FLYING FARMERS ASSOCIATION

NEWSLETTER - JUNE 1982

INTRODUCTION

We must apologise for the late production of this newsletter caused by having to rearrange our fly-in details for the Cleanacres visit. Details of this visit and of the visit to Barry Wookey at Upavon, are given below.

Tuesday 29th June - CLEANACRES

We are most grateful to Peter Breton for allowing us, at short notice, to use his strip for this visit.

The programme for this visit will be as follows:

0930 - 1030	:	arrive P. Breton's strip (details below)
1030	:	bus departs for Andoversford
1100 - 1300	:	visit Cleanacres trial plots. This visit is not confined to the F.F.A. - there will be others there as well.
1300	:	bus departs for Burford.
1330	:	lunch at Cotswold Wildlife Park restaurant - ploughmans lunch £1.25 per head. Bar available. Our host, Mr John Hayworth, owner of the Wildlife Park, will be lunching with us.
1415	:	look around Cotswold Wildlife Park. Our host has indicated that he does not wish to be asked questions about the economics of the Park. Please will members respect the request.
As required	:	bus departs for Peter Breton's strip.

Peter Breton's strip - Meysey Hampton

Location - 51 43 N
01 48 W
Dimensions - 600 x 30 m , grass, 330' A.M.S.L.
Telephone - 028 585 302 (Peter Breton)
Details - The strip is in the Fairford MATZ, and close to Fairford aerodrome. Therefore, all circuits to the North of the strip. Call Brize Norton for MATZ penetration on 119.0. Any aircraft using Lower Airspace Radar on approach to the area should call Brize Radar, 134.3. SATCO Brize Norton has been warned.

The strip itself is on the North side of the Cirencester - Fairford road, just to the West of Fairford town. There is a windsock; there are also cables across the western end of the runway, but the cables have been put underground where they cross the extended runway centreline.

Friday 9th July - Barry Wookey, Upavon

By kind permission of Lt Col M. Andrews, Commanding Officer, 7 Regt Army Air Corps, we have been given permission to land at Netheravon Airfield for this visit.

Details of Netheravon Non- Radio Aircraft CANNOT be accepted.

Location - 51 15 N
01 45 W

Frequancies and telephone numbers - see later.

Airfield Details A Landing Chart, showing full details of the Airfield, is enclosed for all members who have indicated that they are going on this visit. Any member who is going, but who has not received a landing chart with this newsletter, should contact D. Corbett at the Secretary's address, not later than 24th June.

Approach Details Netheravon is in the Salisbury Plain Danger area, D126. There are special proceedures for approaching.

(i) From the South Approach must be made through and in contact with, the Boscombe Down Zone, which is very busy on a Friday. Then position to fly up the low level approach route from Durrington - see Special Proceedures Chart enclosed with Landing Chart.

(ii) From the North Boscombe Down provides Lower Airspace Radar Service, which overlaps the Brize Radar L.A.R.S. to the North. The low level approach route from the North starts at "Rushall" (which is Upavon village, 3NM South West of Pewsey) and follows the track shown on the Special proceedures chart. The low level route from the North is controlled up to 1400' A.M.S.L. by Salisbury Plain Ops, and contact must be made with them before joining the low level route at Rushall.

(iii) Both routes Handover to Netheravon MATZ will be made by Boscombe Down or Salisbury Plain Ops, but contact must be made with Netheravon before entering their airfield area. There will be considerable parachuting the day of our visit.

Frequencies:	Boscombe Zone (Zone and LARS)	125.35
	Salisbury Plain Ops	130.15
	Netheravon tower	128.30
Telephone no's	Exchange (Bulford Mil) 09803 3371	- A.T.C. ext 241,242, 243
		Met. ext 235

After landing, aircraft will be parked on the south side of the hard taxiway running between hangers D and E. Army Air Corps marchallers will be present in the parking area.

Ther is a Flight Planning Office, and a Met. office, both situated in the same building, just to the North of Hanger D.

The timetable for this visit will be:

1015 Latest time of arrival.

1030 Bus departs for Upavon Manor. We shall then remain with Mr Wookey as long as he has anything to show us. He will be lunching with us at the local pub.

GENERAL NEWSLETTER ITEMS

MOGAS

I have no doubt that all members will have heard about the recent issue by the C.A.A. of Airworthiness Notice no 98 of 1982 on this subject. This permits aircraft with certain types of smaller engine to use Mogas, provided that the Mogas complies with certain specifications.

The A.N. list the engine and aircraft types,and sets out the Mogas specification.

Although the engines and aircraft types covered by this A.N. are somewhat restricted this is a major step forward by the C.A.A., who are now leading the world in this matter. The C.A.A. deserve enormous praise for taking this step.

Your editor understands that it is quite likely that certain other engine types will also be given Mogas clearance on individual application - and some, even when on Public Transport use.

Bayer open day at Peter Lippiatt

Bayer UK Ltd are holding a major cereal demonstration at Peter Lippiatt's farm at Chipping Sodbury on 24th June. Owing to the late issue of this newsletter, I regret that the notice is short.

Any member wishing to fly to this open day could ring Mr John Davis, the Badminton Estate Manager, to find out whether his airstrip is availble on that date, and whether transport could be organised. Mr Davis's details are under Member ref. No. 165.

Rating of Airstrlips

Mr Kenneth Temple has recently assessed for rates on his grass landing strip in Norfolk. He wonderswhether any other members have been recently assessed, and whether anyone has recently appealed, successfully or unsuccessfully, against an assessment. If anyone has any recent experience which may be of use to Mr Temple, could you please telephone Mr Temple direct on 0603714700

Trip to Eire

The response to our questionaire on this subject was sufficiently great to justify planning such a trip. We cannot now get it organised for 1982, but will work on a plan for 1983.

Parliamentary Aviation Committee

Following the recent successful attempt to persuade the Government to reduce duty on AVGAS, A.O.P.A. and other similar bodies have decided to form a Private Aviation Parliamentary Committee. Your Association will be represented on this Committee.

Thanks are due -

Our sincere thanks are due to Mike Cuttell, who has put a lot of effort into organising both of the two visits detailed in this newsletter. Thank you, Mike.

Next Newsletter

We hope to publish the next newsletter in early August, giving details of an autumn flying event. Any newsletter contributions will be gratefully received..

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