ANNUAL GENERAL MEETING
FLYING FARMERS ASSOCIATION LTD.
THURSDAY MAY 1st.
AT LEEDS/BRADFORD
AT 11.00 HOURS.

1) APOLOGIES.

2) MINUTES OF PREVIOUS MEETINGS - AND A.G.M.

3) FUTURE PROGRAMMES

4) F.F.A. INSIGNIA - COL. J. WILLIAMS-WYNNE.

5) FINANCIAL REPORT

6) ANY OTHER BUSINESS

FLYING FARMERS ASSOCIATION NEWSLETTER APRIL 1975.

Those of us who attended our first meeting of the year at Fred Spencer's Farm, enjoyed an interesting talk by Dick Stratton on 'Aircraft Maintenance and what the farmer can do legally to maintain his aeroplane.'

We were all surprised to hear we can do almost anything providing it comes under the heading of cleaning. This could mean cleaning plugs, engine oil, engines, fabric, control cables etc. etc. i.e.: you can do almost anything but do get it checked for your own peace of mind and remember this does not apply to aircraft on a Public Transport C. of A. An extract from the Air Navigation Order - Article II is enclosed.

We also heard Mr. Stratton's views on the 'Never Expiring C. of A! and the Annual/100 hour inspections. We were asked to write to the C.A.A. and express our views on this problem and our Chairman has already done this (see enclosed). The C.A.A. will probably announce a decision in the autumn. Personally I think it is a good idea. Many of us own older type aircraft and fly only a few hours each year. When the C. of A. is due we find the aircraft is often completely dismantled doing far more harm than good!

The meeting was a great success and our thanks to Fred Spencer for being an excellent host and filling in spare time with an interesting visit to R.H.M. Seeds Mill in Banbury.

Thirty members attended and twelve aircraft were assembled on Fred's strip. I don't think Upper Heyford really knew what the gathering was all about but I think those of us who flew in are to be congratulated on a very orderly assembly and dispersal. Everyone did exactly as they were told, which was just as well because during Mr. Stratton's talk several FIII's flew over the village hall at about 500 feet going 'hell for leather'.

Our Chairman has written a short story (see enclosed) about the St. John's Ambulance Air Wing. If any members feel they can contribute anything to the Wing I.E. strips, instrument ratings or an all-weather aircraft, please contact the secretary H.G. Pattison, Esq.

Cont'd/...

I have recently completed an up-to-date list of members and strips. My apologies for any errors on the map - one day we shall be able to gather all the co-ordinates of these strips!

DATES FOR YOUR DIARY

May 1st Thursday at 11.00 hours our ANNUAL GENERAL MEETING. This coincides with the Farmer's Weekly drainage demonstration at Shipton. As there are no strips near the Demonstration site we shall have to use Leeds/Bradford Airport. A coach will take us to the Demonstration after the A.G.M. which should not take very long. Geoffrey Rowson is our man in the area and he is helping to organize one or two things.

Please try and come - this is your organisation so make it a success - you all have each others 'phone numbers so if your aircraft is U.S. or if you haven't got one then 'phone someone who has and get a lift - DON'T BE SHY!
Please bring packed lunches.

I f you are non radio please phone 0532/504522 (A.T.C.) or better still get a lift with someone who has a radio.

Leeds/Bradford APP/TWR/VDF/HMR 123.75 RAD 121.05

Check these frequencies in the Air Pilot / Notams.
120.3 - (100 hcs spacing).

Non radio aircraft must have 10 kms visability and 1500 ft. vis AGL and try and formate with a radio aircraft.

June 25th (Wednesday) At Fred Spencers Farm Banbury at 10.00 hrs. a visit to Twyford Seeds then flying on to Sywelt for lunch and for a visit to Chris Whittles demonstration cereal plots at the College of Agriculture, Moulton. An interesting day is guaranteed.

September 5th (Friday) An Agricultural Event at Cranfield by courtesy of Flight International! A demonstration and/or talk will be given in the morning.

September 22nd - 26th At N.A.C. Stoneleigh.
V International Aviation Congress.

Sec.

Anthony E. Poulson.

EXTRACT FROM:-

AIR NAVIGATION ORDER - ARTICLE II

1. "INSPECTION, OVERHAUL, REPAIR, REPLACEMENT, MODIFICATION".

" _____ a Certificate of Compliance is required relating to the overhaul, repair, replacement, modification or inspection".

(NOTE: Not required in respect of "CLEANING". Therefore, you can CLEAN fuel and oil systems).

2. "NOTHING in Para. (1) of this Article shall prevent an aircraft of which the maximum total weight authorised does not exceed 2,730 Kg, from flying otherwsie than for hire and reward if the replacements in respect of which a Certificate of Compliance is not in force are of such a description as may be prescribed by the owner or operator of the aircraft being the holder of a British License.

REFERENCE ARTICLE II of the A.N.O.

(NOTE: ARTICLE 59 Requires that Records shall be kept.)

REGULATION 16. AIR NAVIGATION (General) REGS.

Pilot Maintenance - prescribed repairs or replacements 16. With reference to Article II (2) of the Order the following repairs or replacements are hereby prescribed:

(1) Replacement of landing gear tyres, landing skids or skid shoes.
(2) Replacement of elastic shock absorber cord units on landing gear where special tools are not required.
(3) Replacement of defective safety wiring or split pins excluding those in engine, transmission, flight control and rotor systems.
(4) Patch-repairs to fabric not requiring rib stitching or the removal of structural parts or control surfaces, if the repairs do not cover up structural damage and do not include repairs to rotor blades.
(5) Repairs to upholstery and decorative furnishing of the cabin or cockpit interior when repair does not require dismantling of any structure or operating system or interfere with an operating system or affect the structure of the aircraft.
(6) Repairs, not requiring welding, to fairings, non-structural cover plates and cowlings.
(7) Replacement of side windows where that work does not interfere with the structure or with any operating system.
(8) Replacement of safety belts or safety harness.
(9) Replacement of seats or seat parts not involving dismantling of any structure or of any operating system.
(10) Replacement of bulbs, reflectors, glasses, lenses or lights.
(11) Replacement of any cowling not requiring removal of the propeller, rotors or disconnection of engine or flight controls.
(12) Replacement of unservicable sparking plugs.
(13) Replacement of batteries.

Cont'd/...

Pilot Maintenance - prescribed repairs or replacements.

(14) Replacement of wings and tail surfaces and controls, the attachments of which are designed to provide for assembly immediately before such flight and dismantling after each flight.

(15) Replacement of main rotor blades that are designed for removal where special tools are not required.

(16) Replacement of generator and fan belts designed for removal where special tools are not required.

G.R. SUNDERLAND,
An Assistant Secretary,
Department of Trade.

15th August, 1974.

ST. JOHN'S AMBULANCE AIR WING

John Williams-Wynne

Most Members of this Association probably know about the St. John's Ambulance Air Wing, but here are a few lines for the benefit of those who so far have not heard about it.

It is a well-established section of the St. John's Ambulance organisation and it was formed to provide quick, reliable, service for the sick and injured. When I first came across it some years ago it was through a phone call about 06.30 hours. "Could a man whose son was critically ill as a result of a fall, land on my field?" It seemed that the father was a Professor on loan to a University in California. The son, aged 12, back here in Wales, had a fall and fractured his skull. The father wanted to get home quickly. In fact, thanks to the St. John's Air Wing, the father got back to the hospital in Aberystwyth in well under twenty-four hours after the time the accident occured: 747 from the USA to Heathrow, Cherokee 140 Heathrow to my field, RAF Helicopter to the hospital lawn. The efficiency of the service was impressive and I asked to join.

Since then I have had the St. John's Air Wing Newsletters and kept abreast of the work that it is doing. Here is an example: 100,000 miles flown in the past four years (since formation) and over 150 kidneys delivered; involving calls at the following, Heathrow, Glasgow, Rennes, Rotterdam, Rhoose, Ringway, and so on.

It is an all-weather service so that an I/R is desirable and also an All-weather aeroplane. But surely an equally useful contribution must be a field? That is how I came in on the act. Would you mind doing the same? It is not a matter of opening your strip to all and sundry, but to (on the whole professionally qualified and certainly experienced) pilots of light aeroplanes. If you are interested do write to the address below:-

H.G. Pattison, Esq.,
Glendining House,
20 Main Road,
Naphill, Bucks, HP14 4QB.

Tel: Naphill
(024-024) 3538.

COPY OF LETTER SENT BY OUR CHAIRMAN
COL. J. WILLIAMS-WYNNE
TO THE CHAIRMAN OF THE C.A.A. - 26.3.75.

Our Flying Farmers Association, now representing 115 members (owning between them nearly 70 aeroplanes which are kept, for the most part, on farms) at a meeting near Banbury yesterday, asked me to write to you about Airworthiness and Inspection. They want me to say that they whole-heartedly support the Paper recently published by the British Light Aviation Centre on the subject of 'Non-expiring Certificates of Airworthiness' together with Annual/100 hour inspections.

They also ask me to say that we should much appreciate being allowed to take part in any discussions which are being held on this important subject.

J.F. WILLIAMS-WYNNE,
Chairman,
Flying Farmers Association.

"The Evergreen C of A"

As all Members know, the BLAC is arguing with the CAA and trying to have the USA system of non-expiring or "Evergreen" Cs of A introduced into the UK. Under this system the Airworthiness Division of the CAA (which used to be called the ARB and which still works from Redhill in Surrey) would issue a C of A to a new aeroplane, but thereafter except in special circumstances, all that would be required would be a "100 hour or Annual" check by an approved and licensed engineer. All this is so well known to our Members that it may not come as a surprise to hear that the present complicated system leaves loopholes; wide, gaping holes in the schedules.

For example, one of our Members recently took his aeroplane to a very competent firm which always does his servicing and asked for the 2 year C of A renewal. He drew the attention of one of the staff (but not the Inspector) to a small bolt in one wing from which the internally fitted nut had come adrift. The nut was obviously loose and the head was standing up proud by about 3mm.

The C of A was duly carried out and the surveyor from the Airworthiness Division signed the aeroplane out. All the paper work was undoubtedly faultlessly and meticulously done, but such was the attention to the paper that the bolt was overlooked.

It is not a very important bolt and has been loose for a couple of years now, but during the C of A the covers were off and there was a perfect chance to put the nut on again. Now, unless the covers are removed for the purpose (at some cost to our Member!) the bolt will remain loose for another two years.

Roll on the day when the "Evergreen C of A" comes in and the Inspector really does have to carry the can for poor work. At present he can leave the responsibility to the CAA Inspector, and if he doesn't know much about light aeroplanes its your funeral.

Anon.