FLYING FARMERS ASSOCIATION LTD

NEWSLETTER - Autumn 1984

World Ploughing Championship

The World Ploughing Championships take place at Horncastle, Lincolnshire from 19th to 22nd September. Other events take place at the same site throughout that week.

A licensed airstrip has been established for those who wish to fly in to visit this event. Details are as follows:

Horncastle grass airfield

Latitude	53° 13' N	Runway 16 right hand circuit
Longitude	00° 13' 00 W	Runway 34 left hand circuit
Runways are 500m x 34m.		Circuit height 800' agl

7.9 N miles from Coningsby on the 349° radial. 7.5 miles South by West of Belmont Television tower, which is an obstruction 1676 feet a.m.s.l.

Frequencies.	Horncastle approach	120.8
	Horncastle tower	122.1

The airstrip will be open from 16 - 22nd September inclusive, and a free courtesy car service will operate to and from the ploughing championships site, which is ¼ miles away.

Other events taking place during that week are: ploughing and machinary demonstrations: sheepdog trials: Vintage tractor ploughing including steam: Steam fair: horse ploughing.

All members intending to use the airstrip, which is PPR, must ring 065 887 364, Mr Speak. No landing fees but donations to local Air Training Corps who are running the airfield for the week.

There will be pleasure flying and banner towing taking place from the strip throughout the week, and Hot-air Balloon flying.

Security of aircraft will be provided by the organisors. There are camping facilities available on site; should accommodation be required, please contact Mr Speak as soon as possible.

Members are encouraged to attend if at all possible.

Enforcement Notice

The Hon. Secretary has received an Enforcement Notice preventing him, and the Association members, from landing on an airstrip laid down by one of our members, Mr B. W. Wells of Claybrooke Lodge Farm, FROLESWORTH, Lutterworth, Leics.

Mr Wells sought planning permission for his strip, and was given permission "soley for the benefit of Mr B. W. Wells, and solely for the take-off, landing and parking of a single light aircraft by Mr B. W. Wells, and no other aircraft shall be permitted to take-off or land on the site".

The terms of this planning permission appear to be totally unrealistic, and unacceptable to an average member of our Association. There may well be special reasons why this particular planning permission was granted in this way - but our members should be aware of this situation, not only in so far as it might affect them and their own strip, but also because, at this time, we are in law prevented from landing on Mr Wells' strip, at least until such time as an appeal, if granted, alters the terms of the planning permission. Members will be kept informed of the situation.

Planning and Rating

Your Hon. Secretary wishes to update his files on the subject of planning and rating, in order to hold a pool of information on behalf of members.

Therefore, we would be most grateful if any member who has had dealings, either successful or otherwise, with either your local planning department or the District Valuer, or any other relevant department, could either write a short note on the outcome of such dealings, or give me a telephone call on 056 881 351 to discuss the situation with me.

1984 - Wine Tour of France

On a sizzling hot Sunday afternoon early in June, eleven small planes departed from various points in England, en route for Reims. A contingent of the Flying Farmers Association were on the first leg of their visit to Champagne and Burgundy. When first the idea of the visit had been put to our principals in Rheims and Beaune, eyebrows had been raised. "Flying Farmers, mon Dieu, les anglais sont vraiment imbeciles!" However, once they were convinced that this unlikely band of intrepid aviators really existed, and that they were coming in real aeroplanes (and not in flying combine harvesters), they entered into the spirit of the visit with the greatest enthusiasm.

The writer was fortunate enough to fly with Bart Woodall and his son Guy, in a splendid flying machine, a Helio Courier (for the information of the cognoscenti), and was "chauffer-driven" in great comfort throughout the trip.

First meeting point was at Prunay Airport, just outside Rheims, where Thierry Maurel of Champagne Barancourt welcomed the arrivals. When all were safely gathered in, a short bus journey took the party to their hotel. The best laid plans of mice and men will gang awry (or something like that), and reservations proved to be misinterpreted. However, all was well, and accommodation was found to house everybody.

After a short rest, the party left for 'La Florence Restaurant' in Rheims, where an excellent dinner had been arranged which was greatly enjoyed. The following morning the bus took the party to Bouzy, where they were welcomed by Jean-Paul Brice. A tour of the locality was made, and a number of vineyards visited. The weather was superb, and could not have been better for such a trip. On returning to Bouzy, a visit to the cellars and the bottling department was made, after which the party made their way to Jean-Paul Brice's lovely old house for lunch. Jean-Paul and his wife, assisted by Thierry Maurel, were our marvellous hosts, and in the courtyard of the house was arranged a sensational buffet luncheon accopanied by a selection of really fine champagnes from the House of Barancourt. Among these was their delicious Bouzy Rouge, which met with universal acclaim.

Such hospitality required leisurely appreciation, and it was not until mid-afternoon that a very satiated party went by bus to the outskirts of Bouzy to look at the new cellars and offices which are being built to house the whole Barancourt operation. Although currently still under construction, they will undoubtedly be most excellent premises when finally completed.

Dinner that evening was at Boyers, a restaurant in the beautiful house formerly occupied by Le Comte de Polignac. Thierry Maurel had arranged a delicious dinner accompanied once again by generous quantities of excellent champagne.

The following morning the party departed for Beaune in brilliant sunshine and arrived at the Aeroclub de Beaune approximately an hour and a half later. Here they were welcomed by Philippe Bufouleur of Coron Pere et Fils, and, after making arrangements to refuel the planes in the afternoon, they went for lunch in a most attractive restaurant in the hills above Beaune. The afternoon was spent refuelling and checking the planes. The Aeroclub probably sold more petrol that day than they had for quite a long time! A quiet dinner at the Samotel was followed by early bed in order to be fighting fit the following day.

On Wednesday morning a visit was made to the cellars of Coron, and the party met Monsieur Bernard Dufouleur. It was discovered that he had been flying his own plane until four years ago, and Chairman invited him for a short flight. M. Dufouleur took the controls, and afterwards spoke enthusiastically of his flight. He is now 76, which goes to prove that his wines are not only excellent, but are particularly good for those who intend to keep flying for some years to come!

A tasting of 1982 and 1983 wines was held in the cellar, and during the afternoon the party visited Chateau Clos de Vougeot (headquarters of the Chevaliers du Tastevin de Bourgogne).

The following morning the party left on the return journey to England, bringing with them memories of good wine, good food, good weather and good company. Heartfelt thanks were expressed to both Coron Pere et Fils and Champagne Barancourt.

The above article was written by David Beaman of Barwell and Jones, who very kindly arranged the tour. All those who took part wish to thank David most sincerely for an outstanding trip.

Whilst on the '84 Wine Tour, those members present sent a postcard of good wishes to our President, Col John Williams-Wynne. Colonel John has asked me to thank the Wine Tour party for their very kind thoughts, and to say how sorry he was that he could not be on the Tour himself.

VISIT TO B.AE FILTON AND BADMINTON ESTATE

The above visit took place as scheduled and was extremely successful, with a large turnout. I will try to incorporate a short article in the next newsletter.

VISIT TO C E G B PORT DINORWIC

It had been hoped to arrange this visit for the autumn of 1984. However, the only dates available were in October, which we felt were too late. The alternative dated now booked for the visit is June 1985. The date will be confirmed in the November newsletter.

NEW MEMBERSHIP AND AIRSTRIP LIST

At long last, we enclose the reprint of the membership list, which has the airstrips as a separate section at the rear.

An updated map is being prepared, and we hope to circulate this in November.