FLYING FARMERS ASSOCIATION

Newsletter November 1982

Notice of Annual General Meeting

Notice is hereby given that the Eighth Annual General Meeting of the Flying Farmers Association Limited will be held at 1530 hours, Wednesday 8th December, 1982, in the Cromwell Suite, Kensington Court Hotel, 33 Nevern Place, LONDON SW5.

AGENDA

1. Apologies for Absence.
2. Minutes of the 7th Annual General Meeting.
3. Chairman's Report.
4. Treasurer's Report, Accounts and Balance Sheet for the year ended 31st March, 1982.
5. To reappoint Messrs Keens, Shay Keens & Co. as auditors for 1982/83, in accordance with Section 14 of the Companies Act 1976.
6. To consider a proposal to increase the maximum permitted number of elected Committee Members from 5 to 7.
7. Election of Committe and Officers for 1982/83.
8. Election of Members of the Company.
9. Programme for 1982.
10. Any Other Business.

Followed by

Mr Darrol Stinton, Chief Test Pilot of single engine aircraft for the Civil Aviation Authority, airworthiness division, his talk will be about 'His work for the Civil Aviation Authority'.

The Kensington Court Hotel is 5 minutes walk from Earls Court - see sketch plan at the end of this newsletter.

Col J. F. Williams-Wynne .....Chairman

Our Chairman, John Williams-Wynne, notified the Committee some months ago that he did not wish to remain in office as Chairman after the 1982 AGM, for personal and business reasons. John Williams-Wynne was responsible for the initiative which started the formation process of the Association in 1973, and he has, since the formation of the Association, done an enormous amount of work behind the scenes to smooth the way for the Association, and to ensure that our status as an Association of responsible members is recognised in "the corridors of power".

John, who continues to fly almost daily to survey his farming activities in West Wales, deserves the deep gratitude of this Association for all he has done for us, and I have no doubt that suitable thanks will be expressed in due course.

Election of Committee

The following members are at present members of the Committee:

Chairman	Col J. F. Williams-Wynne
Honorary Secretary	D. U. Corbett
Honorary Treasurer	A. E. Poulsom
	B. J. C. Woodal
	M. J. Cuttell

The retirement of our Chairman, announced above, will leave an obvious gap in the Committee. Your Committee members have been discussing this situation, and as a result will propose the election of Messrs R. F. C. Dent and J. R. Walgate as members of the Committee. In addition, all the existing Committee members (except the Chairman), agree to stand for re-election.

The constitution of the Association allows the Committee to consist of a maximum of 5 Members. At the AGM a resolution will be proposed to alter the Articles of Association to increase the maximum number of Committee Members from 5 to 7. If this resolution is successfully passed by the general meeting, we will then be able to re-elect the 4 existing Committee Members and the 2 new members so far proposed, and there will still remain room for one more elected member.

If any member wishes to nominate a member to stand for election to fill the vacancy, please send the member's name and address, in writing, to the Honorary Secretary, at Ox House,SHOBDON, Leominster, Hereford. HR6 9LT , not later than 1st December. Any nomination must be accompanied by written confirmation from the nominee that he is prepared to stand for election.

If no other nominations are received by that date, it will be proposed by the Committee that the six gentlemen named above are re-elected.

The Royal Aero Club

The Association has been invited to join the Royal Aero Club as an Associate Member of that Club, and your Committee have decided to accept this invitation.

The PRIVATE PARLIAMENTARY AVIATION COMMITTEE

The following introduction was written by your Chairman in June this year:

"As I expect you have heard the finances of AOPA, to which we pay a modest sum each year,have been in a very sorry condition of late. This is largely due to the fact that the CAA, urged by the Government to make itself self-sufficient and to charge for its services, has reduced the grant which it has been paying to AOPA from £20,000 a year to £4,000.

Of course the CAA has got into the way of taking AOPA for granted and expecting it to provide a number of services which are now all costing more than the CAA contributes. Yet it is a fact that if AOPA did not exist then the CAA would have to create something to do the job for it, at heaven knows what cost.

There are other bodies, such as the Gliders and the Parachutists who get grants from the Minister for Sport, and very generous he is too, so it has been decided to form a Private Aviation Parliamentary Committee to co-ordinate all matters of importance to General Aviation, comprised of representatives of all private aviation interests."

Since those paragraphs were written, your Chairman or your Honorary Secretary have attended each meeting. The P.A.C. is now being run under a Royal Aero Club title, and has representatives of all sporting and private aviation bodies attending its meetings.

The PAC has decided not to try to take on too many causes at once, but to concentrate on one or two areas of major concern to our general aviation movement.

The first subject which is now receiving serious attention is the thorny subject of "cost-sharing" - to which are linked the associated subjects of "hire and reward", and "aerial work".

If any member has any points of particular concern about any of those three headings, could he please contact the Honorary Secretary before the next P.A.C. meeting - I need any information, or examples of problems being experienced, that I can quote to support our concern about these potential problem areas. Please may any information