# FLYING FARMERS ASSOCIATION, LTD.

## NEWSLETTER - FEBRUARY, 1981

### INTRODUCTION

We would like to start this Newsletter by wishing all Members the Compliments of the Year for 1981 and the hope that something may transpire to see us all getting a more realistic return for the efforts we are putting into our work.

May I, as your self-appointed Editor, apologise to you all that we have not published a Newsletter since July, 1980. That Newsletter set out the programme of visits still to take place at that time, including details of the trip to France. Ever since November, I have been trying to put pen to paper and to collect together sufficient items to make a worthwhile Newsletter. Each time I have started, something has cropped up to postpone my efforts, which has caused several Members to write to ask if I still exist !

However, now we seem to have sufficient items of considerable variety for your interest. The only item which is missing is a detailed programme of events for 1981, but this will not be available until your Committee has had a chance to meet, hopefully later this month.

At this point I must report that our Chairman, Col. John Williams-Wynne, has been on the sick list since early November and has only just returned from a convalescent trip abroad. May we take this opportunity to wish him a speedy recovery from an injury which befell him whilst swimming on the last day of his convalescent holiday in the West Indies.

Now for some Good News. Enclosed with this Newsletter you will find the list of Members, and the Airstrip list. Again, I must apologise for the delay in getting these organised and distributed, but I hope that you will agree that the wait has been worthwhile. The Airstrip map is now in production, and we will hope to circulate this with the next Newsletter.

An amendment list for the Membership and Airstrip lists will be circulated twice a year, with Newsletters.

Finally, I will circulate a very brief Newsletter confirming details of our plans for visits this year as soon as the Committee have put the Programme together. Please do not expect a full-scale Newsletter at that time - it will only be the briefest of details.

### CONGRATULATIONS ..

(1) TO PETER LIPPIATT

The Association would like to offer its sincere Congratulations to Peter Lippiatt, who was awarded the £3,000. Joseph Nickerson Cereal Husbandry Award for 1980.

Those Members who were priveleged to visit his Farm in May 1980 will not be surprised by this Award. The "Farmers Weekly" report on the award reads as follows:-

"Mr. Lippiatt who grows only cereals on his 364-hectare (900 acre) farm near Chipping Sodbury, Bristol, was given the award for his logical application of new technology to cereal production and close attention to detail in implementing the intended programme.

"He has identified the best market for him to supply, concentrated on a few varieties for which he had developed optimum farming practices and constantly had thought for the economic justification of individual inputs and for the level of fixed resources on the farm," said the judges.

They said that Mr. Lippiatt's cereal husbandry was quite outstanding and very near the peak of economic efficiency for the environment in which he farms."

(2) TO CHARLES SHEA-SIMONDS

Charlie won the 1980 Tiger Club "Dawn to Dusk" competition. Although he is not a Member of our Association, the award has significance for our Members, partly because of what was achieved in 1980, and partly because of Charlie's considerably more ambitious plans for 1981, which will, we hope, involve considerably more of our Members.

In 1980, in aid of SSAFA and ASBAH (of which more later), Charlie, being a Yorkshireman landed at as many Yorkshire Airstrips and Aerodromes, civil and military, as possible, within the hours of daylight. He flew a Stampe and carried a very attractive female navigator, Amanda Mitchell, with him. They landed at 32 different places during the day - not many, you may think, considering that over 90 military airfields were established in Yorkshire (obviously not all now open) during World Wars I and II. However their efforts, and the amazingly detailed and interesting log they produced, were sufficient to win them the award, which they will receive from the Duke of Edingburgh at a reception next month.

Charlie has particularly asked me to thank Chris Jackson, Das Stephens, Pat Nutt, Carl Wilkinson, Mr. J. P. Lassey and Mr. Robinson of Acaster Malbis, not all of whom are Members, but clearly all of whom should be, for their help and enthusiastic co-operation on the day.

NOW FOR 1981 .....

THE DAWN - TO - DUSK COMPETITION, 1981

For 1981, Charlie has far more ambitious plans.

For those of you who have not heard of the Dawn-to-Dusk Competition until the arrival of this Newsletter, the object of the Competition is to show the best use of a light Aircraft in a specific project over a whole day. The period available for the Competition is about two weeks on either side of the longest day of the year in June. The Tiger Club sponsor the Competition, and the Duke of Edinburgh takes a very active part in judging the results. This year Charlie is going all out to raise funds for ASBAH - the Association for Spina Bifida and Hydrocephalus. ASBAH already have experience of working with the General Aviation world - not only were they involved in last year's successful Dawn to Dusk (albeit at very short notice, and at a low key), but they were also heavily involved in the 1980 Cross-Channel Parachute Jump, which achieved great operational and financial success, and considerable publicity as a result of the reception by a local (unfriendly) French farmer, and the subsequent attentions of the Gendamarie.

The significance of choosing 1981 for this event is that 1981 is "The Year of the Disabled", and it is therefore an opportune occasion to attempt to raise as much money as possible for ASBAH.

ASBAH's Director of Appeals, Miss Judy Kay, will be travelling with Charlie as Navigator; in fact, she is becoming very aviation minded, because as a result of the Cross Channel Parachute Jump, she now has an S.A.S. parachutist fiancee, Bob Walters, who is well known to us here at Shobdon. To keep the project even further "in the family", Judy's assistant on this project is Maggie Corbett who, very sadly, I cannot claim as a relation ! There is therefore, considerable attraction to our Members in becoming involved !

The 1981 project will be to land at least once in every county of England. Charlie is being lent a Maule by the U.K. agents, Capital Aviation Sales Ltd., of Staverton. He is now planning his route, with the help of our Airstrip list, and when the route is provisionally planned, we will approach all those Members whose strips may form part of the route, and ask for their help and co-operation. If any Member is particularly keen to become involved in helping with this project, I would be most grateful if he would contact me. We are having preliminary talks with the Young Farmers movement to see if they would become involved in the fund-raising aspect on at County level - to identify with the principle of a landing in each County.

This event should prove to be an interesting and worthwhile event to enliven some, but regrettably not all, of our Members' lives.

FORTHCOMING EVENTS -

The only firm date which I am able to give you at this stage is:

APRIL 7th, 1981

At 1430 hours on Tuesday 7th April, 1981, there will be a talk entitled "Recommended Safety Standards for Unlicensed Airstrips."

This talk will obviously be of considerable interest to most of our Members - and we hope there will be an excellent turnout.

The talk will be given by Mr. Selwood of the Civil Aviation Authority, and will take place at Aviation House, 129 Kingsway, London.

A tear-off slip to indicate attendance will be attached to the next Newsletter published. The A.G.M. may be combined with this event.

The following events are also being investigated for the Summer Programme. Unfortunately, Bart Woodall is up a Swiss Alp with his aeroplane at the moment, so I cannot get any confirmation of dates.

(i) Visit to Roy Sanderson's rough-terrain forklift factory.

(ii) Visit to Wg. Cdr. Ken Wallis and his auto-gyro's - not before September, because of his timetable.

(iii) Visit to R.A.F. Lyneham and the Air Sea Rescue practical demonstration unit there.

(iv) Visit to the Royal Highland Show at Ingliston (Edinburgh), possibly combined with a trip to Strathallan to see Sir William Roberts's collection before it is partially dispersed.

(v) A competition day at Fenland on the lines of that held at Wellesbourne Mountford last September.

(vi) A trip abroad.

(vii) The Great Yorkshire Show (14-16 July). Northair have offered to provide hospitality and transport to the Harrogate showground from Leeds/Bradford airport if there is sufficient advance demand. This will be incorporated in the next Newsletter tear-off return.

"Therefore, there is a need for increased vigilance in detecting the symptoms of carb-icing (power loss), at any throttle setting."

THE VISIT TO LA BAULE, SPETEMBER, 1980 - BY MIKE STOPS

Monday 22nd September, arrived with harvest mostly finished but plenty of autumn work to be done ! 38 Members and 14 planes left for France; Oh ! not quite true, for David Roberts and a friend were in France. Four brave Members came all the way from Sunderland, well done, 6-7 hours flying. We had low stratus and rain in the Midlands, but this cleared by 11:00 hours. I flew to Halfpenny Green, where a good friend Bill Lowe flew me to Hurn, where we met 5 Members planes already parked. Then with the usual rush, of getting weather, fuel, flight plan filed, duty free drink, and export fuel rebate, etc., we set course for La Baule via Cap De Hague. We arrived at 17.45 hours, by which time most Members were there. It was a lovely evening. We were met by Bernard Giullet and his Wife; also Dr. Machory who very ably handled the Traffic Control, Keith Stacey U.K. Sambron Representative South England, and Keith Hancox Managing Director Sambron U.K. We were greeted with a glass of wine, and seeing both National flags flying made it a perfect setting. Then by taxi to the two first-class Hotels, later all joining up for an evening meal at a well known restaurant.

Tuesday 9.00 hours.

Another morning of low stratus and dampness. We went by coach to the Sambron factory at Pontchateau. We were met by James Christie, Sambron P.R.O. for France, who gave us a short talk on the Sambron history, and their future plans; this was followed by a tour round the factory, which was of interest to many of us, especially seeing how efficiently it was run. A 30 minute coach trip to La Bretesche, where we were given a super lunch in the Hotel De Gold, a lovely old building by a lake.

Then onto La Chapelle Sur Erdre to a dairy and orchard farm "Gaec De Massigne", where we saw a good herd, tiled milking parlour and many small silage dumps 25m x 1m. The orchard of cordons were a sight to be seen. Yes, no Golden Delicious ! (Shame ! ed.). We were kindly given Cider wine, and wine.

Next onto a farm jointly run by 4 farmers. It was pigs, vines, grain, with a large grain store and mill, very untidy ! then to their wine cellar and another glass of wine.

It was by then getting dark, as we got back on the bus. We arrived at Maisdon-Sevre, who made us very welcome to their famous cellar of Muscadet. A fine spread of food and wine, which I am sure we all enjoyed, and a jolly evening was had by all. Having a dozen crates of wine over, these were put aboard the bus, which must have been well over loaded ! We got to our hotels at 24.00 hours.

On Wednesday we visited the U-Boat pens at St. Nazaire, toured the town by bus and then back to the Airfield. The weather was poor, but most of us were airborne by 13.00 hours. It was all cloud till we got over the french coast, then a perfect fly home. We heard a plane had droped into the sea by Bournemouth; it was not one of ours !

We would like to say a very big Thank You to Bart Woodall, who made it possible and organised it so well; also to Sambrons for their generosity and for making us so welcome. A trip I am sure will be long remembered.