FLYING FARMERS ASSOCIATION

March 2021 newsletter no. 136



CHAIRMAN'S RAMBLINGS

It seems to have been a long winter where we have had to tackle escalating feed prices (good for arable, not so good for livestock farmers), becoming an independent nation again, some wintry weather that we haven't seen for a number of years and oh! – that damn virus is still at large, stopping those of us who enjoy a bit of winter sunshine getting away to recharge our batteries.

As I write this towards the end of February, a good proportion of FFA members will have had a vaccination – but there doesn't seem to be much freedom to start our meetings again just yet. In 46 years, we have never had such a break from our events program. But although it might seem that the FFA has gone to sleep, your Committee continue to carry on with the usual business – the recent Committee meeting report is in this newsletter. No doubt Neville will be keeping his eye on the ball and at the first opportunity we will be back enjoying those meetings again – hopefully starting at the end of June. Never before has an Events Secretary had to contend with a situation like this.

Andrew keeps us up to date via the emails regarding politics and transition of EASA regulation into CAA rules. It will be interesting to see if Grant Shapps' vision of the UK being the best place in the world for GA comes to fruition. Also, will all this change lead to less red tape and simplification or just an excuse to complicate things?

There are still a steady trickle of new members enrolling – even an 86 year old signing up recently! You're very welcome Fred. Andrew is also migrating members' subscriptions from standing order to GoCardless, bringing us into the digital world. If you haven't already done this, please do so as it makes Andrew's job so much easier. Just contact him at acragg@brookerfarm.co.uk and he will give you the details.

No doubt there will have been some aircraft maintenance flights going on to keep our aircraft engines lubricated. We are in a quiet area for GA in North Yorkshire, but it has been deathly quiet for some time now. We might be allowed to venture further by the time you receive this newsletter.

I haven't looked into it yet, but I guess we will have a new protocol of paperwork to be able to cross the channel when things open up, which I hope goes better than the procedure to import / export goods. Hopefully when the position is clearer, Andrew will be able to update us.

I have done a little resume of the history of the FFA (see further on in this newsletter) and I have dug out all the old newsletters from 1974 to 1984 which will hopefully be published on the website soon. It was interesting reminiscing about the early events we did. I was reminded that we even did pop-in meetings to members' strips in those early years. Apart from the organised events, this is what the FFA is all about – sharing the banter about flying, farming and that common factor – the weather. It will make a welcome change from Covid, Covid, Covid.

Paul Stephens

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Joined Since 1st December 2020

8701	G. Nutt, Snainton, North Yorkshire
8703	R. P. Caley, Aldbrough, East Yorkshire
8704	J. C. Collingwood, Benenden, Kent
8706	M. Taylor, Iron Acton, Gloucestershire

Departing Members

531	K. Knight	Retiring
344	S. Penoyre	Retiring
635	C. Perkins	Retired
688	R. D. Taylor	Cancelled membership
305	S. T. Raby	Cancelled membership
448	E. J. Vince	Cancelled membership
331	R. Simpson	Cancelled membership
738	J. Martin	Cancelled membership
650	G. A. Speich	Membership lapsed
699	J. Tremlett	Retiring
449	J. H. Fenwick	Retiring
275	R. J. D. Blois	Passed away
8662	A. Bales	Cancelled membership
825	D. J. Burnett	Retiring
810	C. Benson	Retiring
468	M. Graty	Passed away
428	R. Marven	Passed away

Committee Meeting, February 26 2021

The FFA Committee met by Zoom on 26th February 2021. Its just not the same as a face to face meeting, but unlike the well publicised Handforth Parish Council meeting with Jackie Weaver on Youtube, we were a bit more orderly. We had all 7 Committee members and the President in attendance.

Our Membership Secretary / Treasurer, Andrew Cragg informed us that we now have 58% of members transferred from standing order subscription payments to GoCardless – a direct debit system. As explained before, the old standing order system is getting unreliable and a change to this digital system will make Andrew's life much easier and more efficient. We have to remember that all our Committee do so much work for the Association on a totally voluntary basis and your cooperation with this transition is much appreciated. If you haven't yet changed onto this new system, please get in touch with Andrew on acragg@brookerfarm.co.uk and he will send you the necessary paperwork.

Maybe its because of this wake up call for subscriptions or just the fact that a number of members are retiring or have stopped flying, but our membership has dropped to 399. Please remember that just because you stop flying, there is no reason to resign your membership. Many of you have been in the FFA for up to 46 years and it is a shame to lose anyone.

Financially, the FFA is very healthy with good reserves. But with costs rising and our profit nearing zero, there will come a day when we might have to raise the subscription. There is no need just yet, but I'm sure you will all agree that £25.00 is an amazingly low fee for such a good and worthwhile organisation.

Our Events Secretary, Neville Stops has a summer program poised and ready to go. Government COVID guidelines will dictate how this plays out, but by the end of June we should be back in full swing. As already published, the Foreign Tour has had to be postponed for a second year, but you can imagine the difficulties with trying to follow guidelines from 4 different governments, from our own to the Isle of Man, to Northern Ireland and then entering the EU into the Republic of Ireland. Thank you Peter Gale for trying your best to get this one air borne – third attempt lucky!

As ever, Neville welcomes any volunteers for events and I'm sure we all appreciate the extra work that he has been landed with trying to pre-empt and work round the COVID restrictions.

Giles Abrey is getting the new website together with extra content. To make it more interesting he would appreciate any photographs and short videos from events. It would be good to get more historical photos from the early days of the FFA, but we realise that in those days we had to take film down to the chemist to get it developed, unlike the convenience of a mobile telephone nowadays. So much less photography went on. His address is giles@abrey-farms.co.uk if you have anything of interest.

Andrew will be sending out an FFA survey. The last one was carried out was in 2004. Please fill it in as the outcome might benefit everyone – for instance, can we get a better aircraft insurance deal and how is the membership and types of aircraft changing?

This is just a brief resume of a 3 hour meeting – but a lot of it would be far too boring to report!!

Paul Stephens

Attention needed: Some important reminders from our Membership Secretary and Treasurer

1. Are you getting emails from the FFA? From now on, **important information and registration for events will be sent by email so it's important to be on the system**. If you're not getting emails, then send one to info@ffa.org.uk. We still don't have emails for 15 of you and have not been able to contact you using the details we currently hold.

2. Take a moment to check your details on the new website. It's very easy! You can update most things except your email, which we can change for you. Email us at info@ffa.org.uk

3. Thank you to the 58% of our members who have signed up to **Go**Cardless, the Direct Debit system. Unfortunately, many have not yet responded to our invitation to move over. **PLEASE, if you have not made the change please do it soon, before the annual subscription renewal on 25th April 2021.** We sent every member an email with the details; if you've lost the email, then email us at **info@ffa.org.uk** for another. A number of members, having had a reminder but forgetting they had already done it, did it again. Again, if you can't remember, we'll be happy to tell you.

Survey coming soon

It is important to find out about you, our members so we can better represent you.
We want ideas from you about the organisation, the services we provide and future events.

Coming soon SurveyMonkey

GAP – Report on General Aviation Partnership Meeting 21st January 2021

Another challenging Zoom meeting with 33 participants, many in a "participating" mood!

As you might imagine, 21 days after Brexit and departure from EASA, AND Covid, everybody wants to know what we can and can't do.

Post EASA

A lot of that is determined by the DfT and its good to note that a Statutory Instrument was laid as early as 7th January to bring into UK law some **post-EASA 'quick wins'**, including:

- Extending the use of the Pilot Medical Declaration (PMD) to Part-FCL (EASA) license holders
- The restoration of the ability of UK National licence holders to operate Pt-21 aircraft as early as Mar/Apr 21.

I asked AOPA if there would be any merit in producing a grid showing what aeroplanes you can fly with what license and medical and where - but I had to agree that it was such a fast moving feast that such a thing would be quickly out of date with all the legal ramifications that would attach.

What you can and can't do with a PMD has caused a lot of confusion recently. It's been tidied up, but predictably it's still not simple. The CAA website is much clearer and I recommend you consult this page https://www.caa.co.uk/general-aviation/pilot-licences/medical-requirements/medical-requirements-for-private-pilots/
(Google "medical requirements for private pilots").

The important message is that when we are able to fly again, with some new licensing and medical options, please make sure your information is up to date.

And, talking of "up to date".

The Trade and Cooperation Agreement has implications for aviation and the UK GA sector which are still being worked through. The CAA website is being updated as quickly as is practical, but given the length and complexity of the T&CA and the short notice with which it was agreed, there may therefore be some inaccuracies in the guidance on the CAA website in the short term.
If you are making any major decisions consider contacting the GA Unit (ga.ga@caa.co.uk) to confirm the post-EASA situation.

CAA Post-EASA Consultation

Some of you will have responded, while many were put off instantly by the opening, seemingly irrelevant, questions. Early results (more to follow) include:

- That 42% of respondents felt that there is regulation in other NAAs that the UK should adopt, particularly FAA Airworthiness regimes for GA.
- That there is an overwhelming desire to simplify and rationalise our GA Flight Crew Licensing and Airworthiness systems
- That there is real worry about the loss of GA airfields to development and that we need to step in where we can.

No big surprises there so lets hope that some action comes of it in April 2021 when projects based on this consultation should start.

Electronic Conspicuity

If we were wondering what the driver to mandatory carriage of ADS-B in January 2024 was, then we were left in no doubt by a presentation from Future Flight, a consortium funded under Government's InnovateUK. This is where unmanned aerial vehicles (UAV's) will be positioning themselves in the near future and nothing must bump into each other.

- Integrated autonomous freight systems
- Last-mile goods delivery
- New aviation services –asset maintenance, surveying
- City air taxi services
- Distributed aviation systems – connecting
- Under-utilised airfields becoming multi-modal regional transport hubs

Then, there was a presentation by CAA showing where it sees EC and I quote:

> "The scope of the EC programme has evolved, from mitigating risk of GA-to-GA in Class G, to become an enabler for other airspace modernisation initiatives and is included as an initiative in its own right in the Airspace Modernisation Strategy.
>
> Add the growing demand from new users, and we see yet more pressure on Class G. With the current methodology of establishing Temporary Danger Areas (TDA) to separate non-compliant users, we increase complexity and accept that the use of such restrictions is an unsustainable long-term option.
>
> The key objectives then for EC are:
> - To maintain system wide safety at the current levels enjoyed today;
> - To improve access for existing groups of airspace users by reducing the need for segregation (and that includes access to controlled airspace – Ed)
> - To enable and encourage new types of airspace user to develop and implement new products and services in the UK – by creating a system in which new and existing airspace users can seamlessly interact."

This is the proposed approach :

- Establish voluntary standards now and review periodically based on further evidence.
- Increase the use of a minimum standard in areas where UAS innovators want to establish new BVLOS/automated operations.
- Create targeted exemptions to the mandate around specific aviation activity
- Mitigate stakeholder impacts through taxpayer funding?

Welcome to the future!

Andrew Cragg

GASCo

The General Aviation Safety Council

Nothing to report – Next meeting end of March

GAAC General Aviation Awareness Council

Nothing to report



75 Years of Flying for Fun

The LAA is one of the organisations that the FFA supports and in this edition Steve Slate, CEO of the LAA tells us a little about how it was formed and what it does.

It's amazing to think that the UK's biggest powered sport flying association started around a kitchen table in a London flat, but 75 years ago, that's just what happened. A meeting in October 1946 created the Ultra-Light Aircraft Association, to lobby the Air Ministry to enable power-cost private flying with aircraft operated on a 'Permit to Fly' rather than the more expensive processes of a CofA.

Originally the Ministry gave grudging agreement to allow aircraft not exceeding 1,200lb in weight, with engines not exceeding 40hp and a landing speed of no greater than 40mph to be flown, subject to construction supervision and a final inspection by volunteer ULAA inspectors. Today similar processes still apply. The association continues to operate under delegation from the Civil Aviation Authority, overseeing a Permit to Fly scheme which allows costs to be reduced by enabling owner maintenance, home building and restoration, under the oversight of more than 300 approved LAA inspectors around the country.

The original ULAA changed its name to the Popular Flying Association or PFA in 1950 to reflect the creation of self-help flying groups offering lower cost flying in a wide range of pre-war or wartime trainers such as Tiger Moths and, in 2008, to the Light Aircraft Association. Today the LAA has more than 7,700 members (many of whom are Flying Farmers) and around 2,700 aircraft operating under the Permit to Fly system. Add to these about 1,500 aircraft for which the LAA is either overseeing amateur-builds or projects under restoration and the LAA is now by some margin, the UK's biggest air force!

The LAA is about a lot more that its inspection and engineering oversight too. The LAA uses its leading position in the flying community to work with the CAA and Department for Transport on issues including drones, airspace and licensing. The association's monthly magazine 'Light Aviation' is an award-winner and there are 26 regional member groups or "Struts". The lockdown has driven some now initiatives too. Both LAA HQ and many Struts have organised 'Lockdown Lectures', including one recently by a fellow kit plane owner in the USA, whose day job is a Lockheed U-2 pilot.

There's also a very popular "Virtual Pub Night" on the last Friday of each month, a simple, informal 'noggin and natter' down the LAA virtual pub, to chat about aircraft, flying and the LAA. So successful has this become, the association has had to extend it virtual bar, to accommodate up to 500 guests!

If you like what the LAA does and you're not already, why not become a member and add to the support that the FFA gives to the organisation



Looking back over 46 years of the FFA

Seeing as we are in this weird world of pandemic at the moment, with uncertainty about when we will return to normal, Giles asked me to recollect a bit of our Association history, not only to fill some space in this newsletter but also for the benefit of those who might be interested in how the FFA was formed.

Our Association was founded in 1974. Interested farmers were brought together on April 25th by an article in Farmers Weekly, instigated by one of our founder members, Tony Poulsom, who wrote a letter to the weekly magazine pointing out that as he flew around the country, he noticed a number of farm strips and wondered if there would be any chance of getting these like minded people together.

Edward Long, a Farmers Weekly journalist at the time, took up the idea and together with Tony and our first to be Chairman, Col. J. F. Williams-Wynne, a formative meeting was held. This was at Baginton Airfield, now known as Coventry Airport, in order to attend the Farmers Weekly Drainage Demonstration. It was hoped that around 30 potential flying farmers would turn up, but when about 80 came, many in the 28 aircraft that flew in, transport to the event was stretched!

A limited company was formed with Colonel John as Chairman, Tony was Secretary and Fred Spencer and David Corbett were Committee Members.

The first actual FFA organised event was at Shobdon on September 24th 1974, which was on David Corbett's farm. I was at that meeting with my father but cannot remember a great deal about it other than looking at David's blackcurrant crop and then shaking hands with Douglas Bader who arrived in his Beechcraft Travel Air, G-APUB, smoking his pipe, to address us on "The CAA and the FFA".

Douglas Bader (later to be knighted following the FFA event) joined Royal Dutch Shell after the war and became Managing Director of Shell Aircraft. His Beech was gifted to him by Shell on his retirement in 1969 following which he became a member of the CAA. Interestingly, this early predecessor of the Beech Baron was returned to the US after Bader lost his medical in 1979 and is now in Paris, Virginia.

Back to the FFA! By the end of 1974, there were 110 members. Col. John's aim was for the FFA to be recognised by all the major authorities and as far as possible to protect the interests of farmers who want to fly from their own strips. Setting up a strip insurance scheme was on the cards from the beginning and a membership list with airstrip details was planned.

The first European Tour took place in 1978 landing at Schipol Airport in Holland. 35 members attended. However, Colonel John was suffering bad health in the early eighties and at the 1982 AGM, Bart Woodall stood in as Chairman and Dick Walgate became the second Chairman of the FFA. Colonel John became the President and by this time, Mike Cuttell and Robin Dent were Committee Members. The membership had grown to 175.

By 1993 the membership had grown even further with 369 subscribers. The FFA were now holding 4 meetings a year plus a European tour. Countries visited included Southern Ireland, Scotland, France, Germany and Poland.

Over the next few years, the number of annual events had increased to 8 and the European Tours became even more adventurous. It seemed that the further we planned to travel, the more members wanted to take part. We visited Hungary, Sweden, Spain, Portugal (with a landing in Morocco), Italy and the Baltic States. There were off shoots with groups of FFA members doing flying tours in Australia and South Africa (using hired aircraft), even a meeting doing an altiport rating at Courchevel.

John Golden took over the Chairmanship in 1999 as the third Chairman of the FFA, a position he held until he retired in 2009 when Martin Gosling took over for another ten years until 2019 when he handed over to myself.

During these 46 years we have held 283 meetings including 37 European Tours. We have produced 136 newsletters, we have an excellent website with a membership list and airfield mapping, we have an airfield insurance scheme in place and we have representatives at three major aviation councils representing our present membership of about 400 flying farmers. I think we have achieved Colonel John's vision of what the FFA should look like and long may it continue.

This has only been possible through the work of our volunteer committees and event organisers, past and present, who as the present Chairman, I would like to thank sincerely on your behalf.

Please check the FFA website, go to NEWS then NEWSLETTERS and see a copy Newsletter No.1 right at the bottom, as well as many previous newsletters. Even in that very first newsletter, there is a very interesting article about running short of fuel by Tony Poulsom, as well as more about the formation of the FFA.

Paul Stephens

Next generation FFA member



Two year old George Holland, son of FFA member Jonathan Holland enjoying the FFA magazine. He loves flying mainly so he can spot tractors from the air which are his obsession. Photo is by Jonathan Holland

An extract from the first FFA newsletter 1974

Watch that fuel - A lesson learnt

It was one of those rare early summer days when there was not a cloud in the sky. A 'phone call to the Met. Officer at Heathrow confirmed my own forecast - excellent visibility, surface winds light and variable, outlook for the next twenty four hours little or no change. Armed with this information I finalised arrangements for a trip to the West Country. I had expressed an interest in purchasing a tractor from a well known firm. A representative would collect my companion and I from the nearest airfield to the firm's factory, at about 3p.m. that afternoon. We had calculated that the trip would take an hour and so we estimated a take off at 2p.m. However, a minor mechanical problem with a vacuum pump in the milking parlour delayed our departure by half an hour and it was not until 2.35p.m. that we took off from the farm strip, climbed to 2,000 feet and headed West. Both fuel tanks were full which meant we could stay airborne for 2 hours 25 minutes.

The flight was smooth and uneventful and we arrived at our destination 35 minutes late and full of apologies to the young man who had been sent to collect us. I hurried up to the Control Tower and paid my landing fee. Before leaving I was advised that the fuel pump attendant would lock up his pump at 7p.m. and if we wanted fuel to be on the airfield well before that time. I said that I did not think that we would by any later than 6 o'clock.

The drive from the airfield to the factory took 20 minutes and we spent the late afternoon examining and driving tractors on the firm's demonstration site. We were entertained very well and after an excellent tea we were driven back to the airfield, arriving at 6.50p.m. It came as a nasty surprise when we were told that the pump attendant had gone home and it was only then that we realised that it would be impossible to get fuel on the way home. All the airfields along the route would be closed for fuel. Well, we were not unduly worried, we would still have about fifteen minutes of flying time left when we reached the farm strip, and although I knew it was really not enough reserve, we took off into a cloudless sky and headed eastwards.

We arrived over the strip at 3,000ft having spent an hour and 5 minutes on the return journey. I did not bother to look down. Brakes off, mixture rich, fuel on the starboard tank (15 minutes left). Gauges in the green, hatches and harness tight and secure. A piece of cake, I grinned at my companion as I eased out the carb heat and throttled back to 1500 revs. We were flying downwind at about 1000 feet when I glanced at the airsock to confirm there was no wind. And then I saw them, about 200 of them, they were black and white slugs grazing on the six acres of airstrip. My cows had broken through the electric fence of a nearby paddock and it looked as though they were really enjoying that nice fresh grass.

It was no good buzzing the cowman's house, it was his day off the following day and I knew he was going away that evening. My other man lived a mile away from the farm and I knew he would never get the cows off the strip before my precious fuel ran out. There was no alternative field on the farm, electric wires criss cross the fields at all angles. I had about 10 minutes fuel left and I decided to go for the nearest airfield, ten minutes flying time away. My companion, also a private pilot, was looking very uneasy, we did not say a word to each other. I nursed the aircraft to a safe height, throttled back to 80mph and eased off the mixture as much as I dared.

Well we made it and we lived to tell the story but the next time I did a cross country from the farm I really made sure that I had enough fuel for emergencies like the one that happened on that early summer day. After all, how often do large numbers of cows graze on proper airfields?

ANTHONY POULSOM

* * * *

Programme 2021



This year has been difficult to plan with the current pandemic and uncertainty of future restrictions. The committee has been in touch with Peter Gale regarding the Isle of Man & Ireland study tour following the brief given by the Prime Minister on Monday 22nd Feb. In view of the situation with us coming out of lock down just a few days before departure, the chance hotels and venues remaining closed along with possible border control restrictions regrettably the study tour has been postponed until 2022.

We have managed to retain a relatively full programme for the year, the current programme is listed below which will include some airstrip open days. All events will dependant on government guidelines at the time.

From now on, important information and registration for events will be sent by email so it's important to be on the system. If you're not getting emails, then send one to info@ffa.org.uk

We will NOT be using paper return slips.

As soon as dates and itineraries are confirmed they will be put on the Web site. An email will be sent out confirming when you are able to book the event. Bookings will be made on EVENT BRITE accessed via the events button on the website members area. If you have trouble booking an event, please contact us.

Keep Safe
Neville

Airstrip open day

- Paul and Roz Stephens will be holding a Pop-In visit, at West Heslerton, Yorkshire, date TBC. We can pick either a Saturday or a Sunday nearer the time according to weather forecasts. 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.
- William & Jane Procter, will be holding a Pop in visit at Stows Farm, Tillingham, on Saturday 17th July with a slip day of the Sunday 18th July. Details TBC.

We will work within the COVID guidelines whatever they are on the day.

Events planned for 2021

- 30th June 2021 – **Sky Demon Presentation**, Dorset.
- Date TBC – **Harper Adams University**, Shropshire – Roger Bell – **Fully booked***
- 7th – 8th July 2021 – **Tony' Fisher 2 Day Vintage Extravaganza**, Lincolnshire – **Fully booked***
- 14th or 15th July 2021, Date TBC – **Wittering Heritage Centre**, Cambridgeshire
- Late July – Date TBC – **STOL flying event at Belvoir Castle**, Leicestershire – By kind invitation of The Duke of Rutland
- 4th – 5th August 2021– **Park Farm**, Racing Stables, Yorkshire
- October 2021 – Date TBC – **2021 AGM**, Leeds East Airport

* ***If any spaces become available on these events an email will be sent out to all members***

Events postponed until 2022

- Date TBC – **Faccombe Estate**, Landing at Thruxton, Hampshire.
- Date TBC – **Balistics testing**, Wiltshire
- Date TBC – **FFA Study Tour 2022**, Isle of Man and Ireland – Peter Gale – **Fully booked**

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 individually 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.

Sky Demon Presentation, 30th June 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 work flow 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!"

Tim Cooper will also be speaking, Tim is a journalist currently contributing to Pilot magazine has recently returned from Africa where he and his wife Emma but always referred to as Madam constructed an airstrip on an island and ran an operation doing banner towing and air taxi

Wittering Heritage Centre, 14th or 15th July 2021 – Date TBC.

Option 1: Fly to Glebe Farm, lunch at Glebe Farm, Mini buses to Wittering Heritage Centre, Mini buses to Glebe Farm and fly home. If we don't go to the Wittering Heritage Centre we can…Fly to Glebe Farm, mini bus for lunch at local (4 miles away) farm shop with Crocodiles and other exotic 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.

STOL flying event at Belvoir Castle – Late July – 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.

The date will be confirmed, currently they are in lockdown and the events staff have been furloughed.



Park Farm Racing Stables, Yorkshire – 4th and 5th August 2021

Gordon Bellerby has secured us a visit to Park Farm (which is Mark Johnston's racing yard in Middleham)

- 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.

Harper Adams – Date TBC

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.

AGM, Date TBC, Leeds East.

The AGM, is planned to be held at Leeds East, and this may well be, an overnight. The AGM is in the planning stages.

The plan is to arrive Leeds East, AGM, followed by a free afternoon in Harrogate, stay overnight, the following morning a visit to Bettys & Taylor Group Tea / Coffee Factory (home of the Yorkshire Tea), then depart home.





A race finish in Llanbedr, Wales, in 2016. Martin Gosling leading the pack, Gordon, left of picture following closely behind.

Handicapped Air Racing

As soon as aircraft became reliable at staying in the air, man inevitably began becoming competitive with one another. As aircraft rapidly developed more and more, performance also increased to the extent that there became many differences between aircraft. With racing between aircraft becoming ever more popular, a handicapping system was developed to even up competitor's chances. In those early days aircraft development was both rapid and encouraged at all levels (witness the extraordinary advances between the two world wars - a time frame of a mere 20-25 years).

In 1912 The Schneider Trophy was awarded to the winner of races staged for seaplanes and flying boats. It was a challenge trophy and was awarded annually, and was raced for generally by the British, the French, the Italians and the Americans. Should this trophy be won by the same team on three consecutive occasions then the trophy would be won outright. Over the next 20 years the trophy went back and forth to various countries, with each winning country hosting the event the following year. Engine sizes increased from 160hp to 2800hp, and average winning speeds went up exponentially from 61mph in 1912, to 340 mph in 1931. During those years 12 pilots lost their lives, mostly due to overstressed engine failures. In 1928 Britain won the race in Italy and again in1929 in the Solent. With no racing in 1930, we only had to win again in 1931 to take the trophy outright. The race was to be just between the Italians and ourselves, but when one of the Italians was killed in practice, they asked for the race to be postponed for a year - which we refused. Rather than win by default with no opposition, we sportingly undertook the race anyway and entered two Super-marine S6B's, designed by Reginald Mitchell and from which the Spitfire was a direct development. Having 'won' the race we therefore took the trophy in perpetuity and that was in fact the last year that it was raced for in the guise of seaplanes. (For full information of the history of the Schneider trophy, I highly recommend reading it at 'historynet.com/aviation-history-Schneider-trophy-race.htm)

In 1922 Handicapped Air Racing began and King George V sponsored a race, offering The Kings Cup as a challenge prize to the winner. This trophy is still raced for today and is the most prestigious award in the whole racing calendar. It was offered by the King to encourage development of the aviation industry. A replica of the Schneider Trophy is also added to the racing calendar but, obviously, nowadays for conventional aircraft. The original and magnificent Trophy is now housed in the Science Museum.

In 2009 I was talking with fellow FFA member Gordon Bellerby, and during the conversation he was saying what fun he was having with his new flying activity - Air Racing. My ears pricked up, and after questioning him closely I thought it would be fun to see what it was all about and have a go for myself. I was concerned as to engine integrity, but having spoken to my engineer he confirmed that Lycoming engines were originally designed as engines to be used as water pumps in irrigation systems in the USA, where they would run continuously for days on end at their maximum design speed of 3000 RPM. When adopted as aero engines there would be a 10% RPM reduction mandated by the aviation authorities which is why they are today, and always have been, red-lined at 2700 RPM. Thus encouraged, I set off to try my luck for the 2010 season.

Occasionally when I have spoken to non-aviating friends about Handicapped Air Racing, I have met with the response that they were unaware that there was such a sport designed for disabled pilots.... I had never thought about it in that possible context, but then I could see how they might have considered it thus! It is not - but it is certainly not a sport excluded to those with disabilities. A fact confirmed by one of our own FFA pilots, David Keene, who has competitively performed against me in races.

The sport is run under the auspices of the RAeC 3R's - that is the Royal Aero Club Racing, Rallying and Records section. It is an 'informal' club in as much as there is no reward given to the officers of the club who give their time voluntarily, but at the same time a club which is run in a completely professional way in regard to all rules and regulations pertaining to aviation.

It is a fiercely competitive sport - as all sports should be - which has a small but enthusiastic following here in the U.K. In years gone by, it was much more popular with up to 70 or more participants racing in any given weekend. Sadly, now numbers are much diminished, caused by the three-pronged attack of the ever rising cost of flying, the ever increasing application of bureaucracy and the ever-present demands of juggling ones working life with family life and fun life. There is still a hard-core of perhaps 30 pilots registered with the club, but rarely do more than 15 attend for any one weekend. It is expensive, and it is time consuming upon families - but it is certainly enormous fun with a whole new slant on ones flying life. It is also socially great fun with a different mix of camaraderie.

Typically in the past there would be up to 8 weekends of racing in any one season, a figure now tending to reduce to perhaps 6 weekends. A weekend would consist of a Saturday race (possibly arriving for a social overnight stay on the Friday), with a comprehensive briefing, a dinner on the Saturday night with that day's results being announced, then a further Sunday morning briefing before the second race around noon. The final announced results would give time for any potential protest to be resolved before awarding the winner's trophy (which are amongst a significant collection of the most desirable silverware that would grace anyone's dining room table for a year, before having to be returned), and engraved cups for 1st, 2nd and 3rd places. Navigators in the crews would receive 1st, 2nd and 3rd place silver plates - like the cups, also of diminishing size.

So who can join in this exhilarating sport? You will be given a flight test by an authorised fellow pilot to ensure you can fly an accurate track and make up to a Rate 3 turn without gaining or losing height, and can keep a good lookout. Then there will be a full safety briefing clearly explaining all the procedures and requirements, and the first weekend's racing will probably involve an experienced racer to sit beside you to ensure you are fully competent and happy with the whole scene. From then on you will most likely be free to race either solo or with your own navigator - hardly onerous conditions. Join in - you will have SO MUCH FUN - and very different to that weekend flight for a £100 cup of coffee.

To join in most people prefer to fly with a navigator to help with track keeping and turn point identification - and just generally having someone to share the fun with. When I started I didn't know anyone who thought it a good idea to fly with me (now there's a surprise!), so elected to ask if I could fly solo. There is nothing in the rules to say you must have a navigator, so solo I went. In any case I wanted to make my own decisions on track-keeping and turn point manoeuvring without someone breathing down my neck who I was likely to overrule anyway! For those choosing to race solo and are lucky enough to get a podium finish, then they take the navigators plate as well as the pilots cup. That's reasonable I suppose, and it does enhance ones 'trophy's on show'!

In yesteryear, racing was a much more unregulated operation. There was no restriction on the height you could fly and noise complaints hadn't raised its ugly head then. One of our FFA members, Tom Storey, used to race, most successfully in the 70's and 80's (I think) and many times he told me of his exploits racing over hedges around trees and up and down the contours of the land. That must have been the ultimate fun, but sadly today our minimum height is 500'. Regulations and neighbourly considerations have certainly taken some of THAT fun away! Another of our members, David Soul, was also an enthusiastic Air Racer and who won the Kings Cup in 1995.

It is getting ever more difficult to find airfields willing to host a racing weekend. Noise sensitive areas are the reasons most quoted, but also disruption to club members not being able to fly for the duration of the races and more (the airfield will be Notamed as closed). This, of course, takes away some of the vital potential income of the airfield with weekends being the only time that people with a busy life can fly.

There is no denying that it is not cheap. There are the membership fees to find and the race entry fees. One stays away in a hotel for the Saturday night (and the Friday also if you are socially inclined), and there is the not insignificant amount of fuel needed for the journey to and from the airfield, one practice session and a couple of 50 minute races at full chat. But hey, that's the price of flying fun!



Solid Silver Spitfire Challenge Trophy

So what happens on race day?
Depending where the overnight venue has been, transport takes you to the airfield, where there is plenty of time to do pre-flight checks and refuelling as necessary. Fuel must be to a pre-declared quantity to ensure there is no discrepancy in weight carried (no under-fuelling). A comprehensive practice briefing would follow giving all competitors a full understanding of weather conditions and pressure settings, rules required during the practice including height limits, as well as any emergency actions that may be required.

Briefing over, there would be a one hour window to practice the course which is always a left-handed course comprising between 4 and 6 turning points and a full race distance of around one hundred miles. This would be four or five laps of around 25 to 20 miles per lap. Practice is compulsory to ensure that each competitor is familiar with the position of the turning points. This practice can be done at whatever speed the pilot likes - maybe a couple of laps at slowish speed to ensure the turning points are noted followed by a couple of flat-out laps to try out the racing turns over the turn points and assess the wind. The practice is also important to detect the scatter points after the start. Scatter points are there to ensure the departing aircraft keep away from the main race track initially and allow them join the race pattern obliquely whilst climbing and accelerating, thus avoiding conflict with aircraft that might be close by or overhead and already in the race pattern.

Practice over, it would be refuelling to the correct volumes as determined before (spot checks are carried out to ensure compliance and thus avoid cheating!), then relax over lunch chatting with ones fellow competitors about how you see it all, and then another similar briefing for the 1st race of the weekend, which would include overtaking procedures and limitations and any problems that may have been found during the morning's practice. A start time for each competitor would be handed out by the handicappers, determined by the maximum observed speed for each aircraft, calculated by a clever computer programme. All clocks and watches would be synchronised so that you know exactly when your start time is.

And how is the speed of each aircraft determined?
Until a few years ago, every aircraft would be required to do an 'octagon' with an official logger on board. That is to fly an 8-sided circle at maximum speed with each of the 8 sides to be 30 seconds long ensuring level flight and with a Rate-1 turn between each straight side. The logger would then be handed in to the handicapper who would put the results into his computer which would crunch the results and with some very clever computer programme containing lots of algorithms, which is all far too clever for me, and come up with a result which would be used to determine ones starting position relative to the other aircraft. And how would cheating be countered? With a crew with a navigator, an alternative person (of similar weight) would act as navigator for the octagon to ensure full speed and level flight is used by the pilot. For solo pilots, an alternative approved pilot would be used to fly as PIC.

In recent years historical data from previous race results are used with the more results that get used, a more realistic average is achieved. This gives a much more accurate long term result with a corresponding greater time and cost savings for each pilot not having to complete an octagon. Any new pilot, or any change in existing aircraft configuration would require an octagon to be carried out to verify a maximum speed.

The time of the race is now fast approaching and all start times have been allocated, so the aircraft make their way down to the start line to get there at least 10 minutes before their own take-off time. Obviously the slowest aircraft leave first with the quicker ones - mostly RV's nowadays - bringing up the rear. It is quite feasible that the slowest aircraft may have completed as much as a lap and a half of a 4 lap race before the final aircraft takes off. From a safety perspective there is always a minimum of 10 seconds between any two aircraft taking off, even if they have identical speeds, and this difference is taken into account by the computer. The aircraft are lined up left and right on the start line and take off sequentially at the drop of the flag - now the adrenalin starts flowing, checks are completed, ensure the logger is switched on (many competitors have forgotten that critical fact over the years - but you never do it twice! I have forgotten once and it is infuriating, if you have flown a successful race to be disqualified for no race data), foot brakes on, full power on, up goes the flag, 10 seconds later the flag drops, off with the brakes, best speed before lift off, best climb angle set, focus on the first scatter point (helped by the sight of the previous aircraft if it is still in sight), round the scatter pulling hard and watching the DI for the correct line to take for the second scatter, around that one too and set off for the first turning point of the course proper. Ensure one doesn't drop down below the height limit, see the turn point in the distance, noted by several identified markers en route such as a wood or a large barn or a bend in a road, round the turn point and, checking the DI again set off for turn two noting particularly the wind direction on each leg to ensure your track between points is as straight as possible and not banana shaped. And so on around each turn point on each leg on each lap.






Photos from left to right: Dave Lee, Gordon Bellerby, Chairman of Leicester Aero Club at Leicester prize giving 2012; Martin with Air Racing trophy 2013; Martin Gosling, Airfield Owner, Mike Pearson (Chairman of air racing) at Haverford West prize giving 2014.



Left to Right: Martin Gosling, Annette Gosling, David Lee, Gordon Bellerby, Caroline Bellerby, Judy Hanson Awards Ceremony – Royal Aero Club 2012

The importance of keeping the track critically straight cannot be over- emphasised as is the accuracy of each and every turn. Imagine a sloppy turn or a banana shaped track between turn points might add two or three seconds to that particular leg. Not a lot?? Multiply that by 4 legs and maybe 4 laps at say 2 seconds off perfection, then that is an error of over half a minute on a perfect race. OK, no one flies a perfect race, but you can see how easily a race can be lost by sloppy flying!

While flying the course you should be gradually gaining on aircraft in front, whilst simultaneously being caught by faster aircraft from behind. This all adds to the massive excitement and keeps the adrenaline pumping round. For safety purposes when aircraft are getting towards overtaking - particularly if it occurs near a turning point - each aircraft has to announce where it is in relation to the aircraft ahead and what its intentions are in relation to its planned passing manoeuvre. This ensures that all aircraft have spatial awareness of the others and are not taken by surprise. Another of our FFA members, Andrew Friday, is also a race pilot and as he flies an identical Robin to mine with a very similar speed, we are usually positioned next to each other with a very close take off time. Many is the race that we have jockeyed for position with each other, each trying to shave that half a second in the turn to gain an advantage. That's where the greatest fun lies!

Then on the last leg of the last lap all the aircraft, hopefully if the handicapper has done a good job, will be beginning to bunch up. About a mile of so from the finish line is 'Point Alpha' at which point descent is allowed to begin for the dive to the finish line to no more than 100' AGL. You are desperately willing yourself to overtake the aircraft in front and calculate you might just do it - but you are also looking over your shoulder for those dreaded RV's quickly gaining on you. And then the call comes in - Race Over - as the last aircraft crosses the line and you heave a large sigh of relief as the adrenalin subsides and all the aircraft jockey for an orderly return to finals where one is allowed to land right and left with the preceding aircraft still on the runway ahead of you. And that's it - with another identical race tomorrow with possible amended start times depending upon what the computer has determined about your performance today.

Much discussion of how well - or badly - one flew the race precedes the results later on at dinner, where maybe a protest or two may be lodged by an aggrieved pilot about some perceived misdemeanour.

Dinner is a very pleasant social occasion and those willing and able may stay a while to prop up the bar, always conscious of another race tomorrow. Those older and wiser will slide off for an early night and dream of where it all went wrong!

Sunday dawns, more breakfast, aircraft preparation again, another briefing, down to the start line again for another adrenalin filled race starting earlier around midday, and then that call of Race Over to signify the end of a tremendously exciting and fulfilling weekend, with lots of like minded flying mates and social interaction and the thought of another race in a months time. But before we all head off home there is the prize giving and the grateful thanks to our airfield hosts.

And have we had any successes? Well, yes. Both Gordon and I have won the championship - on successive years as it happens. Gordon and his navigator Dave Lee also won the Kings Cup in 2012. Apart from having wonderful silver trophy's to display in our houses during the racing season, we have the privilege to receive the final Championship Trophy (and the Kings Cup) at a glittering event at the RAF club in London at the end of the year - usually presented by Royalty. What could be better than that? It could easily be you!

Finally, the question that I am ALWAYS asked, and rightly so. Is it dangerous? I answer that question thus.

Every one of us that drives a car is perfectly happy to drive on a main road at the legal speed limit (and no doubt many of us above it!) where there will be cars coming the opposite direction at similar speed and you will unflinchingly pass one another a few yards apart at a closing speed of 120 mph or more. On a dual carriageway you will happily pass by another car going the same way within just a few yards of it.

During an air race the area is Notamed closed to any other traffic. It is just like driving on that dual carriageway. All the aircraft are going exactly the same way on exactly the same route. They will not be suddenly changing direction. They are in verbal communication with one another. The overtaking speed is usually no more that 20 mph - and often much less - and you will have to be in good VFR. My view is that there is more risk in a Sunday afternoon bumble around the local area on a sunny day. Come and join in - you will love it.

Martin Gosling



Cessna Serendipity

My flying began in October 2007, when I took a month away from work to learn to fly in Florida and enrolled in an 'accelerated training' programme at Fort Pierce-St Lucie airport. On my 7th day of training I passed my written exams, obtained my medical and completed my first solo, quite a memorable day. Eleven days after that, a mere 18 days since my first lesson, I passed my flight test and became a private pilot.

Back in the UK, after a short time renting from a local club, I discovered an advertisement for a 1/3 share in a lovely Cessna 150 on a grass strip close to home in early 2008 and, thus, began my private flying, in earnest. After two years of 'shared ownership' I took the giant leap to buy my own aircraft, a 1946 vintage Cessna 120 G-BRPF. This ageing, tailwheel predecessor of the 150, was what I really honed my flying skills on, adding no less than 500 hours on her in the following 5 years. Owning and operating an old aeroplane, one is always on the lookout for parts that can enhance, replace or up-grade one's aerial-carriage and so was the case for me, in 2013, when scouting for a pair of doors to replace those I had, which were in need of some repair. Whilst internet-searching for these parts, I discovered a picture of a dismantled fuselage of a Cessna 120 stored at Bruntingthorpe airfield in Leicestershire. I began the search to track down the owner, hoping he might have a set of doors available from the collection of parts, which, after many back-and-forth e-mails and calls, resulted in a visit to the hangar the following week to pick up the parts. What confronted me when I walked into the hangar quite stopped me in my tracks. The picture I'd seen on the internet had clearly been an old image, as there, stood proudly on its new gear in the middle of the hangar, was the same Cessna 120, well on its way to full restoration.

Now, I didn't need another 120, I already had one. But this one had been stripped back to its components, old parts replaced with new and the damage from an unfortunate accident expertly repaired. With a slightly more powerful engine than my own aircraft, with fewer hours, and a brand-new paint job following a bare-metal strip and re-spray, I had to have it !



Above main picture:
My Cessna Serendipity

Above inset:
Me and my partner Donna, also a pilot, who got her PPL in 2006 and inspired me to do the same.

Right:
My first sight of what would become mine

My first 120 was sold in March 2013 and, in October 2014, I became the proud owner of G-AJJS, my second Cessna 120 and my hunt for more of her history began. Thanks to a very useful section of the USA's FAA website, the entire history of any aircraft ever registered in the USA can be obtained for the princely sum of $12. For this, one receives a CD disc containing pdf scans of every piece of correspondence and documentation held by the FAA for the aircraft, whilst it was under US registry and administered by the FAA.

First flown on March 17th 1947, serial no. 13047 was issued with the registration NC2786N and delivered on August 4th 1947 to Mr L.E.Stucky of Moundridge, Kansas, proprietor of the Sunflower Oil Co. In short order It was traded to aircraft broker Yingling Aircraft Company who, in turn, sold it on in May 1949 to Milton H Ewy also of Moundridge, Kansas. Less than two years later it was sold once again, leaving the United States to begin a new life in the South America.

In February 1951, the Cessna 120 was exported and flown south to Venezuala, becoming the personal mount of Mr O.L. Crump, owner of the Creole Petroleum Corporation, an American company formed in 1920 to explore and establish oil fields on Lake Maracaibo, Venezuela, which became part of Standard Oil in 1928 and was, until 1951, the world's number one oil producer. By this time the Cessna was four years old and already onto its second corporate 'posting'. Mr Crump was also associated with the Cachipo Aero Club, in Cachipo, Venezuela and a little over a year later, in April 1952, it received its Venezuelan markings of YVT-CTA.

In April 1952 it reverted to US registration of N1106M, in preparation for a move to the British West Indies, having been acquired by the famous Light Aeroplane Club of Trinidad and Tobago, operating from Piarco airport, near the city of Port of Spain. As the Trinidad Government recognised the Light Aeroplane Club of Trinidad and Tobago as a British registered company, the aircraft had to be given a new local, 'British Colonial', registration of VP-TBO. Over the next seven years, the 120 was a busy member of the club's fleet, used for flight instruction and local hire and was notable in that it was the aircraft in which Mrs Lucille Ann Golas became Guyana's first female pilot, when she gained her wings in VP-TBO in 1961, to assist her husband in his mining business.

In December 1961, the vintage taildragger was on the move yet again, when it was flown to British Guyana having been purchased by the Demerara Light Aeroplane Club, in Georgetown, Guyana and its registration changed to the Guyanan VP-GBO. The little Cessna obviously liked life in the tropics as it remained with the Club for a further sixteen years, during which time its registration was changed once more, when Guyana gained its independence, becoming 8R-GBO in July 1967.

Over the years, I have tried to fill in some of the many gaps in the aircraft's history, as several the logbooks remain unaccounted for. In communication with a number of former Club members, Henry Fitt recalled in an e-mail to me "I was one of many pilots that learned to fly in it and in fact did my solo flight in it sometime in the late 60s, as well as a lot of cross country flying while building hours for my Private license. We did lots of crazy things with 'GBO in the sugar-cane fields and crop duster strips, it has many great memories for me". In addition to club flying, 8R-GBO was often used by the Guyana Sugar Company as a working aircraft, for liaison and local support operating between the company's many sugar-cane fields throughout the country.

Tuesday 31st August 1971 was a black day for 'GBO as, following its annual airworthiness inspection, it crashed soon after take-off from Ogle airstrip, on the eastern edge of Georgetown. It ended up in a field just off the end of the runway when the engine stopped on climb out. The reason was



Mrs. Lucille Ann Golas, first woman Licensed Pilot.

Above:
Mrs Lucille Ann Golas became Guyana's first female pilot, when she gained her wings in VP-TBO in 1961,







Top
G-AJJS in storage at Old Sarum after arriving from the USA in 1986

Above left:
The aftermath of her accident at Bicester, that lead to the restoration from which I purchased her.

Above right:
Ready for harvest at David Keene's strip at Cuddesdon.

determined as fuel starvation, caused by the fuel tank covers being repainted and there being masking tape left over the vent holes. The aircraft was dismantled and removed from the field and later sold to Mr Liam Sharkey, who worked for Guyana Sugar company, who had it crated and shipped away to the USA for a re-build.

In 1986 the fully restored, but still dismantled, airframe was shipped to the UK, still in the ownership of Liam Sharkey, where it was re-assembled but remained grounded for a few years, however, did receive the new 'period' registration G-AJJS on 7th January 1987. A new buyer was eventually found in the Robhurst Flying Group, who acquired it in July 1992 and flew it to a new home in Woodchurch, Kent, where it provided the three group members with much enjoyment and a far more active time for the next 18 years, where it travelled extensively throughout southern England as well as frequent forays across the channel. In early 2010 the group sought to dispose of their much-travelled vintage Cessna and a sale was agreed in April 2010. Sadly, having clocked up fewer than six hours with its new owner, 'JS came to grief at Bicester airfield on 9th May, during a precautionary landing, following power loss due to carb icing. During the landing roll, the left main gear leg fell into a deep rabbit hole, which caused extensive damage to the forward fuselage. It



was the re-build at Bruntingthorpe following this accident that brought me to being the proud owner of G-AJJS, that was to become my pride and joy.

After missing all of 2014's wonderful summer, with week after week of perfect flying weather, waiting longingly for the completion of her restoration, I finally collected my 'new' Cessna 120 from Bruntingthorpe on October 17th and flew her home to Lincolnshire. She lives at the beautiful Griffin Farm airstrip at Temple Bruer, between Lincoln and Sleaford. Regular Flying Farmer destinations are my good friend and 'local' neighbour Richard Howard at Grove Farm, near Retford and David Keene's glorious airstrip at Cuddesdon, Oxfordshire, amongst others.

For 40 years I have enjoyed vacation time in Florida and, since learning to fly, my regular Florida vacation to attend the annual Sun 'n Fun Fly-in and airshow at Lakeland, each April, includes renting an aircraft for a week of touring before or after the show week, to make the most of the good weather, very affordable aircraft rental and cheap fuel costs. In 2015, my regular rental 172 was not available, so a frantic call went out to my long-time friend and flight instructor in Miami, Graham Harward, to try and find me a suitable 172 available for rent for a few days when I arrived into Miami.

Good to his word, Graham did manage to find me a 172, owned by a good friend of his, Danny Ram, who based it at Tamiami airport on the southern suburbs of Miami. When I arrived, everything was prepared and the aircraft ready to go, as in the preceding weeks I'd been in contact with Danny to sort out the insurance and agree an hourly rate etc., however, he said he would not be available the day I was to collect the aircraft and simply said "enjoy yourself, bring it back in one piece and we'll get together when you return". In the next six days I flew myself all around southern Florida, reaching the very southern tip of the Keys, at Key West and including Everglades City and then up to Clearwater on the Gulf coast, finishing off with the spectacular low-level run down the shore-line from Fort Lauderdale to Miami, following the published VFR flight route of 'off-shore, at or below 500ft' all the way down the beach until south of Miami, an awesome trip if ever you get to try it.

On returning to Tamiami to return the aircraft, I finally got to meet Danny, who owns and runs a busy aircraft maintenance and avionics business on the airport, and thank him personally. After handshakes and all the introductory stories, Danny asked me what I flew in the UK. Upon telling him I owned a 1947 vintage Cessna 120, he smiled and

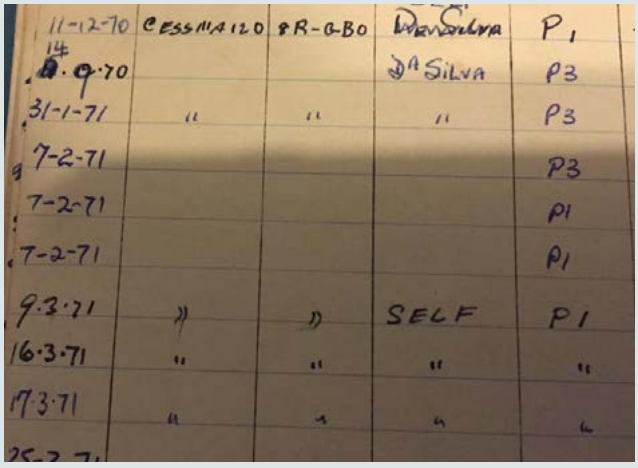
Above:
Watching the harvest at David Keene's strip.

Below:
Danny calling his father

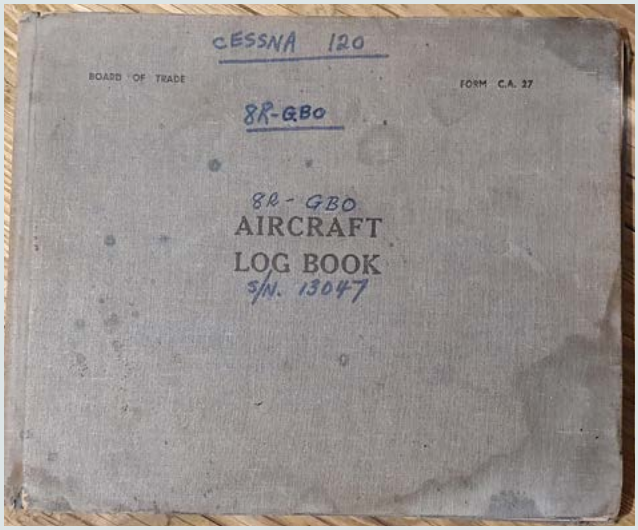


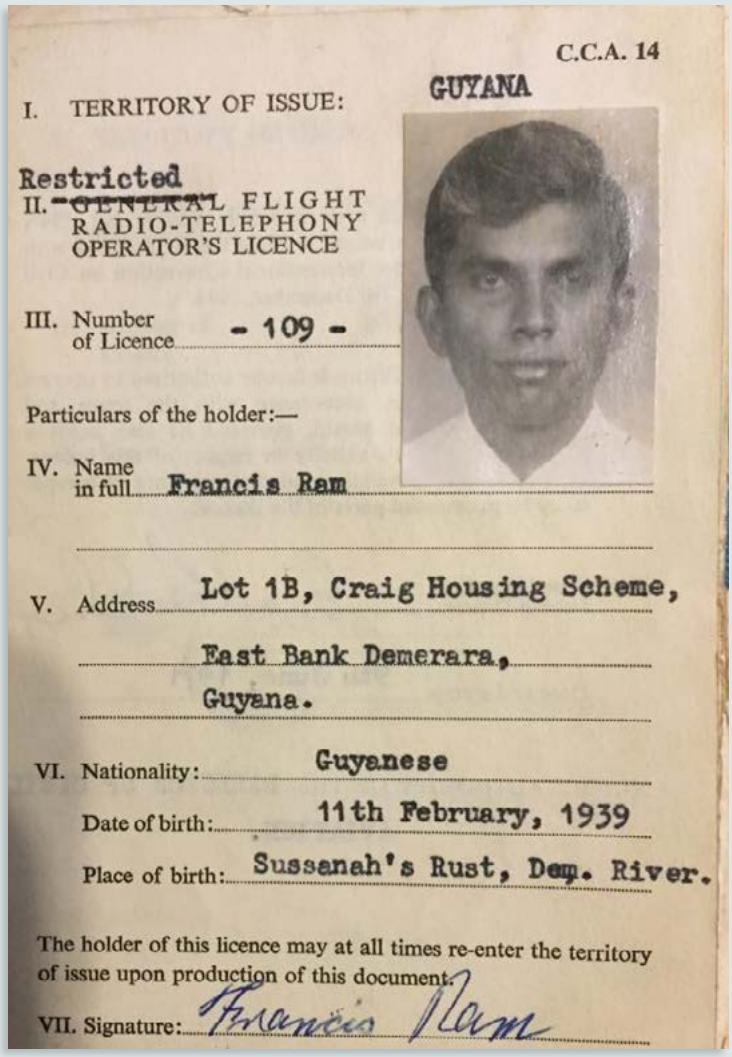


Date.	AIRCRAFT. Type.	Markings.	Captain.	Holder's Operating Capacity
2·8·70	CESSNA 120	8R-GBO	SELF	P1
3·8·70	"	"	DA SILVA	P3
3·8·70	"	"	SELF	P1
4·8·70	"	"	DA SILVA	P3
4·8·70	"	"	SELF	P1
6·8·70	"	"	DA SILVA	P1
6·8·70	"	"	SELF	P1



11-12-70	CESSNA 120	8R-GBO	Dan Silva	P1
14 9·70			DA SILVA	P3
31-1-71	"	"	"	P3
7-2-71				P3
7-2-71				P1
7-2-71				P1
9·3·71	"	"	SELF	P1
16·3·71	"	"	"	"
17·3·71	"	"	"	"





C.C.A. 14

I. TERRITORY OF ISSUE: GUYANA

Restricted

II. ~~GENERAL~~ FLIGHT RADIO-TELEPHONY OPERATOR'S LICENCE

III. Number of Licence - 109 -

Particulars of the holder:—

IV. Name in full Francis Ram

V. Address Lot 1B, Craig Housing Scheme, East Bank Demerara, Guyana.

VI. Nationality: Guyanese

Date of birth: 11th February, 1939

Place of birth: Sussanah's Rust, Dem. River.

The holder of this licence may at all times re-enter the territory of issue upon production of this document.

VII. Signature: Francis Ram

Top left and middle left:
Log book entries from Danny's father from 1970

Bottom left:
The original logbook from her time in Guyana

Top right:
Danny's father Francis's pilots license

said he was familiar with the 120, his father used to fly one in Guyana, back in the late 1960s and early '70s…… "Guyana", I said ? Yes, he said, his Dad had many, many hours on a 120 back in Guyana. Now I became very interested, as I told him my aircraft used to be based in Guyana, with the registration 8R-GBO. Danny scratched his head and said " Golf Bravo Oscar, that sounds familiar, lets call Dad and find out…"

Danny's family had moved to Florida when Danny was a child and his father, Francis and family still live close by. Within minutes, Danny had received an e-mail back from his father, with pictures of his logbook from the 1970s. There, as plain as day, were pages of Francis's logbook, with entries showing Cessna 120 8R-GBO. Unbelievable, from a total of more than 7,700 Cessna 120s produced, a chance encounter brought me to the person who flew my actual aircraft, almost 50 years earlier !

Upon hearing this, Danny's immediately response was "my Cessna is here for you, any time you are in Miami"…. and so it was, the following year and the one after that too… We became good friends after that chance encounter and I have, since, enjoyed dinner with his father Francis and family when in Miami, when I was treated to a sumptuous traditional Guyanan feast accompanied by copious amounts of exceptional Guyanan dark Rum.

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FFA Member

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 **07773 052001** or **chix@farmline.com**



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

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 .

BIGATMO™
Sunglasses with altitude



Bigatmo sunglasses are designed for aviation. Our lens development program focussed on the extreme high contrast environment of the cockpit. Our lenses are made from Trivex/NXT, have excellent optical properties and mechanical strength. The lens technology provides excellent colour acuity, especially important when reading flight deck instrumentation, and our specific tints help to keep your eyes relaxed. The sculpted titanium frames will fit your head, stay in place and be extremely comfortable – even after long periods or when using a headset. Genuine flight deck/pilot feedback was used throughout the development process and continues to be listened to as we make improvements and refine future designs. Many of our customers need prescription sunglasses and eyewear. We make varifocal and single vision prescription eyewear, so if you'd like our help or advice, just get in-touch and we'll be very happy to chat with you about some possible choices:

15% DISCOUNT ON SUNGLASSES WITH STANDARD LENSES (CODE FFA15)

10% DISCOUNT ON SUNGLASSES WITH PRESCRIPTION LENSES (CODE FFA10)

Email: info@bigatmo.com or call +44(0)1622 844030

Tested and trusted by pilots.

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 separate 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

A big thank you to all members who have contributed to the newsletter. If other members have any stories, pictures or videos please get in contact.

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

Deadline for articles for the July/August newsletter 30 June 2021,
Please email giles@abrey-farms.co.uk.

Profile: Roger Bell, Lymington, Hampshire

By Rebecca Rayner

Tell me about your early flying days…
My first flight was at 4 years old in 1952 with my Mum and Dad flying to Doncaster races. The seed was sown for a life-long fascination with flying.

My brother Peter also enjoyed flying. Many a fine Sunday during the Summer we flew gliders at Acklington, then we would go back to the hay and the harvest. During the winter I went hunting and played rugby.

Was it to be a career in farming?
To learn about farming I spent six months in Suffolk driving tractors and chasing the boss's daughter as a vulgar farm student!...then off to Harper Adams Agriculture College in 1966 where I enjoyed playing rugby. I did return to farm with dad and brothers in Northumberland but after a few years I got the travel bug.

Heading South…
I went to London and worked as a commercial estate agent dressing in a pin stripe suit and black brogues! Several good jobs followed and I was able to start power flying at Biggin Hill in a wonderful Beagle Pup. Later I joined the Territorial Army and glided at RAF Bicester. I bought a share in an ASK 8 glider with which I got my Silver C.

And Family life…
Then I got married. The glider, motorbike, sailing dinghy were all sold to buy a bigger flat.
Three years later Jo and I divorced. She liked London. I liked Lymington and I later met Teresa.

Your PPL?
I started my own business refurbishing houses in Southampton. Money was tight but gradually I made enough to complete my PPL at Bournemouth Airport in 1987 in a Cessna 150 Aerobat. Then came 1989 and the property crash which I scrambled through without going bust but it was tough.

Did your brothers introduce you to the FFA?
In 1988 I bought G AYUY a C150 Aerobat and enjoyed touring the UK and Europe. I followed my brothers Peter and Henry, both flyers, into the Flying Farmers. My first trip was a tour to the Scilly Isles where I met some great like-minded people and Teresa and I enjoyed ourselves immensely.

Tell me about some other FFA highlights?
I went to Paris with Brian Nurthen in Beech Bonanza GHOPE in 1997 which I eventually bought. New paint, avionics and a rebuilt engine later and I travelled widely around Europe and North Africa

In 2007 I bought and rebuilt a wrecked Beech Baron and joined the FFA Belgium, Netherlands and Norway trip in 2009. Flying back from Stavanger to Bournemouth in one hop is the longest leg I have ever done. A good moment was collecting a friend from CAEN after the D Day service in Normandy and parking next to BBMF Spitfires.

Another highlight was the Solas and Barra beach landing on one of Mike Ashmole's Scots trips.
Then there was the personal guided tour of the arboretum at Mount Stuart on Bute.

Where else have you flown with the FFA?
So far G HOPE and I have been to Marrakesh, almost the Arctic Circle in Norway, Sicily, Athens, almost Bucharest and Eastern Poland, mostly with the Flying Farmers and my good friends Mike Patterson and Peter Farrington. The FFA has opened up the world to me and I would like to thank everyone in the Association for so much fun and pleasure it has brought me.



Roger on the right with his brother Peter.