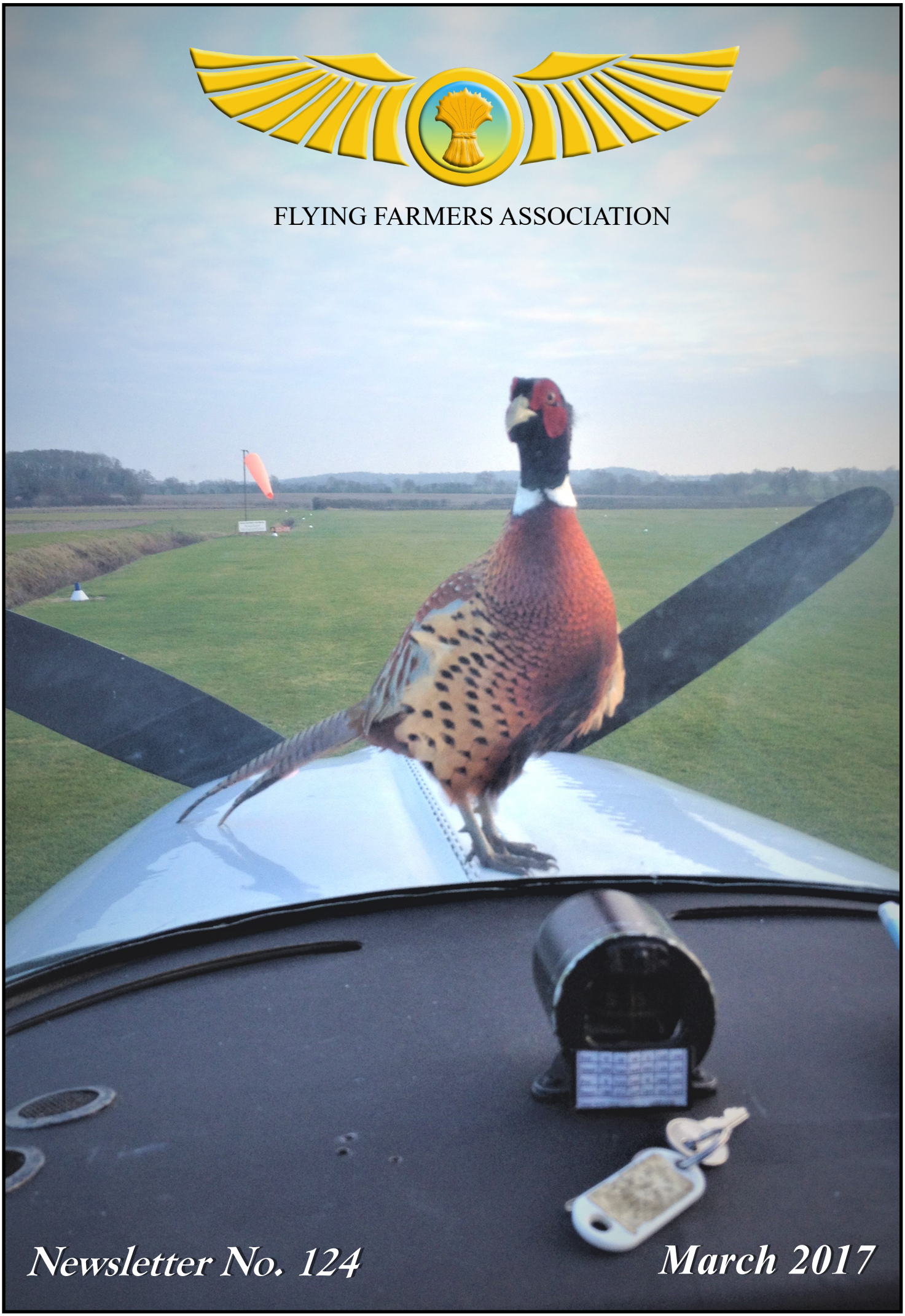
FLYING FARMERS ASSOCIATION



Newsletter No. 124

March 2017

Chairman's Ramble

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Cover photograph by Roger Bell taken after landing at Elmsett

Joined Since 1st December 2016

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By the time you read this Article 50 may have been triggered and we will be on our way out of the EU. Rarely has anything in the political world caused so much division, so much emotion and been given so much spin, and to a great degree the division is between the generations, with the younger generations seeing the advantages of the greater union, but the older generation remembering the times before Ted Heath took us in into Europe in 1969, when we didn't have to kowtow to others and we were masters of our own decisions. How times have changed over the last 48 years. How many of us realise we have been members for the best part (or is that the worst part?) of half a century. Even worse is to realise that most of us were in our twenties or even much younger when we joined up!

And now Nicola Sturgeon is getting all hoity toity and crying 'foul'. Forgive me for being naïve but my understanding of democracy was that in a vote, those with the greatest number of votes were the winners. I never realise that the losers thought they had the right to try all over again until they manage to change the result to their advantage. It was just two years ago that the Scottish Parliament described the referendum as a 'once in a generation' vote. But that presumably didn't count because Nicola didn't get the result that she expected/wanted. Personally I can see her getting her knickers frightfully twisted over it if she does force another vote and maybe even losing her leadership over it.

In two years time we shall all know whether the whole momentous decision was a good one for the country and for each of us personally – or not.

But here, back on the farm, work is moving on apace. The first dose of nitrogen to wake the plants up has been applied and spring drilling is well under way. The crops have mostly come through the winter well, the weather has been generally kind with the land drying nicely and a recent nice warm spell to make us all feel better after the dark winter days. For the first time that I can remember my strip remained 100% serviceable throughout the winter. In fact we had an insignificant amount or rain until the turn of the year, and nothing too significant thereafter. I hope that won't be a portent of a water shortage in the summer months. Summer time is but a week away as I write.

Already we have had our traditional first London meeting of the year when friends meet up again. This year it was a visit to the Bank of England, and our thanks go to our treasurer Andrew Cragg for organising that. Our first flying meeting is in the second half of April – a return visit to the ever popular and fascinating Bletchley Park, already visited twice before in previous years. We have a full programme of events for the year ably coordinated by our events secretary Rick, and a fully subscribed Foreign Study tour to Poland under the planning and guidance of Peter Gale. As always we are so grateful for all the suggestions brought forward for tours and events during the season. It is the lifeblood of the Association upon which we all thrive. It is essential that suggestions are continually brought to the committee either as an organised event by the person suggesting it, or for a third party person to take on the mantle of organisation.

Changes are afoot within the committee. Our hard working events secretary is standing down from that post at the end of the year and the position has been accepted by Neville Stops aided by Gordon Bellerby. Philip Young will not seek re-election at the AGM and the time has come when younger blood is needed on the committee. None of us are getting any younger and it is desirable to encourage change and development within the Committee to bring fresh ideas and enthusiasm to the table to drive the Association forward. I would encourage all of you reading this article today to take a moment to consider whether you would be interested in joining the team or whether you have ideas to encourage a fellow member to do so. It is not an arduous role with just two meetings a year, and most discussion and decision making carried out by email. The present Committee hope that by our autumn AGM there will be several names put forward for the membership to consider as potential Committee members.

I look forward to meeting up with very many of you at the various events around the country and abroad organised for the 2017 season. Happy flying – and, of course, farming.

Martin Gosling

Committee Members

Dick Walgate	President	01472 371203
Martin Gosling	Chairman	01787 269369
Paul Stephens	Secretary	01944 738281
Andrew Cragg	Treasurer & Vice-Chairman	01303 874251
Rick Holt	Events Secretary	01386 761816
Gordon Bellerby	Assistant Events Secretary	01423 520770
Neville Stops	Events Secretary Elect	01264 889678

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Committee Meeting

The FFA Committee met at the Farmers Club in London after the Bank of England visit on 8th February 2017.

One of the most important items on the agenda was to discuss the Committee members themselves as the Old Order about to Changeth.

At the last AGM, Rick Holt announced that he wished to retire from his position as Events Secretary at the 2017 AGM following 7 years of service. Neville Stops, who has a lot of experience organising and helping out at events, was voted unanimously to fill the position.

Rick said he was quite happy to remain on the Committee and help with the transition. Gordon Bellerby also said he would act as Assistant Events Secretary.

Before the meeting, Philip Young gave his apologies for not attending. He also thought he should step down to allow a younger member to be found. For several years at the AGM, there has been a reply slip for any volunteers to join the Committee. There hasn't been any response - in fact Philip was the last volunteer in 2010.

To that end it was thought the best way to recruit new volunteers was to tap them on their shoulder, much like the majority of the present Committee were recruited. The Chairman will write to some members inviting them to fill Philip's place.

Our Chairman (Martin Gosling) also announced before the meeting that he did not wish to continue his duties following the 2019 AGM, which will be after 10 years in that position. As Martin was unable to attend this particular meeting and as we don't have a nominated Vice-Chairman, Andrew Cragg was volunteered for this position, although he said that this would not be with any assumption that he would automatically fill the Chairman's position in the future, as he enjoys being the Treasurer.

Another important discussion was about the events calendar. Please see the 2017 program elsewhere in this newsletter and note an additional event in May to the John Innes Centre. The 2017 AGM is being planned, but no details as yet.

We always stress, if you have the slightest incline of an idea or see something of interest in your area that would make a worthwhile meeting, then please contact the Events Secretary. We are short of plans for Scotland and the North of England at the moment.

The FFA is in a fortunate financial position with good reserves at the bank. This is one reason why the subscription at £25.00 is very low compared with most other Associations and Clubs. With the membership currently at 419, there are sufficient subscription funds to leave us with a small annual profit. It has often been discussed whether we should be doing something practical with these funds, but it always comes back to the conclusion that the funds should benefit as many members as possible.

We recently invested in improving and modernizing the website which benefits most members. One of the original aims going back to the foundation of the FFA in 1974 was that the Flying Farmers should be represented and recognized on the most important aviation councils.

Anthony Kedros attends the General Aviation Awareness Council (GAAC) which is probably the only body that actually helps to maintain airfields and our private strips and has a strong campaign with the CAA and Government to try and protect them from development.

Gerald Hackemer represents us at the General Aviation Safety Council (GASCo) who do sterling work promoting aviation safety.

Andrew Cragg is currently attending the General Aviation Partnership (GAP, previously known as GACC) and this is where many different bodies, like the FFA meet with the CAA to discuss things such as 8.33 khz radios, aircraft maintenance, infringements etc.

We all know about AOPA and the work they do for us and the FFA is a corporate member of this organization. We also support the LAA for the benefit of those with that category of aircraft.

We donate part of our subscription to these bodies (except GAP which doesn't require funding) in order to maintain our position within them and also to help them fight their various causes on our behalf. With our present financial surplus in mind, their donations have been raised again by about 25% and now stand at £750 pa to GAAC, GASCo and AOPA and £400 to LAA.

Paul Stephens

Report on the General Aviation Partnership Meeting 14th March 2017

Members will remember that the CAA activities are project-based. There is a "pot" of some 200 projects variously prioritised with some parked. The current tally is

63 completed, 32 waiting, 20 active and 12 starting in 2017. Of interest :

- The **MEDICAL SELF DECLARATION SCHEME** went live on 01/09/16. It applies to EASA licence holders flying non-EASA aircraft, NPPL, UK PPL and UK CPL (Balloons). So far there have been 2500 UK PPL applications. There is a new interactive online form.
- **SELF DECLARED MAINTENANCE SCHEME** (SDMS). We know that this means that owners now must be responsible for the maintenance of their aircraft although no one is quite sure what they actually need to do. The AOPA MAINTENANCE WORKING GROUP is trying to get clarity on this: owners are talking to their maintainers and maintainers are talking to their surveyors while no one has yet submitted a scheme and ELA1 aircraft (an aeroplane with a MTOM of 1 200 kg or less that is not classified as complex motor-powered aircraft) should be transferring to SDMP. It is expected that most people will revert to the manufacturers programme. EASA Part M light due in mid 2017 will facilitate certain other aircraft to use this approach. Meanwhile, did you know that there was a serious shortage of aircraft engineers?
- **CORROSION ADVICE** Realising that the UK fleet is getting old, enhanced advice on corrosion detection and prevention is to be published soon.
- **LAA permit for night and IFR approval** is now complete.
- There will be a review of **OCCUPANCY LIMITS** particularly with ex-military aircraft. CAA used to take a minimalist view, limited to "how many do you need to operate the aircraft?" but they are now taking a more pragmatic view – more like "how many can you fit in?"
- **Declared Training Organisations**. EASA is voting on this this month. The expectation is that his type of training organisation will become prevalent. There is a heated debate about whether the proposed Basic Instrument Rating

(BIR) should be conducted at a DTO as it is currently excluded. CAA roadshows are starting now to help determine an appropriate oversight for DTO's

- **MINOR MODIFICATION APPROVALS** and standard changes and repairs for CAA regulated aircraft. Minor modifications to CAA regulated aircraft can now be achieved in less time, for less money and with less paperwork involved as the CAA has introduced a new process to effectively mirror the use of CS-STAN for UK registered non-EASA aircraft. Full guidance has been published as CAP 1419 which sets out how to support a minor modification application, and how to use standard changes and standard repairs of CS-STAN.

New projects on the ramp :
Guidance on continuing airworthiness for ex-military aircraft.
Proportionate overhaul policy for low utilisation propellers
Review of engine TBO policy for non complex aircraft
Grandfathering of the BGA engineer licence to part 66

8.33 CHANNEL SPACING - a reminder about this ongoing issue.

After 01/01/18 an aircraft must carry an 8.33 MHz capable radio in airspace **where radio is required.** You can keep you old radio provided you have dual capability and you may be able to use it for a limited time only after the deadline in conjunction with time limited exemptions which the CAA has submitted to EASA – if they are approved. They include common sporting allocations, UK FIS frequencies, 30 a/g allocations and all allocations associated with LARS. The exemptions will not last long! Did you know that 123.2 used 23 times in Europe?

Don't forget to apply to the CAA for the EU funding to replace your old kit.

- You can claim for UK registered aircraft and gliders and handhelds (provided you have a UK handheld transportable licence)
- You can claim for a purchase between 16/02/16 (yes, backdated) to 31/12/17. Receipts only, invoices are not good enough.
- 20% grant available on a max of £20k which can include 2 fitted and 2 handhelds max
- Includes comms and nav/comms and handhelds subject to above, packaged kits (fitting kits, chargers, leads etc) but hardware only, no fitting costs or ground stations. Provided you are claiming for a radio, believe it or not, you can claim for a headset up to a value of £500
- No linked equipment ie if you apply for a nav/comm don't expect to claim for any CDI's
- The first call period closes 31/03/17 and the second call runs 01/04/17-30/09/17
- First come, first served. When the £4.3m is gone, its gone.

Common problems with applications so far (1500 to date)

- No radio licence **customer** number, (it was only ever on the cover sheet of the **aircraft radio licence** which most people throw away - contact CAA for it beforehand)
- Invoices submitted instead of receipts
- Not using full version of Adobe Acrobat reader - it's a free download and doesn't work on all browsers
- Just not following instructions - not filling in the form properly

The Air display review continues. The CAA have received many complaints about the increased separation distances that are now required and new increased display charges. The CAA and Military Aviation Authority (MAA) have developed an accreditation scheme for Flying Display Directors at civilian and military flying displays. With the exception of single item displays with an airborne Flying Display Director (FDD), permissions for flying displays happening after 1 May 2017 will only be granted if the FDD has been appropriately accredited under the CAA/MAA accreditation scheme. On-line applications for air displays is live and has had 39 applications so far.

DTI NEWS; Lord Ahmed is the new minister in charge of our patch at the DTI. He is on record as supporting and maintaining a network of GA airfields in the UK to promote all and any bits of the economy to which GA activity at these airfields contributes. To this end, there is support for the protection of all airfields from the predation of planning. GAAC leads the charge in this area and if you know of any new airfields under threat, send the information to them at planning@gaac.co.uk.

Members who have been voicing their own concerns about drones will be pleased to know that there was a DFT consultation on drones which closed on 15th March

Closing on the 31st March 2017 is another DfT Consultation on the "Vnuk" judgement which seeks views on options for amending domestic law on motor insurance in light of the judgment from the Court of Justice of the European Union in the case of Damijan Vnuk v Zavarovalnica Triglav. On 13th August 2007, Mr Vnuk, the claimant, was working on a ladder in a Slovenian farmyard when he was hit by a tractor. He sued the driver's insurer for injuries from the fall, but the court denied his claim, citing that compulsory motor insurance in Slovenia only covers vehicles for **road use and transport**, not for damage caused when they are used as machines **on private land**. The concern for the GA community is that it could mean the compulsory insurance of the little vehicles used to service our airstrips. It's taken 10 years to get this far, perhaps we will be out of the EU before it goes any further! Google "vnuk".

There was a presentation and discussion about (EASA) Mandatory Occurrence Reporting (MOR). There is a lot of "good stuff" coming in and little of it is "coming out" because there are no resources at CAA to analyse reports and if there was there is no system to send information out. Engineers are not sending in reports. While there are insufficient resources at CAA to turn MOR into something useful it will not happen. Suggestions that the analysis and dissemination function could be contracted out from the CAA will always have problems with the confidentiality that the process requires.

This led nicely onto a presentation by the CEO of CHIRP (Confidential Human Factors Reporting Programme), Ian Dugmore. CHIRP does not compete with and differs from MOR in that there is a dialogue with the reporter. We all remember CHIRP, don't we? And then it stopped dropping on the mat. General Aviation CHIRP FEEDBACK reports were previously sent out to the readership in hard copy format but this has now changed and will only be sent out electronically to UK registered licence holders. Put CHIRP into Google to find their website where you can sign up to receive the old CHIRP reports. There is also an app available on App Store. You have to wade through a bunch of apps about angry birds but you'll find it.

Andrew Cragg

Programme 2017

8th March	London Meeting - Bank of England - Andrew Cragg
24th April	Re-Visit Bletchley Park - Chris Moore
3rd May	Farm Visit - Bob Germany
17th May	John Innes Centre - David Soul
1st June	FFA European Tour to Poland - Peter Gale
20th June	2 Day Visit to Kent - Andrew Cragg
6th July	Laverstoke, Hampshire - Bombay Gin & Jody Schechter's Farm - Warwick Banks



Please note - if you happen to see anything in your area that would form the basis of an interesting FFA visit, then please contact the Events Secretary, Rick Holt *rick@randlholt.co.uk*

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.

Bob Germany's Farm Visit, 3rd May 2017

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

Landing at Caunton (2 runways, 460m) and Adrian Hatton's strip (Rectory Farm 700m).

09.30-10:00 Land at either airfield, larger aircraft at Rectory Farm (please indicate on reply slip)
10:30 Leave for Caunton
12:00 Leave Caunton for Knapthorpe
13:00 Lunch at The Beck (please indicate on form either Roast Beef or Roast Pork)
14:00 Leave for Norwell Biomass Plant
15:00-15:30 Trailers return to the airfields for flight home.

The cost of the visit is £25 per person and please can they pay to Robert Germany as soon as possible.

Places limited to 50

John Innes Centre, Norwich, 17th May 2017

Probably landing at Old Buckenham, this event organised by David Soul is to the John Innes Centre (JIC) located on the Norwich Research Park where there will be a presentation and tour of their cereals and legume research and the 3D Bio-imaging facility.

The JIC is an independent international centre of excellence in plant science and microbiology and their mission is to generate knowledge of plants and microbes, to apply their knowledge of nature's diversity to benefit agriculture and to train scientists for the future.

The charge will be £40 pp including lunch and a donation to the JIC charity work that they do in Africa. Landing and parking at your own cost (there is a reduced price if you take fuel).

Visit to Kent, 20th and 21st June 2017

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

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

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

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

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

Cost £180.00 (one overnight stay).

Please contact Andrew Cragg immediately as there are a couple of places left.

2017 Programme contd...



Laverstoke, 6th July 2017

This event will start by landing at Popham.

First visit is to the Bombay Sapphire gin distillery.

Lunch will be included, possibly in the Bus café.

Then we move onto the renowned Laverstock Park farm which is a 2500 acre organic farm owned by ex Formula One World Champion driver Jody Schechter. The farm's aim is to produce the best tasting, healthiest food, without compromise.

You might remember ITV held a reality program at the farm called Sugar Free Farm with celebrities attempting to live without sugar for two weeks.

There is a huge variety of enterprises including 1500 buffalo, 880 ewes including a flock of Hebrideans, they grow hops and have a vineyard. They even produce organic pet food!

Limited to 50, the cost for the day will be £50 and your entries should be sent to Warwick Banks who has kindly offered to organise this event.

Australia, February 2018



We are looking at running another flying safari in Australia.

The last one we did was 12 years ago and those who took part will remember the tour as long as they live. Unfortunately the original organisers in Australia stopped doing the tours, but now an organisation called Air Safari International is doing almost identical tours to the ones that some of our members took part in.

Unbeknown to each other, Richard Hall and I (Paul Stephens) were looking to do another tour and had already gone so far down the line independently. The tour needs to run as a group of about 10 people in 5 aircraft. We already have 3 possibly 4 aircraft, so we are looking for another couple or possibly two to make up the group.

Tours into the outback would be too hot in February and there is possibility of monsoons to the north. So the tour would start in Brisbane and go to Tasmania and back, going down inland, visiting some farms en-route and coming back up the coast, flying low level past Sydney. The tour would be 17 days, 30 hours flying and cover 3200 nm. in hired 172s or similar. The organiser would fly in a lead aircraft and he takes all the strain of planning and organising everything - all we do is fly the aeroplanes, enjoying the ride and the many stops and excursions en-route. Most stops are two nights to give a break in the flying for the passengers.

Now the crunch - it is extremely expensive, mainly because of the exchange rates. However everything is included from pick up at the airport to the return to the airport, apart from the aviation fuel and getting to Australia. The current proposal is AUS $14950.00 per person which is around £9300.00 pp

If you are interested, please contact me at chix@farmline.com or 01944738281

Paul Stephens

Bank of England 8th March 2017

A full turn out of 50 members turned out on a murky, drizzly day to visit the Bank of England. The Bank has a substantial and very popular museum situated in the main Threadneedle Street premises but accessed from a side street. As part of the museum offering we booked a talk on the history of the Bank and this was given by Mark, a Spaniard and 15 yr employee of the Bank.

We learned about the founding of the Bank in 1694. These were the days when there were many banks but all were private with typical lending rates of 30%. The Bank of England was just one of many schemes proposed to manage the government's money which was considered to be in a bit of a mess following mismanagement of the Stuart Kings of the time. It was created by public subscription raising £1.2 million which was then lent to the government in exchange for a Royal Charter. The Bank also started a conventional banking business, accepting deposits. As evidence of deposits placed with it, the Bank issued "bank notes", initially in odd sums, with pounds, shilling and pence, but later in round amounts. Soon, the Bank's notes became a widely accepted currency and they could be redeemed at the Bank for gold or coins. The significance of the words "I promise to pay the bearer....." still present on modern banknotes suddenly became much clearer.



It was good to know that you can take any out of date notes to the counter in the Bank of England and receive the face value in modern currency.

The Bank of England was not the only issuer of bank notes at the time. Many country banks issued their own but these small banks were prone to failure and the notes becoming worthless so in 1844, to create a stable currency, The Bank Charter Act gave the Bank a formal monopoly on issuing notes in England and Wales.

No talk here would be complete without an explanation of how the bank got its nickname "The Old Lady of Threadneedle Street". It came from a vicious political cartoon showing an old lady in modish Georgian costume made of bank notes, sitting on a double padlocked chest holding the gold reserves. She is fighting off the advances of a spindly, spotty, freckly youth who would have been instantly recognisable to a contemporary audience as the prime minister, William Pitt the Younger. It was drawn at a time when Pitt was struggling to reduce the national debt, and the government had ordered the bank to issue paper bank notes rather than gold.

We also learned about a letter sent to the governor in the early days of the bank, inviting him to meet with a man in the vault on a certain day and time. Thinking it to be a prank, the governor nevertheless went to the vault only to find a sewer worker inside, sitting on a pile of gold bars. He has found his way into the vault through a small unknown drain and had not sought to take advantage of it. He was given £800 for his honesty, the equivalent of about £80000 today.

There was 10 mins set aside at the end for questions; not unexpectedly, half and hour later members were still in full flow and the session had to come to a close. The committee sloped off for an early lunch in order to fit in their committee meeting while remaining members took the time to look around the museum. One of the more popular items was the "see how heavy a gold bar is" exhibit. What surprised many was that today a gold bar is worth about £420,000. Another useless fact provide by Mark was that there would be enough gold leaf from the one bar to cover Wembley stadium – it is that thin.



Then it was a short walk to Simpsons Tavern, the oldest chophouse in London, established in 1757 where there was a choice of traditional English fare; Pork, leek and cider pie or Gammon and parsley sauce.

Members were at leisure after lunch and some went to nearby St Pauls and others to the theatre. Some members had taken the opportunity to visit family. Its nice to think that the FFA Spring London visits seem to have become a catalyst for a short break in "the smoke".

Andrew Cragg

Hayward Aviation have a new scheme for aircraft Insurance. Please quote your FFA Membership No for discounted rates

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