusually hot and dry...?

Annette and I have just had 10 days in Egypt by the Red Sea, and very nice and relaxing it was too with unbroken sunshine – but how nice it was to get back to the UK and see some greenery. I could no way live out there with its total barrenness, no rain and no greenery. England still must be one of the best climates in the world in which to live (with apologies to our friends in the West country!)

By the time you read this, Spring will officially be here, and we have had not a single snowflake and only 3 mornings with a very light frost that would hardly bear your weight, during the whole winter. That again is very unusual and is unlikely to be altered much now with the ever expanding daylight and approaching warmer spring days.

We have already kicked off this year for our Association with a most interesting London visit to the Horse Guards Museum where it was lovely to see such a good turn out and to meet up with familiar faces again. A big thank you to George and Clare Sly for instigating and arranging this visit and for taking us to a local hotel for lunch.

Rick Holt our events secretary has another good programme of visits for this year ahead of us, thanks to many good suggestions from members. But for the first time in the history of our Association there is no Study Tour planned for the coming year. I find this very sad but despite imploring the membership for suggestions, none was forthcoming, and as your committee is not able to do absolutely everything as far as visits and tours are concerned, this year will be without one. It is hoped that next year we may be able to resurrect the tour to Finland, which was put on hold 3 years ago, but even so we must have as much information from you, the members, as possible to bring it to reality.

I am sure it will take a while for those of us with grass strips for them to become serviceable again – for myself, our strip is still very soggy in patches which could easily spoil one's whole day. But when they do dry out, we look forward to another year of FFA flying events and meeting up with old friends again.

Putting last winter behind us, I hope we can now look forward to more normal farming activities for this coming year, interspersed with fun flying events.

FFA Strips on Sky Demon

When flying, have you ever wondered if any of the strips you see down below belong to FFA members? Well, if you are a Sky Demon user, we have now made a download available which will put all the member's strips as waypoints on Sky Demon. They are tagged with the members' surnames.

Not only that, but if you hover over the waypoint icon, you will be able to see a satellite image of that strip - providing the co-ordinates in the database are correct!

Firstly, using your desktop PC, log onto www.ffa.org.uk, go to the Photos/Links page and then to Downloads. Here you will find a download titled FFA Strips Download for Sky Demon. Please follow the instructions very carefully to download the waypoints to your PC Sky Demon and from there it can be uploaded via the Cloud onto your iPad Sky Demon.

This has only just been released, so any problems or glitches, please get back to me

Paul Stephens

40th Anniversary Present

Committee Members

Dick Walgate	President	01472 371203
Martin Gosling	Chairman	01787 269369
Paul Stephens	Secretary	01944 738281
Andrew Cragg	Treasurer	01303 874251
Rick Holt	Events Secretary	01386 761816
Gordon Bellerby	Committee Member	01423 520770
Philip Young	Committee Member	01485 525666

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GACC Report

I attended the CAAs General Aviation Consultative Committee held at Aviation House, Gatwick on the 27th January 2014. The CAA had entitled the meeting "a workshop" as a means of attracting the GA industry (including Associations like the FFA, the LAA, BGA, BMAA etc) to engage with the CAA on the structure and tasks of the new GA Unit and to put it bluntly, to carry out some of the work previously the domain of the CAAs staff.

The new head of the new GA Unit is Tony Rapson and by now you will have read of his background which has been widely publicised. Suffice to state he is not as dour a person as his publicity photograph suggests.

His question of the members of GACC was: "What is needed from this Committee if we are to meet the Governments (actually Grant Shapps) Red Tape Challenge?"

Just when we thought that an opportunity had arisen for us all to state our views Tony, followed swiftly by Mike Barnard, (the new GA Unit Programme Manager), launched into their initial ideas for the CAAs GA Unit. Unfortunately that set the tone for the day, the CAA were, as usual, broadcasting but leaving little time to receive information from the floor. It was almost as if their PTT button was stuck on "Transmit".

If it seems that I am cynical then I have yet to be convinced that we will see the new dawn in all the vibrant colours that we have been promised. In the future the CAA will no longer concentrate on the mantra "Regulate and Enforce" but instead will Delegate to and Monitor the work of the subordinate Associations

This new approach is proposed to deliver a "light touch, deregulated and delegated regulatory regime". The proposed staffing structure has been published with a complement of 16 staff most of whom are already in place. Mike Barnard explained his ideas on the tasks facing the new GA Unit and published a draft list which is to be the subject of consultation. The list is divided into two main groups, "1.The things we have to do now (ie in 2014) and 2.The things we have to consider doing in the future." There are over 50 different items on the list.

Included in the first list for 2014 are BCAR A8-26 LAA and BMAA Approvals, Single Seat Deregulation (SSDR) to 300kg, Hiring of Type Approved Microlights, LAA Permit IFR Project, Transferring Gyroplanes from CAA to Approved Organisation, Handheld Radio usage in EASA aircraft, Seaplane Rating Change (particularly pressing in a flooded country) and a review of engine overhaul limits. Less pressing items include Remote control of runway lights, Airborne Conspicuity, Provenance of rebuilds, Microlight noise certification, Overflight of non ICAO compliant aircraft, Major/ Minor Modification and new material reviews, rewriting VFR guide post SERA, Non Certified GPS to provide date for Mode S ADS-B, Defining policy for delegation within GA Sector, developing target levels of safety, LSA aircraft implementation, Reconsideration of term "passenger" for Part FCL, Proportionate Part M fees for non complex types and, inter alia, Flight over congested areas. My first impressions are that some of the more important items such as improving the conspicuity of light aircraft which is particularly here in the congested South East should be top priority but in deference to my readers I propose to await comments on the list before responding to the CAA.

At the meeting and afterwards in emails with the CAA I again raised the subject of progress on the promised CAA document being guidance to Local Planning Authorities on the effects of development on GA and aerodromes/flying sites, in particular taking on board the general concern about wind turbines and WT Farms. Ben Watkins the new GA Policy Officer has subsequently promised me in writing that I will be consulted on this document which is shortly to be published in draft form. I hope so, it is time that Local Government Planning Officers/ Committees and Planning Inspectors on appeal, reach their decisions with the benefit of clear unequivocal advice explaining how a new development, which may be proposed in proximity to a flying site, can easily render that site inoperable or unsafe for flying. In my 45 year career in planning and 30 year specialisation in aerodrome planning I have seen too many poor planning decisions affecting flight safety.

In conclusion and if I may be permitted to give my opinion, I believe that we are likely to see a reduced Regulatory regime in time, with greater delegation to the Associations which over the years have provided a service to their members. But, in the absence of a publicised limit on the overall costs of the CAAs new GA Unit, I remain sceptical as to the likelihood of a reduction in the number of CAA personnel engaged in the process and the caveats that they bring to bear. We have all been affected by the reduction in the budgets afforded to the Public and Quasi-Public Services in recent years. It seems to me that fixing the budget should be the first task in the process of replanning the structure. Britain can no longer afford to Gold Plate the Regulatory Regime. If private flying is to survive there should be a minimum of controls but a maximum of education.

If you have any comments to make on the way forward or if you would like a copy of the staff structure of the GA Unit and its draft work programme please email me at 2pk@peterkember.co.uk."

Peter Kember Dip TP, MRTPI (rtd), MRAeS, Aviation Planning Consultant to Kember Loudon Williams LLP, Tunbridge Wells.

The 40th Anniversary of the FFA

The Flying Farmers Association was Incorporated on the 16th April 1974 and the 10 Founder Members met with 80 farmers, who arrived in 28 aircraft and cars to the Drainage Event, Hockley Heath to the west of Coventry, on 25th April 1974.

There was an article published in Farmers Weekly about a meeting of potential flying farmers, following an idea from Tony Poulsom. As he was flying around the country, he noticed a number of farmer's strips and wondered if these like minded people could be formed into an association.

The FFA was airborne!

The Founder Members elected Colonel John Williams-Wynne to be the Chairman, Anthony Poulsom (the instigator of the idea of an association in conjunction with Edward Long, the editor of Farmers Weekly) was elected Company Secretary and Fred Spencer and David Corbett were elected as other Committee Members.

The first scheduled meeting of the FFA was held at Shobdon and visited David Corbett's farm on a very windy day. Also at the meeting, Douglas Bader of WW11 fame arrived from White Waltham in his Beechcraft to address the meeting on "The CAA and the Flying Farmers Association".

To commemorate the 40th anniversary of the FFA, please find an inscribed pen with this newsletter.

Paul Stephens



Programme 2014

Programme 2014

5th February	Guards Museum, London
??? April	Adam Henson's Farm, Gloucestershire
23rd April	Gilbert Greenall's Estate
7th May	Claydon Farm & Seed Drills
15th May	Norfolk Farms
13th / 14th June	The Abreys Farm
18th / 20th July	Game Fair Transport Arrangements.



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.

Adam Henson's Farm, April 2014

We have a problem with this event as Adam Henson can only be present on the days that the BBC are filming as he has a full diary. The BBC work at very short notice, so this means that our event will have to be called at short notice as well.

There has been an amazing response to this event with over 100 members wanting to come. Rick Holt will email those on his list when he has more information.

In the meantime, please do not bombard Rick with calls asking about dates and details as he cannot say any more until he hears from the BBC.

Gilbert Greenall's Estate, 23rd April 2014

This visit to a our member, Gilbert Greenall's farm, is called "An 18th century farm in the 21st century"

The heir Toby Albright was killed in action in 1917. Nearly 75 years of gentle decline followed. By 1990 the Regency Greek Revival house was on the "at risk" register. Twenty-five years ago 98% of income came from agriculture, this dropped to 19% and is now 45% and rising again.

The residential and commercial property, agriculture, forestry, and leisure enterprises now employ more people on the estate than before the Second World War. The visit will look at extensive diversification, energy saving and conversions that have returned the estate to the robust position it enjoyed when the house was built in 1768.

- Arrive from 1030
- Coffee in the shoot room followed by estate briefing
- Estate tour - travel in shoot lorry and beaters wagon
- Forestry and biomass central heating
- Agriculture and the HLS
- Lunch 1300 hrs in the shoot room
- Residential property - the redevelopment (mixed residential and business) of a farmyard
- Commercial property
- Leisure (Triumph Adventure Motorcycling/ cider/"glamping")
- Tea and depart 1630hrs

Airstrip 650m x 30 240/06
Please fill in the reply slip asap and return to Martin Gosling.
Latest entry date is the 5th April.
Home: 01787 269369 Mobile: 07836 621041
yogibear@stonesfarm.com

Claydon Farm and Seed Drills, 7th May 2014

Peter Evans has arranged for us to visit the Claydon family's farm and machinery factory near Newmarket.

He has had an extremely good response with 59 members on the list. Unfortunately some have been put on the reserve list as parking is restricted to 24 aircraft. So entries are now closed. The list is published on the website. Usually at these events there will be some cancellations, so those on the reserve list shouldn't give up hope yet.

Peter will send out details to the participants in April.

Norfolk, 15th May 2014

Philip Young has kindly offered to organise this visit to Norfolk, using his strip at Ringstead as a base. The plan is as follows:-

09.00 - 09.45 Arrive Ringstead airstrip. Refreshments available at East End Farm house.

10.30 sharp. A brief visit to our farm at Ringstead before the coach leaves for Greenworld at North Wootton.

11.00 -12.15 Tour of Greenworld Farm and it's diversification programme.

12.45 2 course lunch at a good local restaurant
13.45 Coach to leave for Sandringham
14.15 Tour of Sandringham House, Gardens and Museum
16.15 Approximate - coach leaves for Ringstead airstrip.

The cost for the day to cover visits, lunch and coach hire will be £40/per head. I'm hoping to keep it to that level, despite the fact that there is obviously a Group entry to Sandringham House and Gardens.

We can accommodate for this trip, a maximum of 40 guests. It would be preferable to receive replies by Friday 11th April 2014.

The trip will have a couple of interesting items to it. I would like to show you our very special Nitrogen Fertiliser system at East End Farm and of course Greenworld.

www.greenworldsales.co.uk.

They are interesting in the sense that as 1,000 acre farmers, they decided 10 years ago to diversify into organic manures, together with pelleting waste wood as a means of cheap fuel.

I believe they export to Sweden from Kings Lynn Docks.

I will send out the details of the airstrip with accompanying attachments to those who wish to make the visit.

Philip Young

The Abreys Farm Visit 13th and 14th June 2014 Update

We have an action packed programme: On the first day, we have two helicopters dropping in from Wattisham - an Apache and a Squirrel. We will then be looking round the farm buildings etc and in the afternoon we will be going around the farm which includes many vegetable crops.

Very generously the Abrey family are treating us to a buffet lunch and a lovely barbeque in the evening. Let us hope it is warm!

I am delighted to say that in the evening we have two Pitts Specials from "**The Wild Cat**" display team who are doing an air display for us. They will then join us at the barbeque afterwards. For those that are interested we will be visiting the carrot harvesting operation in the evening before finally retiring to our hotel.

The next day we are going to visit Euston Estate and will be looking around their many enterprises – shooting/deer stalking and timber enterprises. They own some very ancient woodland that they will tell us all about.

We will then have our lunch before returning back to our aircraft for our homeward journey

I will now be cashing all the deposits and require a further £75 per person for the rest of the expenses as soon as possible.

Myself and the Abrey family look forward to seeing you there.

Regards to you all,

Mike Rowland

For further information and an introduction to the two days written by Giles Abrey, please go the website www.ffa.org.uk - Events - *more information* and click on the link under Update 13th March 2014.

Game Fair 18th - 20th July 2014

Once again, as in past years when the Game Fair has been at Blenheim, I have put together a package for air arrivals at EGTK London Oxford Airport which will include VIP transport to and from the event for a fee per person (probably around £5), and substantially discounted landing fees.

The application details and instructions can be found on the FFA website on the Events page. Otherwise please contact me at the e-mail address below.

andrew@dentcomm.net

Andrew Dent

Did you know - Up to date information of all events can be found on the Events page of the website. Find the event and click on more information. Participants lists and updates will be published as available.

London Meeting 5th February 2014

About 32 members braved the London underground strike, to meet at the Guards Museum on Birdcage Walk. The Museum opened in 1988 and now houses a large collection of military memorablia from Guards Regiments. Originally they were by the Guards Regiments themselves, but were brought together under one roof with the opening of the museum. The Scots guards date back to 1642 but the Irish guards were only formed in 1900 at the request of Queen Victoria.

Some of the artefacts date back to the Battle of Waterloo and it was following that battle that the bearskin became part of the guards uniform. It had previously been part of the French uniform.

One particular case showed the tools of punishment with the cat o' nine tails being the one chiefly used. Ball bearings attached to leather thongs made for a severe beating and many a skinless back!!!.

There were also artefacts from the Crimean War, the Sudan War, the Boer War in all of which guards regiments have fought.

Did you know - Newsletters can now be accessed on the website. Go to www.ffa.org.uk - Photos/ Links - Downloads - Newsletters

George Second was the last reigning monarch to go to war. The uniforms from most periods in British history are on display and many other artefacts from very basic medical kits to lances and firearms~most of which have been donated ~some from regiments and some from private individuals in order to preserve our history. Other displays bring history up to the modern era~from World Wars 1 and 11 to the Northern Ireland conflict, the Gulf War and the war in Afghanistan. It was most interesting and well worth the visit. My thanks to Andrew Wallis (Museum) and Inspector Jon Reeves (Met Police) for organising the day and Gary, the assistant curator.

From the museum we retired to the Westminster Intercontinental Hotel for a leisurely buffet lunch.

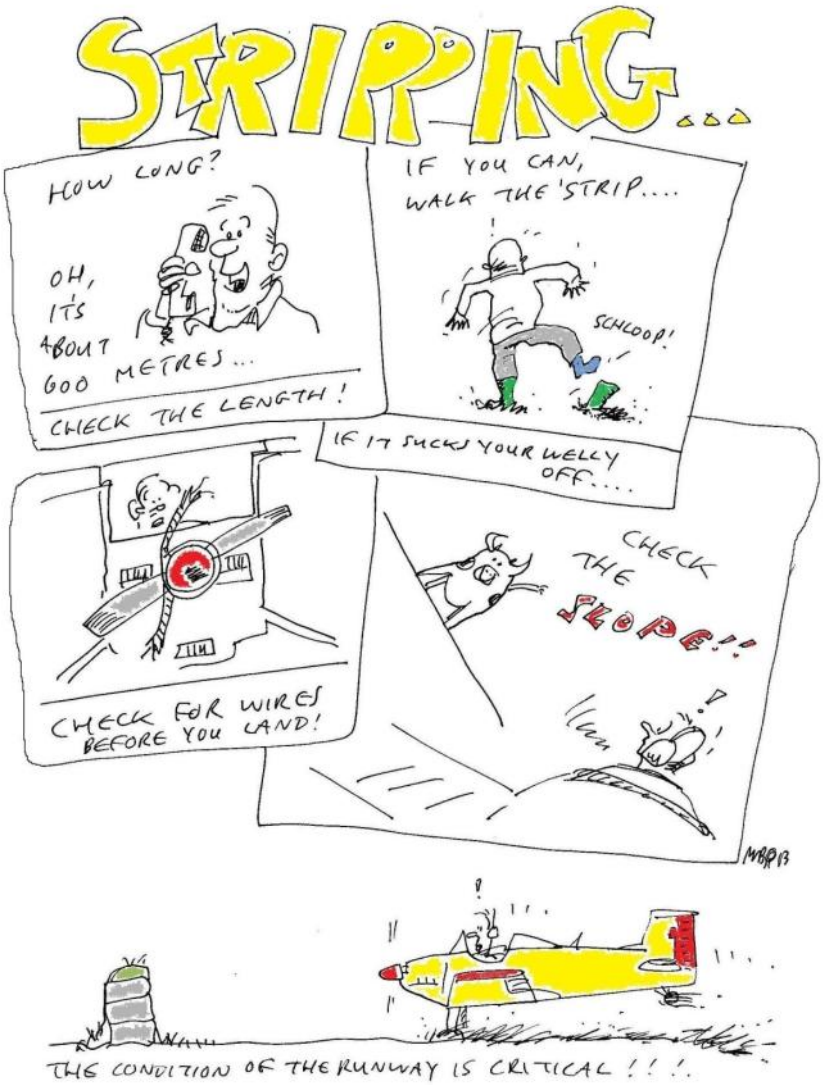
George and Claire Sly

Joined since 1st December 2013

FFA Number		Strip
8541	Malcolm Squire, Kingsbridge, Devon	y

The total membership is now 397

Farm Strip Flying



Introduction

A high proportion of the accidents and incidents that occur to light aircraft in Ireland happen during the take-off or landing phase from short or unlicensed airstrips.

Most GA pilots learn in a controlled environment from licensed aerodromes. There are over 220 documented airfields in current use in Ireland. These vary widely and many are short narrow strips with surrounding obstacles. Operating from such airstrips involves increased risk and demands knowledge, flying procedures and techniques not necessarily covered in a basic PPL course. The aim of this information leaflet is to reduce risk to GA pilots operating to and from airstrips by highlighting some of the hazards associated with strip flying and by suggesting some measures GA pilots can take in order to minimise their exposure to this risk.

Planning strip flying

You should always get permission before using a private airstrip. If at all possible, walk the strip yourself before you use it. The next best thing is to get a briefing from either the owner or a local operator who is familiar with the current conditions at the strip.

Some good guides have been written with information such as location, dimensions, orientation, surface type and contact details. However, it is worth checking that the information is still current.

Finding a grass airstrip from the air can be difficult; it is worth planning your approach carefully taking into account local features and sun position. Most moving map/GPS units have a 'pseudo OBS' function where one can input runway direction on a strip waypoint, effectively drawing an approach centre-line – this can be extremely useful in the air for situational awareness.

What to look for as you walk the strip -

Examine the surface carefully. Think 'pushing a wheelbarrow' or 'riding a bicycle' as you walk the strip.

Do your heels 'dig in'?

Is the surface man-made or natural? If it is man-made, examine the edges, rain may run off and cause the ground to be extremely soft there.

Is the surface uniform? Many strips have 'soft spots'. Does the surface get slippery when wet? This is especially the case with gravel strips where a thin layer of grass/organic material has established on top.

Does the strip slope?

Look at the approaches, undershoot & overshoot areas and the strip surroundings.

Look especially for obstacles such as wires and poles which can be difficult to see from the air, especially if looking into sun or if there is a little rain on a windscreen.

Are the strip edges well-defined? Will you be able to identify the edges easily from the air under all conditions?

Measure the strip length accurately - use Google earth or count paces, remembering to calibrate your own 'step' against a known distance. Be realistic about useable lengths, for example, one is unlikely to touch down at the beginning of a strip if a boundary hedge is adjacent.

Check parking and taxi areas, make sure the surface is good enough and that your aircraft will have sufficient clearance from solid objects. Is there fuel available? In Ireland you should always plan to land with at least 45 min-worth of fuel aboard, the possibility of not 'getting in' at a strip is higher than a large tarmac airfield, keep this in mind and don't get short of fuel.

If aircraft are to be refuelled from containers you MUST use a proper filter, metal containers can easily cause contamination. Bring tie-downs and control locks if you plan to park.

Is the area secure? You may want to lock the aircraft, also beware, large animals and parked aircraft do not mix well.

Aircraft operational issues

The primary operational issue in strip flying is take-off and landing performance. Most manufacturers publish this information



for hard runways. If operating from a surface that is going to have an increased (or decreased) resistance to movement we need to add sensible allowances.

Again, think 'pushing a wheelbarrow' or 'riding a bike' on the surface in question. This is not an exact science; however, in addition to normal factors such as weight, pressure altitude, slope and wind, the surface condition should be carefully considered when calculating take-off and landing distances. It is not unrealistic if operating from long wet grass with soft soil to expect take-off roll to be in the order of 60% or more than that for a tarmac runway. Use the correct technique for your aircraft.

- Beware freshly cut grass especially if wet, it can clog up spats. Anything that causes extra drag or reduced thrust on take-off should be minimised. A clean propeller will work better than one covered in dead bugs.

- Early morning operations with a lot of dew present can cause carburettor or intake icing, use carb heat and confirm full power is available at the beginning of the take-off roll. Dew can also cause surfaces to be extremely slippery.

- Know the strip altitude; putting this on the altimeter will give you airfield QNH.

Take off notes

Even a small amount of headwind is highly desirable. What may seem like an insignificant light breeze at ground level can be very different at 30 feet and make the difference between comfortable obstacle clearance and a close shave. If there is a considerable crosswind think about how it will affect you during the take-off roll. For example, if wind is a direct cross-wind from the left (hence aircraft tends to 'weathercock' to the left into wind) and you normally need right rudder to keep straight in nil wind, it could be that right brake might be necessary to keep straight during the take-off. Better put the wind on the right in this case so the wind and aircraft 'natural' turning effects cancel each other out.

Are you sure there are no obstacles on the strip? If you have not walked the strip immediately before departure, it can be worthwhile taxying along the strip to ensure no foreign objects are present. Always mentally brief the take-off and refresh yourself on what you are going to do if things go wrong. What is the over-run area like? Pick a decision point. If you are not airborne by there, abort take-off, it is much better to do this early in a controlled manner rather than late in a panic. Don't get distracted; do take-off vital actions methodically, forgetting flap, for instance, can be disastrous if you need it to clear an obstacle. Consider using a 'soft field' technique if appropriate (ie maximise lift early to minimise ground roll if the wheels are 'digging in').

Landing notes

Land into wind! Look for a windsock or smoke. Use GPS groundspeed on approach to assess the wind. Groundspeed should be LESS than IAS if there is a head-wind. Fly the correct approach and touchdown speeds. (Normal approach speed 1.3 Vs, Normal touchdown speed 1.15 Vs). Remember stall speed decreases with reduced aircraft weight. Published stall speeds are usually for aircraft at max all-up weight. A touchdown speed of only 10% above normal will increase ground roll by over 20%. A 40% increase in touchdown speed will double the landing distance required! Land in the correct place; if you misjudge the touchdown point or float in ground effect go around. Beware wet or slippery surfaces; these not only result in poor retardation but also poor directional control. After touchdown keep the aircraft straight using rudder and into-wind aileron. If you fly a nose-wheel aircraft keep the stick/yoke back during the ground-roll. This will not only protect the nose-leg but may also be necessary to counter the tendency for the nose-wheel to 'dig in' on soft ground and cause an uncontrollable turn or worse. As a last resort if things are looking like an over-run and it is too late to go around, consider switching off the engine. Idle thrust can be considerable, a stopped engine may result in a safe halt before the end, or less damage if an over-run is inevitable.

In General

It is important to be in current flying practice for strip operations. It is especially useful to practice slow flying with accurate speed control, as well as stalling, so you are completely familiar with your aircraft's characteristics at short-field approach and touchdown speeds. Practice short-field approaches and landings at a 'normal' airfield or fly with an experienced instructor before you operate from a short strip. Remember different aircraft have vastly different capabilities. Many strips are not suitable for non-specialist aircraft, even in skilled hands. Be realistic and don't put yourself under too much pressure, make sensible decisions early. If you are concerned about performance, do something about it; don't just hope for the best.

Weather is a factor in many strip mishaps. If there is a risk of low cloud or poor visibility on departure then use local geographical features to assess the actual conditions. If the wind is strong on landing expect localised gusts and wind-shear close to the ground.

Finally, think about operating an aircraft where there may not be anyone else around. Do a careful walk-around just before getting into the aircraft, make sure all panels are done up and that the ground power unit/ tie downs/external control locks / tow-bar are all removed (never, ever, leave a tow-bar connected to an aircraft). Let someone know you are going flying and when to expect you back. Think about engine fire on start-up, be ready for a sharp exit from the cockpit and if possible know where the nearest fire extinguisher is.

Good judgment comes from experience; much of that comes from bad judgment. Please report incidents so everyone can learn.

Gerry Humphreys

Tours & Events Book

In 2002, following a suggestion by the late David Corbett, I put together a book of all the tours and events carried out by the FFA since 1974. It was last updated for the 30th Anniversary in 2004.

The book acts as a history of the FFA from day one and comes complete with an index of all events, maps of places visited both in the UK and throughout Europe, with short summaries of the day events and full reports of the European Tours and includes photos from the events.

I intend to update the book for the 40th Anniversary and it will be available later on this year. If you are interested and would like a copy reserving, please email me at chix@farmline.com. The cost is £20.00. plus postage.

Paul Stephens



Warter Aviation UK

Flying Farmers can save fuel costs, thanks to a special offer for FFA Members, from the UK's newest AVGAS supplier, WARTER aviation uk.

We say 'newest' but, in reality, WARTER fuel has been produced for over 40 years and sold in the UK for more than 25, just not under it's own name. WARTER aviation uk is the result of collaboration between the UK Aerobatic Champion, Gerald Cooper, and the OBR refinery in Poland (one of only two European refineries producing fully-certified AVGAS).

The idea was to eliminate the use of distributors and to be a direct partner with the refinery, thus reducing the end price of fuel to the GA market. And, since WARTER aviation uk started in June 2013, that's already evident at the pumps in reduced prices from all suppliers.

The first year of operation used road transport from the refinery, delivering direct to UK airfields. At a rate of a million litres a year, that's already satisfying several major GA airfields and many smaller ones.

Although cost is an important factor, this is fully certified AVGAS to the highest international standards and supplied throughout Europe. Both 100LL and UL91 grades are available, and in drums as well as bulk delivery.

Recognising the convenience to farmers of having fuel on-site, WARTER aviation uk is making a special offer to FFA Members on drum sales. Until the end of April 2014, FFA Members will qualify for a 5p/litre discount on the total price of either grade, delivered to site in drums (including VAT).

There's a minimum order of 4 drums (which is a pallet load), totalling 776 litres, but no maximum order. Pallets are delivered by a Hazchem carrier at a very reasonable price – in much of the UK that will make fuel available at around £1.86/litre (minus 5p/litre discount). That can be a considerable saving upon airfield pump prices – particularly if you have to fly there to collect it!

FFA Members on even the smallest strips can now have their own fuel supply and at a special price!

