FLYING FARMERS ASSOCIATION LTD

Newsletter, November 1984

ANNUAL GENERAL MEETING

For a number of reasons, not least the difficulty of finding a suitable speaker, your Committee has decided to break with recent tradition and hold the AGM at a different time and place ~~to~~ Smithfield week.

Our plan is to hold the AGM at ~~some~~ suitable time during our two day visit in April to RAF Scampton (the home of ~~the~~ Red Arrows) and Marshall Tractors.

Members who have joined the Association since April 1984 will not know that we had a two day visit planned for April this year to the Red Arrows and Marshall Tractors. Unfortunately, at the very last moment, the visit had to be postponed because the Red Arrows were unable to return from Cyprus on schedule. Both of our hosts for those visits kindly agreed to allow us to postpone our visits until a similar time in 1985. Although the dates have not yet been confirmed, we can assume that the visit will be towards the end of April, and, as last year, we will plan to have an informal dinner for those who are staying overnight for both days.

We are now planning to hold the AGM at some time during this visit - the detail will be circulated nearer the time.

OUTLINE PROGRAMME, 1985

April	2 day visit as above.
7 June	visit to C.E.G.B. Port Dinorwic underground power station complex, North Wales.
June - end	A fly-in to a member's farm in Hampshire for the morning, followed by a short transit flight to enable us to visit the ICI Research Station at Jealotts Hill. In this context, it is interesting to note that ICI are hoping to sponsor or acquire one of the Rutan Canard design aeroplanes, which will be painted in the colours of one of their agricultural chemicals for promotion purposes.
Other visits	We also have invitations to NDN Aircraft at their Isle of Wight base, and to the Museum of Army Flying at Middle Wallop. We will probably decide to hold one or both of these visits over to 1986.

If any member has suggestions for visits, either for 1985 or subsequent years, will he please contact Bart Woodall, Rushett Farm, CHESSINGTON, Surrey KT9 2NQ telephone 0452 813243, and discuss their outline proposal with Bart.

MEMBERSHIP LIST

We have had very little feedback from members concerning the new membership list recently circulated. There are, however, one or two small corrections required. We shall circulate a list of corrections, plus additional new members, with our next newsletter (in Spring 1985), and therefore, if there is an error in anyone's entry could that member please let me have detail of the correction required (D. U. Corbett, Hon, Secretary F.F.A., Ox House, Shobdon, Leominster Hereford)

At the same time, we hope to circulate a new set of airstrip maps, which are now in preparation.

TIES

May we remind members that FFA ties are on sale price £3.50 including postage and VAT, and obtainable from Hon Secretary at the above address.

2.

PLANNING PERMISSION, AIRSTRIPS

As a result of the paragraph entitled "Enforcement Notice" in the recent Autumn newsletter, we are now able to publish extracts from two letters which we feel will be helpful to members. We are extremely grateful to Mr J.W. Hardy, Jericho Farm, Lambley, Nottingham, for making copies of certain correspondence available to us, although one of the following extracts is not taken from correspondence affecting his own farm.

1. From Lord Trefgarne, House of Lords, 17th September, 1979, address unknown.

"I have been asked to reply to your letter of 18 July to Lord ... in which you advice about Mr ... private airstrip.

First of all I should make it clear that questions of local planning consent are dealt with by the local District or County Planning Authorities, and it would not, therefore, be appropriate for Central Government to give advice on the planning aspects of this case. I understand, however, that the Planning Officer of Charnwood Borough Council is of the opinion that no planning permission is required as no development has taken place and the flying can be regarded as incidental to the enjoyment of the dwelling house.

The Department of the Environment has long held the view that if a farmer uses his private aircraft for ordinary private purposes, much as he would a car, or in connexion with his farming activities (which could include spraying his own crops) and takes off and lands on one of his own fields, that use of land does not involve development for the purposes of the Planning Acts. There would be different considerations however if the land was used as a base for flying for other purposes.

The carrying out of building or other operations, as distinct from the use of land in connexion with flying a private aircraft might well require planning permission though where a farmer could demonstrate that he needed the building or other works in connexion with his farming of the agricultural unit, the development is exempted from any requirement for planning permission by Article 3 and Class VI of the Town and Country Planning General Development Order 1977."

2. From the Chief Planning Officer, Gedling Borough Council, to Mr Hardy 10.10.83.

"Thank you for your letter dated 3rd September, 1983 supplying additional information with regard to the above matter. I have now consulted the Borough Council's Solicitor and I am writing to advise you of the planning situation.

The Borough Council consider that the use of the field as a landing strip by one aircraft used by yourself in connection with your agricultrual business in addition to your own private social use, does not involve development requiring planning permission. The occasional use of the strip by members of the Flying Farmers Assoc. in connection with your agricultural business would also not involve development requiring planning permission.

In addition to this the field may be used as a landing strip for any purpose and for the storage of your vintage aircraft for not more than a total of 28 days in any one calendar year without planning permission. This would appear to cover the social visits by members of the Flying Farmers Association as detailed in your letter and allow a limited period of storage of your vintage aircraft."

We hope that these extracts will prove useful to those who are concerned about possible planning problems arising in the future for their own strips.

1985

Because this is likely to be the last newsletter for 1984, the Committee wish you good weather and safe flying (and lots of it!) for 1985.