FLYING FARMERS ASSOCIATION



Newsletter No. 121 *March 2016*

Opening Thoughts

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The London Air Ambulance at The Royal London Hospital, Whitechapel

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Chairman's Ramblings

So, tomorrow Spring is sprung (as I write this) – metrologically speaking. Today the Met Office released their statistics for this year's winter weather (warmest and wettest since records began) and as always they trot out the usual global warming scaremongering. The way we live life nowadays is so very different to centuries ago – and certainly we are not going to go backwards in that respect, and so however many **trillions** of pounds are thrown at the problem worldwide, I doubt we are going to change the climate much. It is as it is (there's me, the sceptic, at it again)

Already we have had our first visit of the season, traditionally a non-flying London visit, to kick off our 2016 events. The visit to the London Air Ambulance was sadly limited in numbers by the size of the briefing room, and so 20 lucky souls headed onto the landing pad on top of the Royal London Hospital some 200+ feet above street level to watch the Chief Pilot return from his third sortie of the day. A full report on this visit will be elsewhere in the newsletter.

Our first fly-in event is just 6 weeks away. As always, so many thanks to Rick, our events secretary, for co-ordinating all of our events for the year on the back of suggestions from many members. Keep the suggestions coming - they are the lifeblood of our Association.

Probably the saddest aviation news recently was the death of that wonderful and legendary aviator, Winkle Brown. I can add nothing to the many glowing obituaries for him, but certainly we as an Association are the richer for having had the privilege of his talking to us at our AGM last September – an unforgettable experience for those of us that were there. Our continued grateful thanks go to Committee member Neville Stops for being able to arrange such a memorable event.

We have had quite a nice dry spell recently – here in East Anglia anyway – and the landwork has begun in earnest. Early drilling of spring crops, on the lighter land anyway, has been in much evidence, and most of the first nitrogen doses have been applied. Crops generally look pretty well established, though looking hungry for fertiliser in many places – so an early boost will be welcomed. Soil conditions look good with little damage from travelling so early with tractors and sprayers. I hope the growing season goes well for you all.

So, enjoy the new season of flying before you, and I look forward to seeing many of you again at some of the coming events organised for us.

Martin Gosling

FFA Committee Meeting

The FFA Committee met on February 2nd at the Farmers Club, London. Matters discussed were:-

1) Online aircraft insurance has been taken up by 2 committee members, halving their premiums. Hayward Insurance warns that in the case of a contentious claim, their own cover might be more likely to pay out than a less personalised online broker.
2) The cost of the FFA insurance scheme to cover liability of its members when organising events and members individual airfield insurances, has been reduced considerably due to rates coming down and reorganisation by Haywards.
3) The annual question of increasing FFA funds was looked at again. It was decided that there is no harm in having a healthy reserve, but excess profits should benefit the whole membership. So for 2016 it was decided to increase donations to GAAC and GASCo, as they both do good work for all our members and rely on funds rather than subscriptions. Also, GAAC is the only organisation that looks after the interests of private airfields.
4) Our representatives for 2016 are now as follows:
GAAC - Anthony Kedros,
GASCo - Gerald Hackemer,
GAP (previously GACC) - Andrew Cragg and Neville Stops sharing.
5) The 2016 events were discussed and the program can be found on Page 4.
6) Drones - see FFA News on page 3.
7) Next committee meeting at Stones Farm, Essex, July 18th 2016

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'FLIGHT SAFETY EXTRA'

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GASCo is happy to send this monthly publication by e-mail at no charge to anyone who will find it useful. To join the mailing list send an e-mail to the GASCo Office, details above, and you will be added to the mailing list.



GASCo General Aviation Safety Council

RMetS

Weather for Private Pilots License holders

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

Saturday 16 April 2016, 10.30am

The meeting will offer a mixture of informal talks and practical exercises with a focus on improving safety for General Aviation, particularly for advanced PPL (private pilot's licence) students and holders. General Aviation Safety Council (GASCo) Safety Evenings are designed to examine the six areas of greatest concern to General Aviation in the UK - the GA Safety Six. Of the safety six, two are significantly affected by weather: Controlled flight into terrain (CFIT) is often associated with cloud, and loss of control is often associated with unexpected changes in wind. Therefore this meeting will focus on two topics: visibility/cloud and wind/turbulence.

This will be a fairly informal meeting, with many interjections by "students" during the more formal talks. There will be considerable emphasis on practical exercises using information available on the web and other sources. All participants are required to bring a lap top or equivalent device and will be familiar with TAFs and METARs. During the practical exercises the tutors will act as facilitators for discussion on how best to use the available data to expedite decision making. The meeting will also address conditions in the near continent (particularly France) and more mountainous parts of the UK (Wales, Scotland) including how they cause problems for GA pilots.

A certificate will be issued to those successfully completing the course.

The delegate rate is inclusive of all meeting costs, refreshments and lunch. This is a joint meeting between the Royal Meteorological Society's Aviation Meteorology Special Interest Group and GASCo.

Meeting Chair: Dr Jacob Kolleger, RMetS Aviation Special Interest Group

10.30	Welcome, registration and coffee	
10.45	GASCo introduction: weather and safety	Mike O'Donohue GASCo
11.00	Wind/turbulence: basic theory, sources of data, decision making.	Bob Lunnon/James Morrison
12.00	Practical exercise diagnosing wind conditions from real time data	Tutors
13.00	Lunch	
14.00	Visibility/cloud: basic theory, sources of data, decision making	Rebekah Sherwin Met Office
15.00	Practical exercise diagnosing visibility/cloud from real time data	Tutors
16.00	Open discussion identifying key issues for PPL community	All
17.00	Meeting close	

REGISTRATION IS REQUIRED - see www.rmets.org/events #RMetSMeet

The delegate rate of £40.00 for RMetS Members or £75.00 for Non- Members is inclusive of all meeting costs, refreshments and lunch. Places are limited, so please register early to avoid disappointment.

General Aviation Awareness Council (GAAC)

The role of vice chairman has been taken by John Gilder who replaces Stephen Slater who has become CEO of the Light Aircraft Association (LAA). John has also taken on responsibility for campaigning to protect the UK's airfield network.

The threat to airfields from wind turbines continues, although there have been some notable successes over the last year. The current, urgent, threat to airfields in general is from the government's ambition to build more homes - 26,000 in the south east - by the next general election. This has meant that, in spite of repeated requests from GA MPs for clarification, airfields are still being designated brownfield sites. Although green belt land is still protected, green field sites are becoming fair game for developers.

The good news is that the GAAC has been recognised by local authorities who are turning to it for advice and consultation. A complete turnaround from a year ago.

Some farmers whose land adjoin airfields have been approached by agents for solar farms. They claim that as the fields are subject to pollution from aircraft exhaust fumes they are relatively unproductive. Solar panels would, therefore, be more financially profitable. The GAAC would like to hear from any FFA members who have been approached on this basis. Is there any truth in the lack of productivity claim?

The GAAC website (www.gaac.org.uk) is due for an upgrade in the spring.

The GAAC is in need of a secretary. Any volunteers?

Finally, a word of thanks for the FFA's continuing (and increasing) financial support which recognises the Council's, together with AOPA's, continuing efforts on behalf of the General Aviation community.

Anthony Kedros

Drones

Some members have shown concern that drones are now getting quite common and could be a danger in the vicinity of our airstrips. This concern has been brought to the attention of GASCo and GAAC, whose response is that the CAA are working on it. The CAA 'Dronecode' is currently

- *Make sure you can see your drone at all times and don't fly higher than 400 feet*
- *Always keep your drone away from aircraft, helicopters, airports and airfields*
- *Use your common sense and fly safely; you could be prosecuted if you don't.*

Drones fitted with cameras must not be flown:

- *within 50 metres of people, vehicles, buildings or structures*
- *Over congested areas or large gatherings such as concerts and sports events*

The American FFA's stance is:-

If you own a drone that weighs more than 0.55 pounds and less than 55 pounds, and you fly it outdoors, you are required to register it in the FAA's registry by this Friday. "Besides being required by law, registration provides an excellent opportunity to educate yourself if you are new to aviation, and it will help you become part of the safety culture that has been the hallmark of traditional aviation for more than a century," said FAA Administrator Michael Huerta. Of course if you're already a pilot or well versed in aviation lore, that won't excuse you. The one-time registration fee of $5 is good for three years, and one fee covers all the drones you own. New owners who buy drones after Friday must register before their first flight outdoors.

More than 342,000 people already have registered. Failure to register, the FAA says, could result in a civil penalty of up to $27,500, a criminal fine of up to $250,000, and/or imprisonment for up to three years. Owners of model aircraft have argued that they should not be required to use the drone registry, but the Academy of Model Aeronautics is now advising its members to comply with the law and register so they're not subject to federal penalties. Drone owners still are prohibited from using their drones for commercial purposes without express permission from the FAA. But last week, U.S. Reps. Rodney Davis and Cheri Bustos, both from Illinois, introduced an amendment to a federal bill that would let companies fly drones weighing less than 4.4 pounds for commercial purposes without FAA approval.

Programme 2016

Programme 2016

2nd February	London
20th April	Turf Production, Full Sutton
11th May	Great Plains and Bailey Trailers
28th May	FFA European Tour to Spain and Portugal (Fully booked)
22nd - 23rd June	Tony Fisher's Vintage Extravaganza
29th June	Duchy Estate Organic Farm, Tetbury
6th July	Lincolnshire Field Products
15th October	2016 AGM, Gaydon



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.

Turf Production, April 20th 2016

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Visit to Inturf Turf Farms and York. (See website for attendees) Fly into Full Sutton airfield by kind permission of Simon Pocklington.

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

Max numbers 48. Closing date 23/03/2016 for your reply slip. Lunch is at your choice and cost in York. No landing fees. NRM entry is free.
Organiser - Bill Boutcher-West. b-west@talktalkbusiness.net
Cost - £15.00 per person.

Great Plains and Bailey Trailers, May 11th 2016

We will land at Fenland Airfield to visit Bailey Trailers and Great Plains (formerly Simba farm machinery), both in Sleaford.





09:30 Arrive at Fenland Airfield
10:00 Coach to Great Plains at Sleaford
11:00 Presentation
11:20 Tour of the Great Plains factory and assembly plant
13:00 Lunch
13:45 Coach to Bailey Trailers, just a few minutes away
14:00 Bailey Trailers
14:30 Tour of the trailer assembly plant
16:00 Back to Fenland

Organiser - Peter Evans
Cost - £20 pp to cover landing fee, refreshments at Fenland and transport.

Tony Fisher's Vintage Extravaganza, June 22nd & 23rd 2016

Wednesday 22nd June 2016

Arrive at Wallis International airstrip by 09.30 am (ATC will be available on safety com frequency 135.47 on the strip, courtesy of Ray Nicholson Fenland Air Traffic Controller the only other fairly new airspace nearby to the West, is Wittering Reactivated on 119.675). Wallis International is on the charts and is 850m E/W undulating for 350m at the Western end, level

500m at Eastern end.

Tea/Coffee on arrival

View my vintage collection of early tractors and large portable engines, including Millott, Blackstone, Crossley, Hornsby Benz and Lanz Bulldog Tractors at my toyshop.



Board coach to view James Coward's Singlesole Farm, Thorney PE6 0PB to view their collection of early fully restored John Deere tractors, steam engines and vintage cars.

Afterwards, coach to lunch stopover, (light lunch, sandwiches) at The Papermills, Wansford PE8 6JB.

Coach to Ron and Brian Knight's Strawsons Farm PE9 4AP to view their extensive collection of very early restored combines and harvesting equipment, including steam ploughing engines and road loco engines and vintage cars. All of the combines have been seen working at the Little Casterton Farm Working Weekend in September over many years.

Time permitting, the coach will call in to visit a pumping station museum at Cross Guns, Thorney Toll PE13 4AY on the way from Stamford to overnight stop for dinner bed and breakfast at the Cromwell Hotel in March, Cambs PE15 9LH. The hotel facilities include an indoor swimming pool and the accommodation is in twin bed rooms or single (supplement). There will be an after dinner speaker.

Thursday 23rd June 2016

Following breakfast leave by coach at 9.30am to Gordon Easton's Engine Farm Museum, March Road, Coates PE7 2DT. This is an extensive collection of vintage horse drawn wagons, early farm machinery, tractors, Showmans Burrel engine, lorries, cars, gipsy wagons including large collection of bygones and associated memorabilia. There will be a barbeque lunch here and afterwards the coach will depart back to Wallis airstrip (7 miles away).

Neville stops will be handling the administration for this event. neville.stops@cobham.com

Availability: 29 places max available on the coach. For those wishing to come by car on both or either day, lunch is available at cost £10 pp payable on the day please.

Price: £125.00 per person (inclusive for accommodation, meals and 2 day event). £50 pp booking deposit required by March 30th together with room requirements. Balance to be paid by May 5th please.

Booking / reservation details handled by Neville Stops. All cheques payable to Mr T. Fisher.

Duchy Estate, Tetbury, June 29th 2016

By kind permission of HRH the Prince of Wales.

Our last visit to this mixed organic farm was in 1997. It now has a total farmed acreage of 1,900 acres. The main enterprises are: dairy (Ayrshire), beef (Aberdeen Angus), sheep (Lleyn & Lleyn x), pigs (Tamworth), arable and vegetables.

We will be hosted, as before, by the manager, David Wilson (see photo).



Please note that this is a farm walk and we will not be visiting Highgrove House or its gardens.

1000	Arrive by air at Bowldown Farm strip, by kind permission of Greville Vernon.
1030	Coach to Broadfield Farm.
1100	Introduction and farm walk.
1300	Lunch.
1400	Farm walk.
1600	Coach to airstrip.

Organiser - Anthony Kedros
Numbers are strictly limited to the first 30 applicants.
Cost - £40 per person.

Lincolnshire Field Products, July 6th 2016

A visit to one of the largest farming operations in Lincolnshire on 6th July 2016.

Lincolnshire Field Products (LFP) farm around 16,000 acres. They grow Cauliflowers, Brussel Sprouts, Cabbages, Potatoes, Sugar Beet, Wheat, and OSR. Also Rye and Maize to supply local Anaerobic Digester plants.

They operate over 260 refridgerated lorries under the banner FreshLinc, moving produce from over 20 growers nationwide to supermarket depots around the country.

They also have over 25 lorries on bulk haulage moving their own corn, potatoes and sugar beet. They also provide a service for local grain and potato merchants.

There will be a chance mid afternoon to look round Elsom Seeds.

09:00 to 09:30	Fly into Fenland
10:00	Bus leaves
13:00	Lunch
16:00 to 16:30	Depart

Organiser - Robert Laming robertlaming1@gmail.com
Cost - £25 pp

AGM, Gaydon, October 15th 2016

Provisional agenda for the 2016 AGM

09:00	Wellesbourne Airfield arrival
09:30	1st shuttle bus to the British Motor Museum (BMM)
10.00	Coffee, arrivals, welcome
11.00	AGM start
12.30	Buffet lunch, tea and coffee (BMM)
13.30	Museum access
14.30	1st shuttle return to airfield
15.00	First take off

Organiser - Neville Stops

Visit to The London Air Ambulance, Tuesday 2nd February 2016

For a number of years now, the FFA has held a winter meeting in London and to be quite honest, we were running out of ideas where we could hold this year's event, other than just going to a museum or another venue which is open to the public anyway.

Then, at the AGM at Lasham in September last year, Gerald Hackemer suggested a visit to the London Air Ambulance. Our Events Secretary, Rick Holt made some enquiries and set up the meeting, but unfortunately it would be restricted to 20 members. With no other worthwhile suggestion for a meeting, he thought that a meeting for 20 was better than no meeting at all.



The Air Ambulance office is situated on the 17th floor of the Royal London Hospital in Whitechapel, with the Helipad up a metal staircase on top of the building. Formerly know as the Helicopter Emergency Medical Service (HEMS), the London Air Ambulance as it is now called, costs £6 million per annum to operate and is funded by individuals, trusts and foundations, companies, community groups and statutory grants.

They now operate two MD902 Explorer helicopters so that whilst one is being serviced, they still have cover. This type was chosen for its safety features such as no tail rotor, which is particularly important in an urban environment. During the hours of darkness, they operate Skoda Octavia estate cars which they are able to drive under blue lights. The paramedic drives and the doctor navigates!

The team on board the aircraft consists of 2 pilots, a paramedic and a doctor. The second pilot is needed because of the totally unknown and unsurveyed landing sights which may have wires and other hazards to look out for. An area no bigger than a tennis court can be used and if necessary they will land in the street. Heathrow Control give them absolute priority over all other traffic.

There is a waiting list of paramedics and doctors wanting to join the team, but the tour of duty is only 6 months as in that time they will have seen more blood and guts than in approximately 150 years of A & E.

Two firemen are also required on the landing pad for take off and departure, making up a close knit team. Even these men are totally dedicated to their jobs, living and breathing their duties. One of the firemen who was showing us round when the helicopter was out on a call, said that on his days off he is the fireman at Old Warden as well.

We found the whole team extremely professional and a bit like we have seen of RAF discipline - the emergency calls are just routine.

When we arrived, the helicopter was just finishing a sortie, so the fireman led us up to the helipad to see it come in on a windy, but beautiful day. The views of London were well worth the visit alone. We saw the helicopter lift from it's landing site a few miles away in a wooded area and within minutes it was back on the helipad after attending a fall from a block of flats.

We had a long chat with the pilots, showing us the aircraft and relating stories of how they had joined the team and their experiences. They then led us downstairs to their operations room. We had only been there a few minutes when the buzzer went off and they calmly got their gear together, gathered up the iPad with the info on and were airborne within the target of 3 minutes.

They had already explained that they operate mainly within the M25, serving 10 million potential customers. The ambulance service as a whole receives about 5000 calls a day of which a few are filtered through to the Air Ambulance. They have to be life threatening, falls from more than 4 stories etc to qualify for the Air Ambulance call out. Unlike the rural Air Ambulances, it is only in about 5% of cases that the patient is brought back in the helicopter. Their main aim is to take A & E to the scene, where the doctor will do whatever is necessary to stabilise the patient so that he can then be taken by ground ambulance to the appropriate hospital.

On the notice board of the last few day's call outs, the majority seemed to be stabbings. There was a hanging, gun shots, traffic accidents and trainline incidents. The advanced trauma doctor can perform any procedures to relieve pain, straighten broken limbs, give blood and deliver emergency anaesthesia, all within minutes of the injury. Last year they performed 38 open chest surgeries for patients with cardiac arrest - on the street - a procedure in an attempt to restart the heart for which they have a world leading 18% survival rate.

Meanwhile, whilst the helicopter was en route to its destination with the 2nd pilot using his iPad with the London A to Z as a map and details of the incident coming up on his screen, the firemen took over our visit.

We heard the pilot on the radio saying that the call was a shooting and they were hovering, waiting for confirmation. They didn't actually land as the police couldn't identify an actual incident, so it was either a hoax call or a mistaken call out. As they needed a top up, the team diverted to Battersea for refuelling and a 'posh coffee'.

More stories were related by the firemen whilst they were away, before we heard they were coming into land once again, so we all went upstairs to score the landing. On average they attend 5 incidents a day, so don't actually clock a lot of hours as each flight is only minutes in duration.

The helicopter landed once again, the crew disembarked, we all went back downstairs and at this point Rick and Laura thanked the team and presented them with a cheque for £200 from the participants of this amazing meeting. Within no time at all, the buzzer went off yet again, at which point out visit came to an end as we realised how much time we had spent with this extremely impressive and life saving organisation.

It was such a shame that more members couldn't have attended this meeting as it was one of the most interesting events we have held, thanks to Rick, Laura and the London Air Ambulance team.

Paul Stephens

CAPTAIN ERIC (WINKLE) BROWN CBE DSC AFC RN 1919 - 2016

It is with deep regret that the passing of Captain Eric Melrose Brown CBE DSC AFC is announced. Eric was the most decorated pilot of the Fleet Air Arm in which service he was universally known as 'Winkle' on account of his diminutive stature. He also held three absolute Guinness World Records, including for the number of aircraft carrier deck landings and types of aeroplane flown.

He was born in Leith, Scotland on 21 January 1919 and educated at Fettes College and the University of Edinburgh, where he learned to fly in the University Air Squadron. His early flying experiences were with his father, a member of the Royal Flying Corps during the First World War and later Air Attaché in Berlin. During trips to Berlin as a student, Eric Brown witnessed the 1936 Olympic Games and the first indoor helicopter flights by Hanna Reitsch, Germany's greatest female aviator, with whom he corresponded until her death in 1979.



Germany was to figure in Eric Brown's life for the next 75 years. He was a fluent speaker from time in the Third Reich as a language student, where, at one stage, he was arrested by the SS and deported.

To earn money for his studies, Eric Brown became a 'wall of death' rider on a small 250cc two-stroke motorbike, often sharing the wall with his boss and a fully-grown male lion riding pillion.

His flying skills were to send him to fly fighters from the world's smallest aircraft carrier, HMS *Audacity* where he survived the ship being sunk by U-Boat on 21 December 1941. During this time, he survived the first of 20 flying accidents and, mid-Atlantic, was wounded by return fire from a German long-range bomber, which he promptly shot down.

At the end of the war, he returned to Germany at the direction of Winston Churchill to capture and fly advanced German aeroplanes. He flew them all and questioned their designers in detail.

He witnessed the liberation of Bergen-Belsen camp, acting as interpreter for the trial of the camp commandants. Later, he interrogated prominent Nazis, including Hermann Göring, Heinrich Himmler and the senior Luftwaffe.

As Chief Naval Test Pilot, Eric Brown achieved some notable firsts, including the landing the first jet, the first twin-engined aeroplane, and the first with a tricycle undercarriage on an aircraft carrier. His work with the navalised Spitfire, called the Seafire, was fundamental to giving the Fleet Air Arm a modern fighter aeroplane on a par with land-based contemporaries.

Other notable aviation achievements immediately post-war included work with experimental aeroplanes which were reaching the sound barrier, the great unknown of contemporary flight. In fact, had the Attlee Government not given away the technology, Eric Brown would have been the first man to fly faster than the speed of sound in the Miles M52.

He tested the world's only jet-powered seaplane fighter in the Solent, learned to fly helicopters and was posted to support the American test programmes at Patuxent River, where he met the future astronauts.

In 1957, he put his German language skills to go use when he was appointed to train the embryonic German Naval Air Arm and he maintained his links with the country for the rest of his life, including addressing the Luftwaffe Veterans' Association annual meetings in Berlin. He was British Naval Attaché in Bonn and ADC to the Queen.

Eric Brown retired from the Royal Navy in 1970 in the rank of Captain and became the Director-General of the British Helicopter Advisory Board at a critical period when helicopters were brought into service for the North Sea oil business. He was President of the Royal Aeronautical Society 1982-83.

Before and after retirement, he wrote a series of autobiographical books including 'Wings on my Sleeve', 'Wings of the Luftwaffe' and 'Wings of the Weird and Wonderful'. He wrote detailed forewords for aviation books, the last one being 'Spitfire People' in 2015. Eric Brown was the subject of the 3000th edition of 'Desert Island Discs' in November 2014.

He was also honoured at No 10 Downing Street as a *Great Scot* in December 2015 and celebrated his 97th birthday with more than 100 pilots, including the First Sea Lord, Admiral Sir George Zambellas, at Buck's Club in London on 27 January 2016.

In recent years, Eric Brown's unrivalled aviation knowledge and talents were still in demand, including by Lockheed Martin for the F-35 Joint Strike Fighter's naval adaption and the Airbus A 380 super-jumbo.

Eric Brown passed away on Sunday, 21 February at East Surrey Hospital, Redhill, Surrey after a short illness.

Eric Melrose Brown born 21 January 1919 at Leith; died 21 February 2016

His first wife, Lynn McCrory died in 1998 and his son, Glen, and his second wife, Jean Kelly Brown survive him.

Issued on behalf of Captain Brown's family by Paul Beaver

Editor's Note

Captain Brown was our speaker at the AGM held at Lasham Airfield on the 29th September 2015. Because of his attendance, the room was packed with over 100 people and was the highest attendance we have ever recorded at an AGM.

He was approaching 97 years old at the time. Everyone was mesmerised by the content, clarity and deliverance of his presentation and was an unforgettable experience. He stood for 2 hours and was given the opportunity to have a break for lunch, but he was determined to finish his speech, holding his audience throughout. After lunch, he then held a question and answer session.

He didn't charge anything for his day with us, but accepted donations to his charity, the RNLI, which totalled £846.64, for which Captain Brown was amazed and delighted.

Then, he delivered another presentation that night to another group!

The FFA Committee offered him Honorary membership of the FFA at the meeting, which he gladly accepted.

All those present will feel honoured to have heard his stories and to have met the greatest pilot in the world.



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