FLYING FARMERS ASSOCIATION

December 2020 newsletter no. 135



CHAIRMAN'S RAMBLINGS

As I write this on the 19th November, I look outside and see a beautiful afternoon with clear blue skies and the sun is shining. As if butter wouldn't melt!! It's been one Hell of a year.

As farmers we have had to suffer record rainfall last winter, an extremely dry April and May then onto record breaking high temperatures in July.

We have to contend with the uncertainty of leaving the EU. As an independent farmer and not that keen on being told what to do by foreigners, I'm all for it. But the indecision and negotiations going on are a bit tedious. At the end of the day, we will still be buying German machinery and cars and drinking French wine. If they slap heavy tariffs on – hurray, we'll buy British instead, which will be great for our economy. Maybe I'm simplifying it too much.

As flyers, we've had to face this damn virus with two lockdowns during which we weren't supposed to fly for recreation. Worst of all - our total summer events programme was cancelled. Neville did manage to get a few "open airstrip" meetings together so that a few of us could meet up again.
I'll be opening our strip at the end of February, so I look forward to accommodating as many as I can park. But it will of course be dependent on the weather, the damn virus restrictions and maybe even Brexit will come into it somewhere!

Even our AGM had to be conducted by Zoom, which personally I found very strange for my first chairmanship of the AGM. Never having used Zoom before, it was weird talking to a computer screen. However, I am told it went ok and we got the important business done, despite all these flying farmers who have never used this technology before, constantly fiddling with their cameras, leaving the room, having trouble with their microphones etc etc.

As you will be aware, Giles Abrey has released the new FFA website and Andrew Cragg has not only taken on the duties of Membership Secretary as well as being Treasurer, but together with Neville and Giles, they have incorporated Eventbrite (an events booking program) into the website. This means an end to the tear off slips to book in for meetings. No more dodgy handwriting, unreadable email addresses and writing cheques to the wrong payee. Once we get going again with events, you will find it is very easy to book in, simply by going on the website to the events page, type in a few details and pay by credit card.

As well as leaving the EU, we are also leaving EASA, so we are back to the CAA as our 'authority'. Andrew attends the GAP meetings representing the FFA. This is where various representatives of GA from ballooning to private jets operations meet with the CAA to discuss current issues. His GAP meeting reports are invaluable, and we not only get a voice at the meetings, but first hand news.

He will also be busy keeping us up to date with the latest relevant news using the new emailing system called 'Mail Chimp'. This has been in operation for a few months now and is working well. If any of you don't get these FFA emails, please email info@ffa.org.uk and we can add you to the list.

Here's hoping 2021 will allow us to hold some meetings, which Neville is very keen to get going again. There is a lot to look forward to, our membership is not only holding up but increasing and we are all lucky to be able to take to the skies and get away from all the problems on the ground.

Paul Stephens

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Publisher & Editor: Giles Abrey
giles@abrey-farms.co.uk
Art Editor & Production: Kirsten Lee,
kirsten@leeillustrations.co.uk
Cover photograph: Giles Abrey.
Ray Guess, Graham Robson,
Jerry Noble stood behind G-AJIW
Auster J1N at Stones Farm open airstrip

COMMITTEE MEMBERS

Martin Gosling	**President**	01787 269369
Paul Stephens	**Hon Chairman/ Hon Secretary**	01944 738281
Andrew Cragg	**Vice Chairman/Treasurer/ Hon Membership Secretary**	01303 874251
Neville Stops	**Events Secretary Elect**	01264 889678
Gordon Bellerby	**Assistant Events Secretary**	01423 520770
Rick Holt	**Committee Member**	01386 761816
Giles Abrey	**Committee Member**	07967 665470
Rebecca Rayner	**Committee Member**	01487 773282

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Welcome New Members, joined Since 1st August 2020

8695	Mike Hallam, Horsham, West Sussex	
8696	Mark Holmes, Port Rush, County Antrim	
8697	Celeste Goschen, Beccles, Suffolk	
8698	Charlotte Dadswell, Petworth, West Sussex	

Departing Members

836	M. Whitwell	Retired
205	M. C. Burnett	Retired
350	D. A. Batt	Retired – Sold aircraft
107	R. H. Ryle	Passed away

GAP – General Aviation Partnership Report 19th November

New Head of GA Unit
No sooner had the head of the GA unit got her feet under the table and she's off to take a secondment to the UK space agency. Our new supposedly temporary head of the GA unit is now Sophie O'Sullivan, Head of the CAA's unmanned aerial vehicles and now taking on this new job as well. Whether it was intentional or otherwise we don't know but the synergy of her appointment with the arrival of UAV's into the GA airspace is not lost. Before coming to the CAA she spent many years working for Microsoft and professes to understand customer services so bringing more of that to the CAA would be most welcome.

CAA GA Virtual Roadshows
The CAA GAU plan to run a series of high-quality virtual roadshows in early 2021 to engage with the GA community, to share the latest work and future plans as well as an opportunity to gather feedback from the community.

There will be five virtual evening sessions lasting approximately 90 minutes held over a two week period

DTi
Again, a large and welcome attendance by the Department of transport who gave us the latest guidance on COVID-19 restrictions for GA which will be pointless me telling you about because it will be over by the time you read this. But of interest, a number of local instructors insisted that instructing was work and was therefore exempt. Training continued at Lydd but not Headcorn which decided to shut completely. The guidance, however, was clear that a PPL trainee was engaging in recreation and was therefore not exempt while training for professional pilots could continue.

There was an EU exit update but you can imagine there was nothing of substance that could be said although an interesting point was raised that may affect one or two members : if you have an aircraft registered in another EU member state which is owned or operated in the UK then you should look carefully at that position after the 31st December.

There was a brief mention of the new certificates of agreement which will be required for landing from overseas after 31st December. While there is a blanket agreement for a year, new certificates of agreement will have to be agreed with border force. Some counties have got their finger out very quickly and our member John Golden has already had a visit and has kindly shared his paperwork with me. Apart from asking irrelevant questions more pertinent to Gatwick, the visit seems to have passed relatively well. By the way, John, have you got you baggage x-ray machine yet?

CAA Shared Services Center
There was a report from the SSC. This is the department that deals with what you might call the "counter services". Their man seemed rather proud that despite everyone working from home there has been a very satisfactory performance with an average turnaround time of flight crew licensing applications of **5.6** working days. It was pointed out that some balloon and sailplane applications were still waiting for their licenses after six months and after further examples of abject failure from the floor, the formally rather self-satisfied reporter was left not a little embarrassed and retired promising to look again at which particular meaning of the word "satisfactory" he had in mind. I notice he kept his camera off!

AOPA Maintenance working group
Worryingly, it has been noted by the CAA over a protracted period that too many reports are received regarding poor aircraft condition shortly after purchase. Although investigation and action, if necessary, are taken, it begs the question of whether all round pre-purchase inspections should be more prevalent.. Although AOPA provides appropriate advice on its website, and occasional magazine articles highlight the issue, this does not extend into the wider GA community, or to first-time purchasers of second-hand aircraft.

Finally, Tetraethyllead (TEL). The Sword of Damcles has been hanging over this additive to AVGAS for some time. The LAA has prepared a very useful position paper on this which is reproduced elsewhere in the newsletter so I'll say no more.

Andrew Cragg

General Aviation Awareness Council

A new Alert has been published on the GAAC website.
GA Flying Restrictions to Ease on 2/12/20

Please see the updated DfT guidance on general aviation flying:
https://www.gov.uk/government/publications/coronavirus-covid-19-general-aviation/coronavirus-covid-19-general-aviation

Please read this to understand how observing the rules in your Tier is essential – in particular Tier 3, where flights should return to the same airfield they departed from.
You may view at:
https://www.gaac.org.uk/ga-flying-restrictions-to-ease-on-2-12-20/

Anthony Kedros

GASCo

The General Aviation Safetv Council

GASCo COUNCIL MEETING
Friday 27th November 2020

Michael Bagshaw, the chairman, opened the meeting remarking that social media abuse is now permeating all society, including the aviation community. He has had two incidents lately. As we know the CAA seem to be a legitimate target!

23 online airspace infringement courses and 9 infringement awareness courses have taken place since the last meeting. They have proved very popular and may continue post covid.

Gasco will have to tender for safety evenings in the future. This generates useful income. It is vital that they are successful.

John Thorpe gave a detailed and comprehensive report on GA fatal accidents over the last 40 years. He is still polishing the final version but you can get a copy of his presentation by emailing him. At least one 'rule' had been broken in 40% of investigations.

Linton-on-Ouse will close shortly and there will be no LARS service from the 18th December 2020.

The meeting closed after all delegates were given the chance to speak.

Rick Holt

PROJECT TEL

Background

Most Piston Engine aircraft operating in the UK run on 100LL AvGas. This is a high quality fuel meeting rigorous standards but includes Tetra Ethyl Lead (TEL) as an octane enhancer. TEL is a toxic substance and there is growing pressure to stop emitting it into the atmosphere.

A lower-octane UL91 is potentially available across Europe, but sales volumes are low and as a result it costs more than its leaded equivalent. Many piston aircraft (65%+) in the UK could run on this unleaded aviation fuel whilst some, typically the more powerful, high compressions and turbocharged, engines need a higher octane rating to prevent pre-ignition issues. Engines that run on unleaded fuel usually run more cleanly and require less maintenance.

A single unleaded fuel to simply replace 100LL has been the goal of research for many years (eg PAFI in the US in one major attempt) but so far without conclusion.

It is proposed that efforts be made in the UK to get many aircraft to use the available unleaded aviation fuel in the short term whilst the work towards an unleaded aviation fuel for the remaining aircraft continues. This way the amount of TEL used in UK aviation can be reduced in the short term to the benefit of all and over a longer period eventually eradicate its use. This is referred to herein as Project TEL.

Initial project approach – with focus on those aircraft that typically use 100LL

1. Make it easy for pilots to know their aircraft can take UL fuels (create tables and get placards fitted)
2. Source grants to help airfields with the cost of infrastructure to store/supply UL fuel (and also encouraging the installation of electric charge point)
3. Make UL fuel cost competitive, possibly by removing VAT, at least for the first few years as volumes grow 4. continue research to find solutions for remaining aircraft
4.

Initial activities

a. With suitable support (funding), set up a mechanism for owners to be informed if their aircraft can run on unleaded aviation fuel, this is seen as a significant hurdle at present.
b. Work with the CAA to arrange for maintenance organisation to be involved in getting aircraft suitably placarded.
c. Join the DfT/CAA in undertaking a campaign to raise awareness of unleaded aviation fuels and to back this up with incentives to airfields (grant aid for infrastructure) and to owners (VAT holiday on UK aviation fuel).

Foundation actions

At present a lot of discussion takes place with little evidence based information available, instead it is based on expectation and gut feeling. It is proposed that some basic research be undertaken to create a good base of evidence upon which future decisions can be made. With suitable support/funding it is proposed:

- Undertake research, contacting the engine manufactures to determine which engines can and cannot run on unleaded. Construct a database that can be accessed by owners and maintainers to understand the status for each aircraft on the UK register. This would then lead to aircraft being placarded so users would know what fuel to use.
- Contact airfields across the UK to determine how many already have unleaded fuel available and how many would be willing to give it a go if aided by a DfT grant. A copy of Pooleys flight guide provides a simple source of contact points for many target airfields across the UK as a starting point.

Project TEL AOPA/LAA 16 Nov 2020

"Certificate of Agreement" Border Force and Special Branch site visit

Border Force

A couple of members have already had a visit from UK Border Force including Paul Beckwith who summarises below.

This morning I had one of the first scheduled visits in my area (SW) from the Border Force in preparation for obtaining the formal Certificate of Agreement (CoA). This CoA will enable me to continue flying into my farm strip from outside the UK once the temporary CoA expires in July 2022. I thought you might want to forward this to the membership in case it helps them prepare for visits.

The Border Force must visit every airstrip which wants to continue accepting overseas flights ahead of issuing the CoA. They are using the current Covid down time at major airports to get lots of these visits done.

In the event, as well as two Border Force Officials (in my case led by Gavin Belcher based at Bristol) two CTBP (Counter Terrorism and Border Policing - ie ex Special Branch) officials joined unannounced as well (Rachel Andersen and Nick Roach), and I understand this will be the case for many visits. Key points:

CTBP

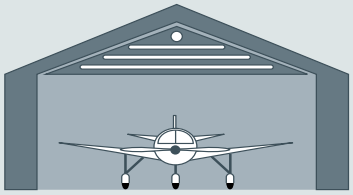
- It was clearly implied that with the airlines currently near shut down, criminals, terrorists and smugglers are turning to farm strips to get in and out of the UK. CTBP is extremely concerned about this currently. They noted that while a few illicit flights have been intercepted in the SE, they feel sure that landings are taking place elsewhere and they want to find them
- We were asked to redouble the lookout for unexpected use of the runway, including at unusual times.
- Any suspicious activity should be reported IMMEDIATELY by calling 999 or 101. For those who have been visited by CTBP before, and have a card from one their officers, we were told not to call that person in the first instance, but the emergency numbers above for quicker logging of activity
- Expect more frequent unannounced visits from CTBP
- In their area alone - Glos, Somerset, Wiltshire - their database has over 260 airstrips, a remarkable number to try and monitor. Amongst other things they are trying to evaluate which would be most vulnerable to illicit use
- PLEASE - all, the incredible privilege we enjoy to clear customs and immigration at our own strips can only be maintained if we operate with total responsibility and act as the eyes and ears of CTBP

Border Force

- Ahead of the visit Gavin sent me an email outlining the kind of questions to expect, including type of activity, number and origin of flights, facilities and so on. I responded to many of these questions ahead of time by email, and this was appreciated and saved time on the day
- To my surprise the visit lasted a full two hours
- In order to receive a full CoA the following facilities will need to be made available for the Border Force at your strip: 1) indoor table for inspecting luggage, 2) customs declaration forms and a locked box with letter slot, 3) pin up board to post info and regulations, 4) separate closed room for "intimate body searches" 5) "sanitary facilities" meaning toilet and wash-basin. This sounds like a bit of hassle for those of us who have literally a barn/hangar and grass strip. They sort of accepted that they could use my lambing shed for their "intimate search" but expressed concern about getting a rash on a sensitive body part from my straw bales. They are not permitted to nominate our home toilet to meet the sanitary facilities requirement, but would accept the use of the toilet in an outbuilding some 200m from the hangar. They are not trying to be at all difficult and accept that at true farm strips facilities are not going to be like those at Oxford Airport, but they have to tick their boxes. Personally I am going to have fun putting up a large sign in the hangar "Welcome to Upper Harford International - Customs and Immigration"
- Lots of questions about whether the airstrip could be accessed at multiple points, whether there was a fence (although they accepted that they can't require fences to be built), gates and footpaths. They had scouted around before arriving and noted to me that my back gate was open!
- For those of us wanting to proceed to a formal CoA, we will receive forms to fill in 30 days after the visit.
- Like the CTBP, Border Force told us to expect them to visit more frequently, especially timed to meet incoming flights.

Hope this is helpful.

Paul Beckwith



Hangarage Fees Poll

Following the recent poll, hangarage fees paid, or charged by, members ranged from £105 to £275 per month, often depending on facilities available, with a clear median of around £200

Electronic Conspicuity.

In the GAP report from the last newsletter in August we said "If they had their way, the CAA would seek to mandate carriage of ADS-B starting with certain classes of controlled airspace …But they won't – yet" Well, they did! Much to the surprise (polite understatement) of the GA stakeholders around the table the airspace team announced that carriage of ADS-B will be mandatory in ALL classes of airspace from January 2024. Issues about frequency congestion on 1090MHz and "where will FLARM fit in" and drones (now UAV's) were raised. On UAV's, GA will be on (the usual) 1090Mhz and UAV's will operate on 978Mhz. That won't make things easier on an interoperability level but there you go! Starting in September 2020, CAA will manage a scheme of grants for the purchase of EC equipment in much the same way as they did with 8.33 Mhz radios to the tune of £250 per pilot with enough to do 10,000 in the first year. At this time we don't know what you can buy or if 4 pilots in a group can pool their money to buy something more expensive for their 'plane. (Many of you will already have what is required if your mode S transponder is linked to a GPS source). While it is refreshing to have "money where the mouth is" so to speak, I think it puts us in the awkward position of not knowing what to buy or when. 2024 is a way off yet and the equipment is evolving…

The debate has matured a little recently and there is a body of opinion that says anything you buy now will likely be useful and beneficial in the meantime and by the time it becomes mandatory, will want to be updated anyway. At a few hundred pounds it's an easier decision than when you might be spending thousands…

So with that in mind, here is a reminder of the funding package. Some people have reported being refused for no valid reason. If this happens to you, please let us know at info@ffa.org.uk

The Department for Transport (DfT) has announced the funding to encourage the adoption of Electronic Conspicuity (EC) within the UK's General Aviation (GA) and Unmanned Aircraft Systems (UAS) communities. The CAA is distributing these funds via a rebate scheme.

The scheme will open to applications from the 5 October 2020 until 31 March 2021 (or until the funding is used). Those meeting the requirements can claim a 50% rebate of the purchase cost of an EC device to a maximum of £250.00 (including VAT), per applicant. The CAA anticipates up to 10000 rebates will be available.

Full details on those eligible to apply, EC devices and how to claim a rebate are available on the CAA website at **www.caa.co.uk/ec**

There is a useful link to the CAA about this which also contains the table below: **https://www.caa.co.uk/General-aviation/Aircraft-ownership-and-maintenance/Electronic-Conspicuity-devices/**

The lastest Flyer magazine (December 2020) has a very good artlice comparing what is currently on offer

Andrew Cragg



https://youtube.com/watch?v=XfVJqH4dChY

SkyDemon has now added an update that allows you to change the settings on a SkyEcho easily. See this video about the SkyDemon/SkyEcho update.
https://youtube.com/watch?v=wE66DyWQXHE

Conspicuity beacons	**Which traffic receivers can see them?**					
	ADS-B-in devices (certified)	**ADS-B in Rx**	**Airborne Collision Awareness Systems (ACAS)**	**Pilot Aware-Rosetta (PAW)**	**Power FLARM**	**Sky Echo 2 (SIL-1 Device) CAA CAP 1391 approved**
ADS-B Out transponder certified GPS	Yes	Yes	Yes	Yes	Yes	Yes
ADS-B out transponder uncertified GPS (Surveillance Integrity Level (SIL) 0)	No*2	Variable*4	Yes	Yes	Yes	Yes
Power FLARM	No	No	No	Yes*1	Yes	Yes*3
Pilot Aware Rosetta (PAW)	No	No	No	No	Yes	No
Sky Echo 2 (SIL-1 Device) CAA CAP 1391 approved	Yes	Variable*4	No	Yes	Yes	Yes

*1) Dependent on proximity to ground infrastructure
*2) Certified Traffic receivers normally exclude reports from transponders & beacons set to SIL 0
*3) New development requires a FLARM decode licence and a suitable display
*4) Transponders or beacons with a non-certified GPS (source integrity level 0) may not be detected by a certified ADS-B in device. Source integrity level 1 and above can be seen.
In the above table, the term certified means a device that has been tested for meeting ICAO standards and operates in the aviation spectrum.

FLYING FARMERS ASSOCIATION

FFA Clothing

Item	Logo	Sizes	Price
New Style Jackets		M, L, XL	£40.00
Lined Fleece Jackets		S,M	£30.00
Unlined Jacket (discontinued)	Old style	M	Half price £10.00
New Style Body Warmer		M, L, XL	£28.00
Unlined Fleece Waistcoat	Old style	S	Half price £8.00
Sweat Shirts		S, M, XL	£14.00
Sweat Shirt	Old style	S	Half price £7.00
Polo Shirts		S, L	£12.00
Polo Shirts	Old Style	M	Half price £6.00
Baseball Caps			£5.50
Ties			£15.00
Umbrellas			£29.00

The above clothing is available from stock. If your size isn't listed, it can be ordered. Please note reduced prices on old stock with old logo.
Prices do not include postage. For all orders contact Roz Stephens **chix@farmline.com** or **07773 052001**



We have a new line of FFA goodies – FFA umbrellas.

Great Christmas Present!

They are 130 cm diameter, fibreglass construction, wind and storm proof – meaning that the umbrella can blow inside out and return to its original form without causing any damage.

They feature a safety push button opening system and a rubber pistol grip handle. The colour is navy blue with the FFA logo on four panels.

We have an initial batch of 25 ready to go. The price is £29.00 plus £6.00 postage and packing – or you can collect from Moor Farm, Malton, North Yorkshire if you fancy somewhere to fly to – PPR 07711 201431 or chix@farmline.com .

Under the Wire Calendar 2021

2021 Calendar now available to pre-order for £10.00 + £3.10 p&p - you can also collect by hand by contacting Malcolm Haywood or collect from Boston Aero Club for £10 only, £5 will go to the Lincs & Notts Air Ambulance from each sale.

No profit is made from the calenders

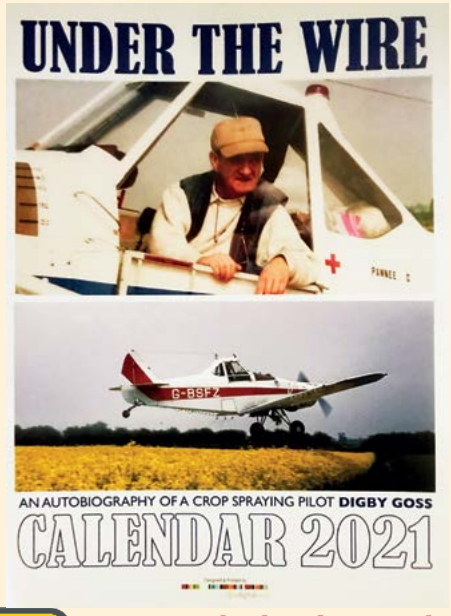
Ordering from UK and beyond
UK - £10 plus £3.10 p&p = £13.10 in total
Europe - £10 plus £7.75 p&p = £17.75 in total
USA - £10 plus £11.06 p&p = £21.06 in total
Australia - £10 plus £11.06 p&p = £21.06 in total

The picture here is a similar cover picture to what will be on the 2021 calendar.

Calendars will be sent out towards the end of the year,

once they are printed, ordering now will allow us to print the correct numbers required and save overprinting and raising less money for the charity.

This can be pre-ordered now for delivery November, further details can be found on the website www.underthewire.co.uk



LINCS & NOTTS AIR AMBULANCE
SAVING LIVES EVERYDAY

Programme 2021



This time last year we had a full programme of events planned for 2020 of which only one went ahead. Where are we going to be this time next year? We have a list of events planned for 2021 but at the time of going to print we were unable to confirm dates and numbers. We also have other events that are still in the planning stages and we will be continuing with our popular open airstrip days. With all the events listed we will have to work within the COVID guidelines whatever they are on the day, required either by the government or our host.

As soon as dates, event details and allowed numbers are confirmed an email will be sent to all members notifying them when the event is open for bookings. All bookings will be done using EVENTBRITE which is accessed via the EVENTS PAGE of the website, (as was used for the AGM). Please do not contact event organisers directly.

On the events page you will see a title **what3words**, which is also in the form of an APP. Every 3-metre square of the world has been given a unique combination of three words thus giving billions of people without a formal address access to one for the first time. It is now being used for e-commerce and delivery, navigation, emergencies and more. This will give additional guidance to events along with airstrip details. For more information visit https://what3words.com

Hopefully with the news of a vaccine and things starting to move at pace we will get back to some form of normality soon. Let us keep our fingers crossed we have a better year in 2021

Neville Stops

Airstrip open day

- Paul and Roz Stephens will be holding an airstrip open day on the weekend of 27th and 28th February 2021 in Yorkshire. Obviously there will be a lot of factors to contend with including the weather, shortish days and the virus restrictions. However, we can pick either the Saturday or the Sunday nearer the time according to weather forecasts. We will work within the COVID guidelines whatever they are on the day. If possible, Roz will have a barbecue going in the hangar and for anyone interested there will be chance to have a look at the broiler chickens, the farm machinery, drying shed, biomass boilers and crops. Fuel is available at Eddsfield, 3.5 miles to the south east. Please email Paul on chix@farmline.com. Numbers might have to be limited according to parking space. This is not an organised event, so no set time, but I recommend arriving from 10:00 onwards.

Events planned for 2021.

- Date TBC – Faccombe Estate, Landing at Thruxton, Hampshire.
- 28th April 2021 – Sky Demon Presentation, Dorset.
- 12th May 2021 – Harper Adams University, Shropshire – Roger Bell
- Date TBC – Balistics testing, Wiltshire
- 20–29 May – FFA Study Tour 2021, Isle of Man and Ireland – Peter Gale – **Fully booked**
- Date TBC (June 2021) – Wittering Museum, Cambridgeshire
- Date TBC (July 2021) – Tony' Fisher 2 Day Vintage Extravaganza, Lincolnshire – **Fully booked**
- Date TBC – Park Farm, Racing Stables, Yorkshire
- Date TBC 2021 – STOL flying event at Belvoir Castle, Leicestershire – By kind invitation of The Duke of Rutland

We would like to thank all the organisers of events for making these meetings possible. If you happen to see anything in your area that would form the basis of an interesting FFA visit, then please contact Neville Stops (neville.stops @gmail.com) or Gordon Bellerby (gordon@jgbellerby.com).

Events such as these set above are arranged by FFA members on a voluntary basis. It is accepted by those who participate that nothing undertaken by the FFA collectively or members individualy shall be construed as establishing a duty of care nor in anyway removing or modifying the duties, responsibilities or obligations of pilots or land owners in relation to any event and attendance thereat. All information provided in these programmes is purely advisory and should ALWAYS be verified from official sources.

Faccombe Estate – Date TBC

Landing at Thruxton for a coach departure
Will be a visit to the Faccombe Estate
Faccombe Estate, 5,000 Acre estate in the undulating country, between Andover & Newbury. World famous for its Shooting, substantial forestry and arable operations, together with property, a V39 wind turbine and conservation projects, the land is up to 1,000 ft above sea level. The estate manager, Alistair Brookes will conduct the tour

It is hoped to have Buffet Lunch at the famous Jack Russell Pub

Sky Demon Presentation, 28th April 2021

We will have a presentation by a member of the SkyDemon team. SkyDemon is one of Europe's most popular solutions for VFR flight planning and in-flight navigation

"An opportunity for existing SkyDemon users to have a look at the intended workflow of the system, as well as a few useful tips and tricks demonstrated to them by Rob Hart of SkyDemon. There is much more to SkyDemon than you probably know about!

To fill the day, we may well have another speaker or a Farm Tour.

Harper Adams, Wednesday 12 May 2021

Harper Adams University is a public university located close to the village of Edgmond, near Newport, in Shropshire, England. Established in 1901, the university is a specialist provider of higher education for the agricultural and rural sector. The university provides more than 50 foundation, undergraduate and postgraduate degree programmes to students from over 30 countries. The university is set within a 550 hectare working farm.

Roger Bell went to Harper Adams University College and has arranged a one day visit. Harper has now got over 800 students from all over the world. An investment of more than £20 million has created an attractive rural campus that celebrates the heritage and status as a modern university with all the teaching, research, leisure, and conference facilities expected of a modern establishment.

Ballistics Testing – Date TBC

A unique chance to uncover the world of ballistic testing by kind permission of Paul Everington and his team

How do you test the projectile that nothing can resist or the material the no projectile should penetrate. Find out the history, skills and practice in Paul's presentation " A Load of Ballistics"

Take a look at a small arms and air rifle range and maybe a few will be able to have a round or two. All hidden away in a railway tunnel under Devizes itself.

Wittering Museum – June 2021, date TBC

Option 1: Fly to Glebe Farm, lunch at Glebe Farm, Mini buses to Wittering museum, Mini buses to Glebe Farm and fly home.
If we don't go the Wittering museum we can…
Fly to Glebe Farm, mini bus for lunch at local (4 miles away) farm shop with Crocodiles and other exotics animals!, mini bus to Glebe Farm and fly home.
Option 2: Fly to Glebe Farm, lunch on site, tour (Glebe Farm and toys!) at Glebe Farm and fly home.



Park Farm Racing Stables, Yorkshire – Date TBC

Gordon Bellerby has secured us a visit to Park Farm (which is Mark Johnston's racing yard in Middleham) as a one day event or may be extended to an overnight stay with a visit to a 1000 cow dairy unit nearby. Possibly in May, depending on the COVID situation.

Option 1

- Timing of aircraft arrival at Park Farm strip.
- They run horses past the airfield until 12pm every day so after 12 is OK.
- Arrival 12- 1pm. Lunch at Park Farm say 1.30 then tour of the racing yard.
- Late afternoon travel to hotel. Next morning look round Metcalfe Farms 1300 cow dairy unit. Lunch in nearby restaurant. If time permits a short tour by coach to a few beauty spots in the area such as Aysgarth falls.
- Late afternoon return to Park Farm airfield for departure home.

Option 2 – If the Covid situation means restrictions are still in place which would prohibit hotel stays etc.

- Just the Park Farm racing yard visit plus lunch on the Farm.
- We would fly in and out without the need to leave the premises.
- Due to the Racing events that are held around the Country, like Epsom, Newmarket 1000 Guineas & Ascot just to name a few, then this event may not be on a Wednesday.

STOL flying event at Belvoir Castle – Date TBC



As a member of the Flying Farmers, the Duke of Rutland has kindly allowed us to plan an event to take place at Belvoir Castle during 2021. The purpose of this event, and why Belvoir Castle might be ideal is to create a day of interest for the members - which would include the following elements:

1. We are introducing the members to short take-off and landing flying (STOL), a style of flying that is popular in the USA and is increasingly gaining a following in the UK.
2. We have organised for one of the UK's leading STOL pilots to give the FFA a short demonstration and a talk to explain the skills required and a snap shot about STOL planes. Bob Pooler who is the UK agent for Aviat Husky has confirmed he would be more than happy to come along and give a STOL demonstration and talk about STOL flying at this event - this should be extremely interesting for the members.
3. Belvoir Castle is a venue where the members and spouses can spend the day. The Engine Yard (part of the Estate) is an excellent venue for the members to visit, browse the shops, buy lunch and spend time appreciating this magnificent estate.

Airstrip open day at Stones Farm Sunday 23rd August 2020


Martin and Annette Gosling

Two days before the meeting, Storm Ellen roared across the country, but the forecast led me to believe that it would have passed through well before Sunday, and it was then showing a 24 hour window of reasonably good weather, before the arrival of Storm Francis scheduled for the following Tuesday. And so it proved. The strong westerly wind, fortunately right down runway 27, slowly abated during Sunday morning to an acceptable 10 knots or so, and a full house of 16 aircraft and one car duly arrived in orderly fashion carrying the government limit of 30 souls, who were able to enjoy a warm and relatively sunny get-together for their picnics outside our hangar.

I had decided to supplement everyone's picnics with an offering of barbecued sausages in return for a voluntary contribution to our local Air Ambulance which is my favourite charity and is based locally at Earls Colne airfield - and coincidentally two missions by their helicopter were flown through the overhead during the course of the get-together. 60 sausages later most picnics were completed and much catch-up conversation ensued amongst everyone in the sunshine.

The runway was cut on the Saturday evening and looked very tidy - smooth and short - with comments that it looked pretty good. I am very fussy about my grass all around the property, and spend many hours over the season sitting on a variety of mowers. I suppose it keeps me out of mischief in my retirement!

Before aircraft started departing, collection boxes for the air ambulance made the rounds for 'voluntary' contributions and the generosity of everyone raised the sum of £330 which I was delighted with, as were the Air Ambulance when I took it around to them on the Monday morning. As Flying Farmers do not ask for landing fees for aircraft it could have been considered as a contribution in lieu, and for a very good cause as well.

Most aircraft started drifting off in mid-afternoon leaving just a few to enjoy a cup of tea and cake to round the day off. A line of very heavy showers were forecast to the north of us in the Cambridge area during the afternoon which caught out 3 aircraft heading home that way, but strategic and timely diversions to




Left-Right: Tony Fisher, Robert Fray, Tim Fray, Ray Guess



Rebecca Rayner, Paul Bailey



Joshua Abrey


Gordon Easton and Tony Fisher


Jasper, Roger Bell, Martin Gosling

Duxford and Fowlmere to wait out their passing saw each of them home safely - albeit a little later than intended. There is much truth in the aviation saying that "it is better to be down here wishing you were up there, rather than being up there wishing you were down here".

My grumble for the day? Flying Farmers are not the tidiest and conscientious at parking their aircraft. A large area of grass to use with my aircraft as a marker saw an extremely ragged and unprofessional line up. None of the wingtip to wingtip parking that I was hoping for. Red Arrows they weren't - must try harder!

All in all a very successful outing - in an events season blighted by cancellations.

Martin Gosling



Essex & Herts
Air Ambulance
Your local life-saving charity

Leeds Fly-In, Saturday – 12th September

Fifteen FFA aircraft flew in to help celebrate the delayed VE celebrations.

Participants were able to explore the airfield at leisure in the sunshine.

There was plenty to see including Second World War vehicles accompanied by their enthusiastic owners who were only too willing to chat about them.

Various aircraft were on display including the prototype single seater Seeker 180 aircraft G- SEKR capable of 180kts (featured in Septembers issue of Pilot) the innovation of Ivan Shaw who designed and built the now famous Europa aircraft.

He was to have flown its inaugural flight on the day but I suspect when he discovered he was to have such an audience he delayed it till later.

Members were allowed to inspect the new departure lounge which had just been finished. It was quite something to behold.

Tastefully adorned with various aviation themed furniture and decorations. This will service the clientele using private jet charter in the near future.

FFA member and owner of Leeds East Chris Makin formally unveiled the memorial to all those service personal who gave their lives whilst serving there during the war.

At exactly 1200hrs a Tiger Moth from neighbouring Sherburn airfield flew over the gathering as a mark of respect.

The Fenton Feeder cafe remained open all day allowing members to enjoy a relaxing lunch and chat in the sunshine on the many benches provided on the grass outside the cafe before making their way home.

A special thanks to Jane Makin who worked tirelessly all day in the cafe and to Chris for allowing us to share in this special day.

Gordon Bellerby



Leeds East Airport



VE Celebrations



Seeker 180 Prototype aircraft

Championing STOL flying



Like many others, I learnt to fly in a Cessna 152 - incidentally on an FFA member's grass strip in Rutland. My instructor, an owner of a Piper Super Cub and an advocate of Short Take-off and Landing (STOL), was always extremely keen to prepare me for that unavoidable short field landing that I may have to make one day. This led to many of my training flights to out-lying grass strips throughout Rutland, Leicestershire and Lincolnshire which had challenging approaches and take-off's to test me and to improve my skills.

During my training I was introduced to the concept of STOL flying and told about the legendary STOL pilot Frank Knapp. Frank Knapp landed his highly modified Piper Cub in a distance of just 10ft 5ins and took off in 13ft 8ins - how was this possible? I also followed the North American STOL pilot vloggers such as Trent Palmer, Mike Patey, Kevin Quinn, Cory Robins and the website www.tacaero.com which focuses on STOL training. I was captivated by their adventures and the finer points of STOL flying within the backcountry, along with the highly competitive and exciting STOL Drag races they organised. For those who don't know, STOL Drag is when two pilots race side-by-side down a 2,000ft track 75ft apart. They land on or after a marker, come to a complete stop before turning around and then fly back down the course landing on or after the marker, coming to a complete stop at the start/finish line. The pilot to stop first wins.

My fascination with these planes and the skills of the pilots intensified and my goal was to perfect the short landing and take off. This all came out during my skills test and the subsequent debrief by my CAA examiner where he jokingly said to me, (in a sort of Michael Caine accent - think of the Italian job) "I know I asked you to make a short landing but you didn't need to do it that short!"

I saw STOL flying as a way to keep my long term interests in flying alive and stimulating. Let me explain, I was given some sound advice early on in my pilot training which was to; decide on which style of flying was of interest, create missions to explore the UK, go to challenging airstrips, because if you don't, you could end up having no purpose to your flying apart from going from A to B for a cup of tea! With this advice resonating, my mind was set on the idea of STOL flying and this drove me to complete my tail wheel differences training a few weeks after qualifying and I have not looked back - in fact I haven't flown a tricycle plane since.

So where did STOL originate from? I believed STOL developed in the North American backcountry where pilots were required to land on short airstrips to drop off provisions or go on hunting trips. After some research it appears the first requirement for STOL planes was in fact during the First World War when military commanders wanted to get planes off and on the decks of ships for reconnaissance missions. However, these flying machines were basic and couldn't hold much of a payload and thus were not an effective tool for the military.

Engineers then started to play around with aerodynamics to optimise the plane's capability and in 1919 the first leading edge flap was introduced. From then on, planes were developed for military use such as the Piper J3 in 1938 - low speed and light weight - perfect for the short field landing. The Lysander was introduced in 1936 with fully automatic wing slats and a stall speed of just 65 mph - used for artillery spotting and clandestine missions behind enemy lines to stay in contact with the French Resistance.









The modern day step change in STOL aircraft came in 1985 when Christen Industries developed the Christen (Aviat) Husky a purpose built STOL plane with a stall speed of just 45mph. As it happens, my chosen plane is an Aviat Husky A1 and mine is fitted with 26' Good Year tyres - helping me with rough surfaces, floatation during the winter months and the inevitable harder landing. The Husky is extremely capable and can handle the job with ease (far more capable than me!) - with its 180hp engine, a constant speed propellor and fowler flaps. The Husky will land within 350ft (and shorter with a stronger head wind) and take-off within 200ft - skilled STOL pilots can improve on this significantly. I believe the Husky, along with the Piper Super Cub and the Maule are the perfect planes for the UK.

I constantly reflect on how extremely lucky and privileged I am to be a pilot and couple this interest with my love of the countryside. This blend of flying and the countryside allows me to pursue my passion and fascination for STOL and backcountry flying. However, I think calling it backcountry flying in the UK is probably a bit of a stretch so I like to describe it as, 'hinterland flying' - I think this is more suited to the UK landscape and scale.

I fly my Husky from a grass strip of 225 metres long, slightly downhill one way and with a typical Leicestershire hunting hedge at the other end - good for the Duke of Rutland's Hounds but adds another obstacle for me! Saying that, I have always seen this hedge and the short grass strip as a way to improve my skills - it definitely sharpens my focus!

I approach my flying in the following way:

Fly with a small group of friends (some being FAA members), all of whom have a plane with a STOL capability. They include; Super Cubs, Maules and Huskys.

Create a mission - I research and fly to privately owned and the smaller grass airstrips - we even negotiate with local land owners to land in their 'back yards". I get an equal amount of joy through the planning trips into the hinterland as I do with the flying.

Plan to take-off and land in the shortest (and safest) possible distance as this makes every approach and landing, thought provoking, a challenge and a way to improve my skills.

Avoid repeatedly going to the same airfields as adventure brings excitement, new challenges and improved skills.

I regularly take lessons from a professional to hone my skills, which in turn improves my awareness and confidence - I then practice and practice.

I shared my flying videos with our Chairman Paul and he said, 'I watched all your clips on your website and they remind me very much of how the Flying Farmers used to be when we landed at some shortish farm strips'. For me that's a great insight into the FFA and where it all began - this brings me onto another point.

We are extremely lucky to have this magnificent patchwork of fields throughout the UK, not just for farming but for the endless possibilities of landing on! Coupled with this, the FFA members have between them, circa 250 privately owned air-strips of various dimensions, approaches and challenges - all of this along with a group of members passionate about flying. The perfect mixture for STOL and hinterland flying.

The FFA is the best placed organisation within the UK to own and champion STOL flying - to be the advocates, commentators and organisers of events and STOL demonstrations. This in turn will attract new members, possibly rejuvenate interest of others but extremely importantly, it will promote and introduce another generation of FAA members to the joys of flying.

I would welcome feedback from members who are interested in organising FFA STOL events and trips. Please contact Neville Stop or alternatively ed@hinterlandpilot.com or via www.hinterlandpilot.com, or just DM me on my Instagram page @hinterlandpilot - happy flying!

Ed Smiley-Jones



Tales from an FFA Member's Round the World Trip



Above inset:
Peter Anthony and Rodney Blois

My friend and predecessor as President of the General Aviation Commission of the FAI, the late and much lamented Hans Gutman rang me out of the blue. He told me he was organising a Round the World Flight and could he persuade me to join in. With only my little 1967 Cessna 172, the obvious reply was, "No." It was quite unsuitable. "Ah," he said, "but I have an Austrian friend coming who has a PA32 Retractable Piper Saratoga," indeed an excellent machine for the job. He didn't, however, have the required Instrument Rating, a definite pre-requisite for such a flight over these countries and where weather will certainly be a factor. However, his plane at his costs and I would only pay half the fuel with no contribution to overheads, engine hours, insurance, and 50 percent of the mandatory 50 hour check halfway round.

This was a truly mammoth trip with 18 aircraft routing through Austria, Turkey Armenia, Kazakhstan, Mongolia, Siberia, Alaska, Oshkosh, Canada and over the North Atlantic to home. Packed full of anecdotes from the flight planning, from fuel supply management, weather diversions and a few scary moments, such as what befell us over Alaska.

We'd bought 22,000L of Avgas in 200L drums and had it trucked to follow and meet us all over the breadth of Asia, so it was a relief to eventually leave Anadyr, in far eastern Russia, to cross the International Date Line and land in a welcoming USA in Nome, Alaska. It was a late arrival at 03.00am (as clocks go forward 3 hours) but the chance to take a rest the next day and a subsequent early night and early departure to Anchorage Alaska the day after. General Aviation is huge in the state and Anchorage was our pre-booked stop for the 50 hour checks. That morning, it was to some relief that there was no more pumping fuel from drums but real Avgas trucks rolling up to the planes and we were soon ready for the very short and surely simple 3 hour flight.

We were soon up through the scattered Cumulus and sitting pretty at 12,000ft with some peaks above us and scattered cloud hiding most of the Alaskan Range not far below us. About 2 hours into the flight, we were enjoying the amazing views of mountains, forests and lakes below us and discussed half a plan on what to do if the worst happened. We had decided that, given where we were, landing on water, wheels up and as close to the shore as possible was the best option.

Then the worst did happen! Sudden, complete and total engine failure! No prior rough running, no smell of anything at all untoward just instant silence and the wind milling propeller…





Above Left: General view of the terrain a few moments before engine failure. Not looking too good!
Above Right: Rainy pass strip

Runway 11/29

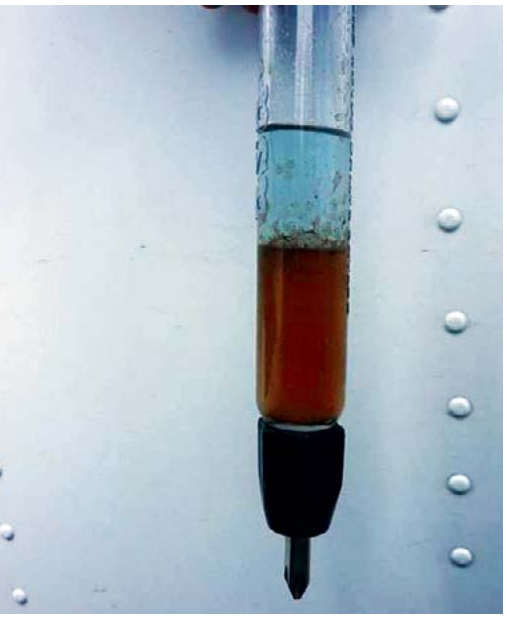
Dimensions:	2100 x 25 ft. / 640 x 8 m RY 11/29 HAS 25 FT WIDE DIRT PATH WITH 3 TO 5 FT BRUSH ON BOTH SIDES.	
Surface:	dirt, in poor condition RY SFC HAS DIRT WITH RUTS AND DIPS ENTIRE LENGTH. LARGE BOULDERS PROTRUDE THRU RY SFC 3-6 INCHES. RY IS SOFT AND SLIPPERY IN THE MIDDLE.	
	RUNWAY 11	**RUNWAY 29**
Traffic pattern:	left	right
Runway end identifier lights:	no	no
Obstructions:	18 ft. tree, 40 ft. right of centerline	20 ft. tree, 30 ft. left and right of centerline

The day dreaming was over. I had the right-hand seat for this leg and shouted to Peter that I have control of the aircraft. "Your plane, your engine, you fix it!" He pumped every lever and every switch possible and in every order to try to restart. I put out a Mayday, "D-ENRG, engine failure over the mountains, about 80 miles northwest of Anchorage." At the same time, I was asking the Garmin 496 where the nearest airfield was. No reply from Anchorage and no joy from Peter pumping so I repeated the Mayday and this time I did get a reply, " Roger your Mayday. Say number of souls on board." I suspected that all he wanted to know was how many bodies they would have to come out and look for!

Meanwhile, Garmin had come up trumps with a strip about 5 miles away. I handed the controls back to Peter with the required heading but had no idea of the height of the ground or the strip. We broke through the clouds without hitting anything (a bit of a bonus) and all we could see were hills, forests and lakes but we persevered with Garmin's instructions (terrain shown in photo).

We were dropping alarmingly fast, at around 900 ft/min, when I caught sight of the strip straight ahead of us. It was so close that the only possible way to approach it was to join onto the downwind leg as we were too high to head straight in with no clue about wind speed or direction. I took control back from Peter as my years of Precision Flying competitions meant that I had conducted a good few glide approaches in my time, though flying my light C172 and someone else's heavy retractable 6 seater, and from the RH seat, were a bit different. It looked short so we thought about landing with the wheels up and skidding to a stop but we reconsidered mid-downwind as the strip looked too narrow.

> "I put out a Mayday " D-ENRG engine failure over the mountains about 80 miles North West Anchorage."





Top left:
Dirty fuel
Top Right:
Engine failure on last leg
Wick to Cambridge!
Below:
Help with repairs

Plan B was to lower the wheels and set down very hard on the nose wheel and break the prop and nose gear to shorten the ground roll. I turned base and found I was too high and with a little hill on short final with trees all around. I initiated S turns from 300ft down to the ground and just managed to put it on the threshold, applying as much brake as the legs would allow and voila! Down, safe and undamaged with 50m to spare. In subsequently Googling the strip, I found its stats of 640m by 8m wide with terrible approaches and appalling landing surfaces! (see image of official document)

With the luck of the devil, not only did a quad bike appear but it ran us down to the oldest, smartest and most expensive Game Lodge in Alaska. A much welcome champagne and roast salmon supper followed.

What caused our calamity? Ironically, the first real AVGAS we were so happy to have had pumped from trucks and not from old barrels was actually chronically contaminated with gunge that, after a couple of hours of settling through the system (including the filters, gascolator etc.), resulted in the sudden and total failure!



Surprisingly, the only damage I caused in Alaska were cuts to the tail plane de-icing boots, actually caused by needing full power on the subsequent departure on that rough gravel. We joined the others a couple of days late in Anchorage but those cuts to the de-icing boots would lead us to more adventure.

With no time in Anchorage to do more sight-seeing than the Great Alaska Bush Company, we were off to get the tail plane refitted with new de-ice boots down in Seattle, Washington. The next planned stop was supposed to be the following day at Oshkosh with an all aircraft timed arrival for special parking and an interview by the Smithsonian Institute. A bit of a command performance.

The boots took ages to fit and we had to say farewell to all the other aircraft that were on their way to La Crosse, Wisconsin, ready for the shortish hop to Oshkosh the next day. "Goodbye chaps. Get us a room at the motel and we shall join you later."

A couple of hours on and we were ready to roll. I picked up the FBO phone to file the flight plan and had just about finished when the chap said, "Hold a minute sir, I have someone that needs to speak with you." "Yes sir, this is the Department of Homeland Security. You are an illegal alien, grounded this instant and your flight plan is revoked. Please stay right where you are until we can get this regularized!"

Wow! These were real tough guys but his really would not do. I thought attack was the most likely method for success and told him that this was outrageous! I was a VIP on a Round the World Flight with an appointment to be interviewed by the illustrious Smithsonian Institute on landing in Oshkosh tomorrow at 11.00." That started a good discussion but I persevered and managed to get a compromise. "You may depart as requested to La Crosse but I will have our guys there to regularise and document your current illegal status on arrival."

With no further ado, we were airborne and on our way with radar flight following. While over the Rockies in CAVOK at 12000ft, the arguments with Peter over our situation began. All these delays with de-ice boot fitting and phone calls had put us hours behind schedule. If we did nothing we would be facing a late night landing at a strange airfield with no known hotel and a heavy reception committee of Homeland Security officials. Not a nice prospect as they would probably lock us up for the night and deal with the paperwork the next morning. I prevailed against the conformist Teutonic views from the co-pilot seat and suggested we lose ourselves! So when we handed over from Seattle to the next unit I told them we would be descending from 12,000ft to 5000ft AGL to do some photography and will cancel Flight Following. No problem there but we were to call Montana when we were done and back at altitude. Once we were off radar and with nobody expecting any calls from us and our TXP off, we were bumbling along down low when we spotted a small town called Miles City with a nice airstrip. Ideal! We landed and no sign of anyone around, we taxied up to the fuel station FBO. A sign on the door gave the phone number for the fuel attendant and, after a call, along he came. A charming man who topped us off and offered us a lift into town in his pickup. It was a typical, half-dead, out of the way town which he told us made its main business from tourists playing cowboys and Indians, especially as it is the nearest place to the Little Big Horn. General Custer and all that!

> "No matter, a few beers and all was forgiven, but only after a very hairy chase across the USA being pursued by the Feds"

We checked into a Motel and booked a taxi to take us back to the airport at 7.30, as we still had a longish flight direct to Oshkosh. The following morning, all looked perfect. CAVOK was all quiet and peaceful while enjoying a tacky American breakfast served up by a very pretty, very chatty and charming waitress. Peter and I were both dressed for our Oshkosh arrival with "Round the World FAI" T shirts and baseball caps. We were chatting with our waitress about this dress code and our urgent need to be in Oshkosh when through the window we saw a cruiser emblazoned with Department of Homeland Security rolling into the car park. Somehow they had found us! We covered our T shirts with our hastily removed caps and desperately explained to our pretty waitress that our taxi had failed to show and we were in an urgent hurry



to get to the airport. "No problem, I'll get my husband out back to drive you there right now." Out the side door, and we chucked our bags in the back of his truck and were off in seconds. A fast drive to airport and there was still nobody there. Ignoring the A checks and prefights, we jumped in and started to taxi, expecting the cruiser to appear and block the runway at any moment. It didn't and we were on our way. Amazingly all worked perfectly and we intercepted our colleagues in the approach line about 10 miles out from Oshkosh, joining the formation arrival . "Waggle your wings, thank you sir and land on the green dot". On to our special parking spot where indeed the news folk were waiting for the interviews. It was a good job we had a reserved spot as 10,000 others were trying to park! But there, in the VIP arrivals tent along with Smithsonian was Homeland Security!! Caught at last! But why? What was the matter? We showed our passports with the customs stamps clearly stamped in Nome some while ago. However, as it happens we were soon forgiven as it seems they had made a boo boo. Their computer could not accept that we had landed the day before we had taken off and it had rejected the input from Nome. They knew from the flight plans that we were in the US but had no computer record of us arriving, hence we were undocumented aliens! No matter, a few beers and all was forgiven, but only after a very hairy chase across the USA being pursued by the Feds.

Rodney Blois

Top:
Parking at Oshkosh
Below:
Rodney Blois and Mount Ararat, Turkey



Minutes of the 46th AGM — Zoom Meeting – 10th November 2020

Present: Martin Gosling (President), Paul Stephens (Hon. Chairman), Andrew Cragg (Hon. Treasurer & Membership Secretary), Neville Stops (Hon. Events Secretary), Gordon Bellerby (Assistant Events Secretary), Giles.Abrey (Newsletter Editor), Rick.Holt, Rebecca Rayner and 12 members. Roz Stephens took the minutes

	Description	Action
	The meeting was opened by the Chairman at 18:00 hrs (local) The Chairman thanked A. Cragg for hosting the Zoom meeting. He explained that an AGM has to follow within 15 months of the previous AGM and due to the pandemic lockdown we had no chance of holding a meeting other than by video conferencing.	
1	**Those Present** The President, The Committee plus A. Kedros, P. Mailer, P. Evans, R. Bell, C. Moore, G. Hackemer, R. Hall, J. Anderson. R. Culley, B Van der Berg, P Burtwistle, R. Stephens	
2	**Signing of the Minutes of the 45th AGM held at Stow Maries on 17th October 2019** The minutes were signed as a true and correct record.	
3	**Any Matters arising from the Minutes** The relevant action points had all been dealt with. There were no matters arising.	
4	**Chairman's Report** The Chairman thanked A. Cragg for taking on the Membership Secretary's duties as well as being the Treasurer. He also thanked N. Stops for handling a difficult year with all the summer programme being disrupted due to the pandemic restrictions. He thanked G. Abrey for preparing a brand new website and between the three of them, they had introduced a new electronic means of registering for events and paying through the new website. He also thanked the rest of the committee for their input at meetings and on emails – all of which combine to keeping the FFA current and going forward. He said the finances were sound and membership strong with over 400 members.	
5	**Treasurer's Report** The Treasurer presented the 2019/2020 accounts. They showed a deficit of £5915 and consequently the reserves had dropped from £43756 to £37872, this was easily explained by increased newsletter costs, the new website, depreciation of the sound system for events and event host gifts. The Chairman added that the Committee had raised the fact that we had considerable reserves at previous AGMs and were happy that some of this reserve money has now been spent on the points above, which will benefit all members R. Bell proposed that the accounts are approved, seconded by M. Gosling. The decision was unanimous.	
6	**Membership Report** A. Cragg in his new position of Membership Secretary reported that 12 new members had joined since the last AGM and the total membership now stands at 427 members.	
7	**Events Report** N. Stops thanked the organisers of the postponed 2020 events and said that the meetings would hopefully be rerun in 2021. He also asked if an item could be put in the newsletter asking for volunteers to host open strip days. A recent member suggested having a STOL meeting for those that enjoy competitive sport flying. R.Bell brought up the subject of What3Words and its potential possibilities.	
8	**Election of Committee Members** It was the turn of G. Abrey and G. Bellerby to stand down. There were no nominations for new Committee members. The former were both willing to stand again and were unanimously voted back in.	
9	**Proposal to Update the Articles** The Chairman first explained that the Articles were something that most members never view, but they do set a discipline for the running of the Association. The Committee refers to them particularly for new member eligibility requirements, which needed clarifying. A. Cragg went on to explain the amendments and the reasoning behind the proposed updates as follows:- **Article 4 to be amended to:** "Every person engaged or who has been engaged in agriculture including, horticulture, viticulture, livestock or forestry and from which he or she earns or earned a significant proportion of their income and who has or has held a pilots licence, shall be qualified to be elected a member of the Association subject to clause 10. Any person who is or has been employed in an ancillary occupation, including merchants, agronomists, vets or agricultural scientists and who currently has or has held a pilots licence, shall be eligible for membership subject to approval of the committee." *Purpose - to clarify to some extent the eligibility requirements for membership of the FFA.* **Article 8 to be amended to:-** "Application for membership shall be made through the website and shall be in such form as the Committee may from time to time prescribe. A candidate may optionally provide a proposer who is already a member from whom a reference can be sought." *Purpose - to remove the formal requirement of proposers and seconders.* **Article 9 to be amended to:-** "The annual and other subscriptions and entrance fee payable by members of the Association shall be such as the Committee may from time to time prescribe provided that, until the Committee otherwise resolves the annual subscription shall be £25.00 and the entrance fee shall be £25.00. Every application for membership, once approved by the Committee shall be accompanied by a remittance by direct debit to cover the entrance fee and the appropriate subscription." *Purpose - to update the subscription fees and method of payment.* **Article 10 to be amended to:-** "The name address and description of every candidate shall be automatically circulated around the committee members for approval. Then every candidate for election shall be balloted by the Committee and two rejections shall exclude." *Purpose - to remove the need to send names of the applicant's proposers and seconders to the Secretary before the committee votes on their eligibility for membership, following being notified of the application through the website.* **Article 12 to be amended to add the word "Ordinary".** *Purpose - to distinguish between Ordinary members and Associate members as the latter have restricted rights.* **Article 13 to be amended to change the month from February to March.** *Purpose - to coincide with the subscription date.* **Article 14 to be amended to change the month from October to May** *Purpose - the current subscription renewal date is April 25th.* **Article 72 to add an Article as follows:-** The Committee may at any time alter details of any Article regarding matters of fact and accuracy. *Purpose - to allow the Committee to update the Articles with minor changes to keep them up to date.*	PS to reprint the Articles

10	**The New Website** G. Abrey ran through the new FFA website, explaining that the old website was out of date and in need of a makeover. A few suggestions were made by those present for various improvements. The Chairman thanked G. Abrey for all his work and said that the website will grow with new content over time, but must be kept updated to keep members interested in using it.	
11	**AOB** A. Cragg introduced his assistant Emma Gorman who is currently contacting members to convert their subscriptions to direct debit as the old standing order system has become unreliable. The President suggested that we start thinking about our 50th anniversary in 2024. He said we need to do something memorable to celebrate. G. Hackemer supported the idea. P. Mailer wanted to know how to search for destinations on the website. A. Cragg explained that this was easily done through either the search facility of by using the airstrip map. R. Bell asked if his email had been received regarding What3Words. The Committee will consider using this application at a future Committee meeting.	Comm
12	**Close the Meeting** The meeting was closed at 19:29. No date was set for the next AGM due to the uncertainties of the pandemic restrictions.	

For Sale

G-BGWC is a 1979 Robin Régent 180hp.

The main equipment is: • ASI, AI, Altimeter, VOR with glideslope, Slip & Turn, DI, VSI, RPM, EGT, CHT, OAT, pitot heat, strobe, panel lights, 2 x 40 L wing tanks + 110 L central tank.; • 1 x NavCom (8·33 kHz; • 1 x Com (25 kHz); • Mode-S transponder; • Audio panel; • Heated pitot; • GPS 695.

The airframe has flown approximately 3,200 hours. The engine has run approximately 1,115 hours since a zero-hour rebuild in 2003.

Fresh annual from December 2020

Asking £55,000 including VAT

Ray Guess, rayguess@btconnect.com





For Sale

Garmin GPSMAP 196

Used item in original box with manuals, dash and yoke mount, ext. aerial and power cable

Navigation database updates from FlyGarmin available from £45 updates via serial port.

Make me an offer

Andrew Cragg, 01303 874251



Helpful reminders

If you are organising an event…

- Please nominate someone before the day to write up the event.
- Please take pictures with a high resolution/picture quality.
- Please name all people in pictures left to right.
- Please take some portrait pictures that could be used as a front cover image for future newsletters.
- Please send photos as seprarate files rather than embedded in text.
- Please indicate clearly which text and photos go together
- Please provide any video footage that could be used in the new website (ideally 1080P in landscape).

To help us to edit and produce the newsletter in a timely fashion please could the event organisers collect all writeups including videos and pictures and provide all together within three weeks of the event taking place-.

Deadline for articles for the March newsletter 14th February 2021, please email giles@abrey-farms.co.uk.

Profile: Rick Holt, FFA Committee

By Rebecca Rayner

Rick, let us know about your early days...
I was born in Manchester in 1953 and educated at Terra Nova Prep School and Denstone College, Staffordshire. I then read Mathematics at Bath University, where I met Laura, graduating in 1976.

Tell us about the beginnings of farming vegetables under glass…
After a spell in North Yorkshire and Kent where I worked for the Wellcome Trust, Laura was teaching during this time. We moved to Blockley with our first born on the way. Laura was a sub post mistress and ran the village shop. I learnt to grow vegetables and glasshouse crops on land in Offenham where we have now lived for forty years. Laura returned to teaching until 1998 and then she joined our business full time in 2003.

Did the sibings help out too?
Yes Roly and Felicity joined us shortly after Laura. We now grow tomatoes in 22 acres of glasshouses and Roly grows a further 20 acres of 'production under lights' for our marketing company. We have been married for 44 years with two children and two Grandchildren.

How did you start your flying days?
Whilst at Uni I started gliding at Keevil and parachuting at Compton Abbas. I believe they stopped doing it because canopies were deflating from the turbulence on the hill. It is also a long walk up hill if you miss the target! I then gained my PPL in 1990.

Tell me about the planes you have built?
I built an Avid Flyer followed by a GlaStar. Both of these were accomplished in one of the glasshouses in the winter months.

How did you hear about the Flying Farmers Association?
I learnt to fly at Staverton and Wellesbourne where I met Anthony Kedros who introduced me to the FFA, joining in 1996 when I discovered what an adventurous lot you are!

Where have you flown?
I have toured in Europe, Australia and New Zealand, gained a float plane rating at Jack Brown's in Florida, and have 1800 hours. I am hoping to continue touring for as long as possible!

And we hope you continue too! Do you have any other interests?
My interests are most sports though now my exercise is gardening and dog walking and occasional skiing…
and of course FLYING whenever the weather lets me!

