FLYING FARMERS ASSOCIATION

March 2022 newsletter no. 139



CHAIRMAN'S RAMBLINGS

Sitting down to write this Ramble, I feel like the judges on any TV talent show picking the winner – they always say, "this is going to be hard". In my case, I find this hard as whatever I put down on paper now could change before the ink dries. We are heading into an unheard-of world of stupidity and volatility.

The pessimists amongst us will profess total doom and gloom - but I err on the side of optimism and want to try to see a way through this international crisis.

War in Europe – even as an optimist, I cannot find anything good in that. My optimism is that Putin will be brought to justice. Peace will return and as farmers, it is our job to feed the world so we might just earn a bit more respect with government.

Feed wheat - one of the very basic ingredients of life, hit £310 per tonne ex farm in the first week of March, in the north of England. This shouldn't be any great surprise because if you look at prices 40 years ago and put them into an inflation calculator, this commodity should be £500 per ton. It just puts into perspective how cheap food is. It will be a hard pill for consumers to swallow when food inflation kicks in.

Food security – perhaps now, those in offices who try to plan how farmers should produce food, should give farmers more credibility. In these times when we need to be more self-sufficient in the UK, there is still talk of this sustainability from those with white collars. Unlike those in Government who are lucky to last 5 years, farmers have endured wars, poverty, financial disasters and extremes of weather and we are still here. That's sustainability, not some dreamt up office based scheme telling us how to look after our own land.

In the UK we are the worldwide leaders in agriculture and despite what DEFRA predict, I believe our land is in better health now than ever before, proven by the ability to grow some of the biggest crops in the world. Yet those in London want to subsidise us to grow anything but food. They obviously didn't live through the second world war!

A Poem – *When your land is office planned*
And fed with streams of ink
And ploughed by men with fountain pen
What shall we eat and drink?

That poem was written by a Fenland farmer over a 100 years ago!

FFA – The FFA committee keep working away behind the scenes to bring you interesting newsletters and meetings where we go where you wouldn't normally go on your own. We have recognition with the official aviation bodies (we were even consulted about the new airstrip Safety Sense leaflet) and have developed an airstrip insurance scheme for members in conjunction with Haywards – who are being a bit more co-operative with the committee at the moment!

I tried to arrange an alternative broker for this airstrip insurance but, although we now insure for officer's liability with this broker, they couldn't price match Haywards for members' airstrip insurance. But remember, it is always worth checking on your farm insurance policy if your airstrip is already included for public liability – whoever you insure with. It might just need noting on the policy that you are an airstrip owner - It worked for me!

I have just received an email to say that yet another of our members has successfully added his airstrip to his NFU farm insurance giving him £10 million cover for an extra premium of £202.00 – considerably less than Haywards, especially for the level of cover!

Paul Stephens

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Joined Since December 2021

8755 S. Richardson. from Newark on Trent, Notts
8753 J. Padley from Ruskington,Lincolnshire
8748 A. Wheatley from Lincoln, Lincolnshire
8747 RCL Callaway-Lewis from Chichester, West Sussex
8746 T. Nelson Smith from Selsey, West Sussex
8745 A. Fergusson from Maybole, Ayrshire
8744 P. Bishop from Salisbury, Wiltshire
8743 B. Gregori from Hamilton, Lanarkshire
8739 D. Munro from Tain, Ross-Shire
8740 K. Mayglothling from Bucknell, Shropshire
8738 N. Houghton from Oakham, Rutland
8737 J. Hortop from Sidbury, Devon
8736 K. Kent from Ruckinge, Kent
8735 E. Calvin from Coleraine, Londonderry
8754 William Moore Marlborough, Wiltshire

Departing Members

8590 J. McAlpine from Longworth Oxfordshire Lapsed
780 C. Judd from Prickwillow, Cambridgeshire Lapsed

Committee Meeting, March 1st 2022

Your committee met after the FFA meeting at the Transport Museum depot in Acton, London. Not the best of days to arrange any kind of gathering as we were faced with an underground tube strike in London. As most of the committee were in the city centre the night before, it was painful travelling the 6 miles to Acton due not only to there being no tubes, but taxis were like hens' teeth and the centre was grid locked. However, after 2 hours travelling by various means to Acton, we had a reduced number FFA meeting and slightly reduced numbers at the committee meeting.

One thing that came out of the committee meeting was that our Treasurer (Andrew Cragg) is getting frustrated and concerned that he still has 112 members who haven't signed up to the direct debit means of paying subscriptions.

Frustrated, as he has tried in vain to contact these members and there have been numerous reminders in the newsletter.

Concerned, because one day, and it might not be too many years away, subscriptions will have to rise slightly, as the accounts are starting to show negative margins. Once everyone is on direct debit, the uplift will be easily carried out by the press of a button by the Treasurer. Those with the old standing order payments will have to be written to again to arrange new standing orders and most likely have to be contacted yet again to remind them to cancel the old standing orders. This is evidenced by the fact that we still have £5.00 standing orders coming in from the last change to subscriptions in 1999 as they haven't been cancelled. The Treasurer has tried multiple times to contact these members to tell them with no success. It is coming to the time that these members could be struck off if the subscription changes – which we don't want to do.

Another important point is that members should take note of the closing date for FFA meetings. There are very good reasons for a closing date, mainly to do with catering and transport arrangements because if people last minute book, it only makes extra work for the organiser trying to accommodate them. Please respect the closing date.

The last of the old newsletters will be loaded shortly onto the FFA website. It is very interesting looking back over the years right back to 1974, not only for interest but for reference as well.

Once again, Neville has a full program of events for this summer and beyond. He will post information on the website as it becomes available. The Eventbrite booking system is working very well and makes life so easy for Neville and the event organisers. Plus of course, booking in for members is now slick and easy with no confusion with illegible email addresses and cheques made out to the wrong payees.

It was decided to keep the "ILAFFT" safety page in the newsletter for members who are brave enough to disclose mistakes, close shaves or any flying experiences that they think others could learn from. I don't believe any pilot can say that they haven't made a mess of some flight by encountering unexpected weather for example and flown themselves into an undesirable situation. Please send these experiences in to our editor at giles@abrey-farms.co.uk

Paul Stephens

IMPORTANT Membership Matters

1. Change to Direct Debit – GOCardless

Members will remember that we are moving from standing order to direct debit for payment of the subscription. Since the process started and despite an email and this message in the last newsletter there are still 112 members who have not responded.

If you have not set up the direct debit with GOCardless then PLEASE Go to the website; News > Subscriptions **https://ffa.org.uk/membership-subscriptions/** and click the link.

If you're not sure then please **Email treasurer@ffa.org.uk** or **ring the office** on 01303 874251

2. Next years subscription

Thank you to all those who have moved over to direct debit. 69 of you forgot to cancel the standing order and paid the subscription twice. The Committee agreed at the last meeting that any additional, un-refunded subs be put in a suspense account and that any remaining un-refunded after one year will be released back as donations.

Please check that you have cancelled your standing order so that you don't pay twice again.

3. Transmitting Blind

We have lost touch with the following members and have been unable to raise them by any conventional means.

Hello! We get your sub, we think you get the newsletters but you are not getting any emails through which we now use to announce details of all events. If you are one of these, please get in touch :

- **William Mumford**
- **Peter Miller**
- **Adam Silvester**
- **Colin Suckling**
- **Roger Warner**
- **Roger Windley**
- **Rod Herbert**

4. Flying Farmers Emails

We now use emails to send you important regulatory information, requests from members and most importantly, details of events and booking links. There is a 60% cohort of members who regularly open emails and while we contact those whose emails are undelivered we can do nothing about those that go to spam or an unused inbox.

If you are not getting regular emails from info@ffa.org.uk and you want them then please contact us on the website, info@ffa.org.uk or 01303 874251

GAP – General Aviation Partnership Report February 2022

Lots going on at the CAA although much of it is on-going.

Safety Sense Leaflets.
These are being refreshed with a modern new look. The VFR Moving Map Devices Leaflet was published in November 2021. Strip Flying is the next one and the FFA was asked to give input. Many thanks to those members who contributed. Since this one is particularly relevant for us, we will let you know when it's published.

Simplification of licencing, training and maintenance.
The CAA are seriously looking at these processes with a view to removing red tape and gold plating. It's a function of Brexit that the CAA no longer just rubber stamps the EASA rules and now have to, and seem prepared to, re-engage with their regulatory role AND for the benefit of the GA community.

As part of this process they have commenced a comparison study between UK CAA and the National Aviation Authorities of France, South Africa, New Zealand, FAA and Ireland. Areas that are being compared include:

- Licensing regimes
- Types of licenses issued & cost
- Air worthiness regimes & approvals
- Application performance metrics (e.g. turn around times)
- Medical declaration processes
- How do customers apply for these items?
- Delegation of authority

Good News! I trust they will come away with the best and most pragmatic ideas.

CAA's Airfield Advisory Team (AAT)
December 2021 marked the first year of operation for the CAA's newly established Airfields Advisory Team (AAT). The AAT offers support and advice to GA airfields on a range of technical aviation matters, with a goal of helping them grow and thrive. The AAT remit extends to helping any and all GA airfields including unlicenced airfields. It's welcome although I'm not sure if it will contribute to airfield protection – let's face it, despite the narrative of protection and indignation from every source, nothing seems to be able to turn the tide of the loss of our airfields to development. They can be contacted at aat@caa.co.uk.

Airspace Modernisation Strategy Refresh
With DfT assistance, the CAA has completed revision of its Airspace Modernisation Strategy (AMS), with consultation now live, closing on 4th April 2022. We emailed about this earlier and the publication date of this newsletter may make this piece a bit redundant but if not, then those interested should click https://consultations.caa.co.uk/policy-development/draft-airspace-modernisation-strategy-2022-2040/.

The process will finalise and feed back this Spring/Summer.

Independent Complaints Panel
The Department for Transport (DfT), working in collaboration with the UK Civil Aviation Authority (CAA), is creating a new independent to review complaints made by individuals about the process by which the CAA has made decisions that affect them. It will be open to individuals whose cases meet a certain threshold if they remain unsatisfied following the CAA's internal two-stage complaints processes.

Eligible complaints will cover licensing and certification decisions, such as those following an airspace infringement or the decision to suspend a licence or endorsement to an instructor or examiner.

The panel will consider whether the CAA correctly followed its processes and procedures in arriving at a decision. It will have the power to remit the case back to the CAA where it investigates and considers the CAA has not done this.

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The General Aviation Safety Council

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https://www.gasco.org.uk/contact/subscribe



General Aviation Awareness Council

New White paper:
The DfT confirmed that Mr Gove has rejected all their proposals (many based on our input), a new White Paper consultation is expected soon.

Strategic Network:
Our challenge paper was endorsed by the Secretary of State and passed to the Aviation Minister for implementation, the AM wants to meet in the 'near future'

Insurance:
A recent case in Yorkshire highlighted potentially serious implications for airfield owners leading to revised advice being required from Chris Varley. See our FFA member's story (December 2021 newsletter).

Emergency Heli's:
Through the Addenbrookes Hospital situation the GAAC has joined the Working Groups of the Coastguard service and HELP, a charity providing Helipads throughout the UK and Scotland. Our initial advice is on Safeguarding.

APPG-GA Update:
A meeting of Chairs old and new took place on Dec 9th. The new MP's Chair is Kelly Tolhurst (formerly Aviation Min), Steve Noujaim now chairs Airspace and Alan Winn (Brooklands) Heritage

AERODROMES UPDATE John Walker (Updated 15 February 2022)

Aerodrome	Current Status
Bourn	Site earmarked for some 3,500 homes in 2031 Local Plan adopted by South Cambridgeshire District Council on 27 September 2018. The Council approved a planning application for the development on 19 February 2021 subject to the completion of prior conditions.
Cambridge	Marshall Aerospace and Defence Group will be vacating the aerodrome by 2030 and have signed an option to lease land at Cranfield. A final decision on a new location has not been made but it is expected that a planning application for the new facility will be submitted in autumn 2022. The aerodrome site has been put forward for a major housing development in the First Proposals for the new Greater Cambridge Local Plan issued for public consultation that ended on 13 December 2021.
Chalgrove	Site included in South Oxfordshire District Council 2034 Local Plan adopted on 10 December 2020 for a 3,000-home development with a new runway for Martin-Baker Aircraft (MBA) operations for which development a planning application was submitted by Homes England (HE) the land owner. The application was withdrawn on 21 May 21 pending a review of the plans after the CAA recommended that the proposed development be discontinued as it was incompatible with MBA's current site operations. HE has stated that they will use their CPO powers if negotiations about the development with MBA (their tenant) are unsuccessful.
Coventry	Outline planning applications for an electric vehicle battery Gigafactory on the aerodrome site were conditionally approved by Warwick District and Coventry City Councils on 11 and 13 January 2022. The applications were referred to the Secretary of State at the Ministry of Levelling Up, Housing and Communities who in a letter dated 26 January 2022, has declined to call-in the applications.
Deenethorpe	Central Government has accepted the site for development as a 1,500 home Garden Village. East Northamptonshire Council (now part of the new North Northamptonshire Council) approved the site masterplan on 15 October 2018. A planning application for the development is awaited.
Dunsfold	Planning application for mixed use development with 1,800 homes on site approved by Waverley Borough Council on 14 December 2016 but called in for a Public Inquiry the result of which was Central Government approval for the application on 29 March 2018. Protest groups appealed these decisions in the High Court but the Court rejected these challenges on 5 November 2018. The development has now been granted Government Garden Village status. A public consultation on a draft Supplementary Planning Document for the development ended on 20 December 2021.
Elvington	York City Council draft Local Plan submitted for Public Examination on 25 May 2018 with public hearings commencing on 10 December 2019 includes a development of up to 3,330 homes occupying the middle section of the runway. Public consultation on major modifications to the Local Plan ended on 7 July 2021 and additional public hearings are scheduled for 15 to 25 March 2022.
Fairoaks	Land owner of part of the site has given notices to vacant by February 2022 to some hangar and aerodrome building tenants which action does not affect the operation of the taxiways and runway which are in separate ownership. Public consultation ended on 30 July 2018 on Surrey Heath Borough Council's draft Local Plan options document which states that for Chobham "Employment and Retail - Sets out that development at Fairoaks Airport should be guided by a development brief / masterplan."

Continued on next page...

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Aerodrome	Current Status
Fenland	Due to the landowner's impending retirement and moving abroad, the aerodrome is up for sale.
Halfpenny Green (Wolverhampton Business Airport)	In September 2018 South Staffordshire Council approved a Site Allocation Document expanding on the previously adopted Core Strategy within the Local Plan which states that the aerodrome is allocated and protected for employment purposes. A planning application has been submitted for the construction by MCR Property Group, the site owner, of 112 homes on south-west corner of site and aerodrome improvements, including construction of 3 new hangars.
Langar	Aerodrome currently occupied and operated by British Parachute Schools sold in January 2019 to the owner of Nottingham City (Tollerton) aerodrome (see entry on page 3).
Long Marston	Aerodrome is designated in Stratford-on-Avon District Council Local Plan adopted Core Strategy for housing and has Government Garden Village approval for which a planning application has been submitted. Developer is Cala Homes in conjunction with site owner.
Manston	On 9 July 2020, the Secretary of State (SoS) granted a Development Consent Order (DCO) for the aerodrome as a Nationally Significant Infrastructure Project. A Judicial Review application resulted in the High Court quashing the DCO on 15 February 2021. As part of a review of the decision to grant the DCO, the SoS requested an independent report on the need for the development. The draft report was published on 21 October 2021 and endorsed a Planning Inspector's previous view that the need had not been established. A public consultation on the review ended on 3 December 2021. On 9 July 2020 Thanet District Council adopted its 2031 Local Plan that safeguards the aerodrome.
Nottingham City (Tollerton)	With the support of the land owner, site and adjoining land earmarked for up to 4,000 homes in Local Plan adopted by Rushcliffe Borough Council on 8 October 2019. A planning application for development proposals to the north and east of the aerodrome has been submitted.
Panshanger	HE has bought the aerodrome site from Mariposa Investments. A public consultation by Welwyn Hatfield Borough Council ended on 1 May 2020 into providing additional housing sites for the Local Plan which schemes preclude a realigned grass runway to the north of previous runway 11/29 proposed in the current draft Local Plan. Latest public hearings on the Local Plan ended on 17 March 2021. An outline planning application to re-open the aerodrome has been submitted.
Peterborough / Sibson	Huntingdonshire District Council submitted an unsuccessful bid for a 2,500 home Garden Village on site. The Council subsequently withdrew their support for the proposal but the site is still listed in the Council's Housing and Economic Land Availability Assessment.
Plymouth	FlyPlymouth, a local social enterprise aerodrome support group, plans to reopen the aerodrome and start regional airline services. Sutton Harbour Group, the site lease holder, have proposed a mixed-use development although the adopted Plymouth City / South-West Devon Joint Local Plan retains the site for aviation use at least until the first 5-year review of the adopted Plan.
Popham	Site land owner has submitted the site for a 3,000-home development in the Strategic Housing and Economic Land Availability Assessment (SHELAA) and the site is provisionally shortlisted for development as part of the Local Plan review by Basingstoke and Deane Borough Council.
Redhill	Tandridge District Council public consultation on four potential Garden Village sites including Redhill ended on 9 October 2017. The draft 2033 Local Plan submitted for Public Examination on 18 January 2019 with hearings ending on 28 November 2019 has ruled out the site for a Garden Village and allocated it protected status as an Important Employment Site. Part of the site is within the boundary of Reigate and Banstead Borough Council whose adopted Local Plan makes no mention of the aerodrome.
Retford / Gamston	Full planning permission granted by Bassetlaw District Council on 25 October 2021 to convert hangars 6 to 11 into a vehicle testing facility and for dual use of the runway for autonomous vehicle testing and aircraft.
Thurrock	Thurrock Council have issued to the landowner's agent a Scoping Opinion on an Environmental Impact Assessment for development of 750 houses, a medical centre and employment units on aerodrome site.
Wellesbourne Mountford	Stratford-on-Avon District Council Core Strategy stated policy is to "Retain and support the enhancement of the established flying functions and aviation related facilities at Wellesbourne Airfield". The Council have rescinded the owner's permitted development rights and have initiated negotiations for an agreed purchase of the site whilst also taking CPO action to acquire the site. £1 million remains in the Council's budget to fund the CPO action. Under a MoU dated 30 August 2019 between the Council and the site owners, the CPO action has been suspended for up to a year (which period has now been extended) to allow the owners to propose limited development of the site whilst retaining the aviation facilities with some of the tenants being offered continued occupancy of the site to cover the period of the MoU.
Wycombe Air Park	Site lease holder has agreed new leases with the land owner, Wycombe District Council (now part of the new Buckinghamshire Council). The Council's adopted 2033 Local Plan provides for an industrial / warehousing complex on south-western part of the site requiring shortening of runway 35 and relocation of gliding activities to the north, for which changes a planning application for a new glider track was approved on 8 December 2021.

Biodiversity



Photo credit Jay Gates and Bodmin Airfield

AIRFIELDS SHOULD CONSIDER 'DONATING' LAND FOR BIODIVERSITY

The Environment Act 2021 explicitly makes Biodiversity Net Gain (BNG) a condition of planning permission, requiring all developers to demonstrate how they will deliver a 10% improvement to the biodiversity value of any application site. Although it won't come into effect until 2023 it is important for airfields to think ahead if they have developments in mind.

In March 2022, the GAAC received a letter from the Manager of Bodmin Airfield in Cornwall relating to this issue and GAAC agreed it would help spread the word to other airfields (a kind of pollination?!).

Follow the following link for further information and details, **http://www.gaac.org.uk/biodiversity/**

FFA Airstrip Insurance Scheme

Haywards Rating Matrix (inclusive of AVN 52G coverage)

APPLICABLE TO COVERED PARTIES UNDER MASTER POLICY UNIQUE MARKET REFERENCE B0758A224868

SECTION 1 and 3 – PREMISES and PRODUCTS LIABILITY

Amount of Indemnity (any one Accident and in the aggregate in respect of Products Liability)

Annual Movements of Third Party Aircraft	GBP 500,000	GBP 1,000,000	GBP 2,000,000	GBP 5,000,000
Up to 100	GBP 350.00	GBP 500.00	GBP 650.00	GBP 1,100.00
More than 101 up to 250	GBP 400.00	GBP 550.00	GBP 700.00	GBP 1,200.00
More than 251 up to 500	GBP 450.00	GBP 600.00	GBP 750.00	GBP 1,300.00
More than 501 up to 1,000	GBP 600.00	GBP 750.00	GBP 900.00	GBP 1,450.00
More than 1,001 up to 2,000	GBP 700.00	GBP 850.00	GBP 1,000.00	GBP 1,550.00
More than 2,001 to be agreed by Slip Leader	to be agreed by slip leader	to be agreed by slip leader	to be agreed by slip leader	to be agreed by slip leade

SECTION 2 – HANGARKEEPERS LIABILITY

Plus GBP 175.00 for GBP 500,000 any one accident, but limited to GBP 75,000 any one aircraft.

Plus GBP 350.00 for GBP 1,000,000 any one accident, but limited to GBP 75,000 any one aircraft.

If any memebers are interested further details can be obtained by contacting Haywards directly (02045 114700).

MEMBERS MISHAPS

A platform giving members the opportunity to submit any article about their flying career from which other members can benefit and learn from. If anonymity is required that will of course be respected

Spinning

I learned to fly in 1978 with the Suffolk Aero Club at Ipswich Airport (long since closed down, and now a sprawling housing estate). In those dim and distant days, the flying syllabus required spinning as part of the training regime.

As my dual training progressed, in an elderly Cessna 150, or 'The Cesspit' as I affectionately knew her, I was duly introduced to the unpleasant experiences of stalling and spinning. I have never been, even to this day, a lover of aerobatics, the result of which nearly always saw my breakfast reappear. However I persevered, and apparently mastered what was required, and continued my training, going solo at a reasonably early stage and racking up the requisite hours toward my coveted licence.

The day approached when my GFT was due, and so the CFI sat beside me in the elderly 150 and announced that he would like me to climb to 4000' and show him a stall and recovery as I had been taught. The CFI was what I would term as a bit of an old woman (if the thought police don't come to get me…), but was an extremely good instructor. As we wheezed our way up to 4000' after what seemed like an eternity, 'Peter' announced that he would like me to show him a full stall and recovery. I gingerly pulled back a little bit, and very little happened except a small reduction in airspeed. "Come on, pull it back" he said, so I applied a little more back stick, and again not much happened. "PULL IT BACK", he demanded, and so I finally did.

What happened next took me rather by surprise as the little Cessna 150 finally reared up, ran out of airspeed, and as she dropped her nose, she also dropped her right wing. At this point I must have lost my presence of mind because I countered this by a sharp application of left aileron - which she didn't like at all - and she promptly rolled onto her back and started a fully developed spin. I discovered this to be a BAD IDEA.

Not liking this one little bit, I announced this fact by immediately saying "You have control". Peter, being the professional that he was, countered this by immediately replying "I do not have control", and remained impassively sitting with his arms folded. Horrified that we were now spinning merrily, and losing quite a lot of height quite rapidly into the bargain, I looked across at him and, with my voice now two octaves higher, cried out "yes you do, you have control" - to which he immediately, and completely unconcerned, looked straight back at me and said "I do NOT have control. YOU put it in, now YOU get it out".

And so I did.

I suspect that a modern day instructor - apart from there not being any requirement to experience a fully developed spin in today's syllabus - would have grabbed the controls very early on and said "OK, I have control, now let's try that again". But my wily old instructor, never flinched, and by so doing, made me dig deep into my ingrained memory as to what I had been taught about recovery.

I learned about flying from that.

Martin Gosling



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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.

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			£8.00
Ties			£15.00
Umbrellas			£29.00
Clocks (NEW)			£30.00
Pens (NEW)			£2.50

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**

GAAC

HELP SAVE THE UK'S AIRFIELDS!

Visit www.gaac.org.uk/donations to fund the fight

The General Aviation Awareness Council (GAAC) is recognised by Government and fights to protect all UK airfields. Our team of professional advisers works hard on your behalf to keep vulnerable airfields open for flying. Meanwhile the GAAC and the All-Party Parliamentary Group for GA (APPG-GA) have proposed the creation of a legally protected Strategic Airfield Network.

GAAC is a non-profit organisation, so we URGENTLY NEED YOUR HELP to cover costs & expenses, to carry on our valuable work.

If you have a question or pressing need for advice, please visit our website www.gaac.org.uk or contact info@gaac.org.uk or planning@gaac.org.uk

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DON'T LET CRIME TAKE OFF

IF YOU SEE ANYTHING SUSPICIOUS ABOUT THE PILOT, AIRCRAFT OR CARGO, REPORT IT.

What to look for:

- Attempts to test or research security around an airfield.
- Is the pilot taking unnecessary risks?
- Has the aircraft been modified?
- Are there any concealed packages?

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Programme 2022



We started the year off with a visit to London, we had a few that dropped out on the day due to the London underground going on strike, did they know we were coming?! Write up in the newsletter.

All the events are on the web site and as soon as they open for bookings an email will be sent out, if you don't receive it please check your spam box. Please ensure you book before the closing date so that we are able to confirm transport and catering.

Looking ahead to this year's planned events and with what is happening around the world, we are still intending to run them all. A great deal of effort has gone into organising them. We may well look at having reduced numbers due to the coach costs etc, so please book early because if we do not fill the coach then the event maybe cancelled.

The details of the AGM will be discussed at the next Committee meeting and as soon as the date, venue and programme is confirmed they will all be put on the website.

Happy Safe flying in 2022
Neville

Pop-Ins 2022

For all Pop-ins (unless otherwise announced) the intention is to meet at 12.00pm for lunch.

- Saturday 26th March – **West London Aero Club**, White Waltham, Maidenhead. 11:30 for Lunch 12:00

If any members wish to offer their strips for informal gatherings next year, please do contact David Keene (david@davidkeene.co.uk) or Neville (neville.stops@gmail.com).

Events 2022

- 30th March – **Faccombe Estate** – landing at Thruxton, Hampshire.
- 20th April – **Hutchinsons**, Ashford, Kent, (landing at Headcorn)
- 27th April – **Rick Holt Tomatoes**, Worcestershire, (landing at Croft Farm Defford) – **Rick Holt**
- 10th May – **Silverstone circuit** – Northamptonshire, landing at Turweston
- 19th May – 28th May – **FFA Study Tour 2022, Isle of Man and Ireland** – Peter Gale – **FULLY BOOKED**
- June (Date TBC) – **Hawker Rebuild**, Elmsett, Suffolk – **Charles Course**
- 16th - 17th June – **2 Day Vintage Extravaganza** – East Kirkby, Lincs (Landing at East Kirkby) – **FULLY BOOKED**
- 13th July – **Bicester Heritage** – Bicester, Oxfordshire (Landing at Bicester)
- 20th July – **Bullets and Beer** – Corsham, Nr Bath (Landing at Wadswick Farm) - organised by a Guest

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).

AS THESE EVENTS ARE CONFIRMED, THEY WILL BE PUT ON THE WEB SITE. WHEN THEY OPEN FOR BOOKINGS AN EMAIL WILL BE SENT OUT TO ALL DETAILING WHEN YOU CAN THEN BOOK THROUGH EVENTBRITE.

Events such as these 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.

Eventbrite Eventbrite has worked out well, and we have learnt a great deal over this last year. Two main points have come to light, these are;

Event Information
At this moment in time, we are unable to attach documents to a group email through Eventbrite. For the time being, things like joining instructions and attendee lists will go in on the web site under that Event.

Cancellation Policy
We will have to have a strict Cancellation policy. All events will be going through Eventbrite, and up until the closing date you will be able pull out and get a refund, BUT after the closing date you will be committed for the full cost. This is because coaches need booking, caters need advising, and Hotels rooms numbers need confirming.
This Policy will stand unless there are people on the waiting list or you can find a replacement.

Faccombe Estate, Hampshire – 30th March

Faccombe is undoubtedly one of the closest quality shoots to London and given its proximity, the rugged landscape, steeply wooded valleys ideal for both pheasant and partridge shooting, throughout the season with some of the very best sport in the area. The 5,000 Acre estate used to be owned by the late Brigadier Tim Landon, who took an interest in green energy, the estate runs off a wind turbine.

We will see the arable and forestry enterprises within the undulating hills, and differing soil types. In some areas the surface covering of stones is 80%.

09:00 – 10:00	Arrive Thruxton, Tea, Coffee, Bacon roll on arrival
10:00	Coach departs to Faccombe
10:30	Arrive Faccombe
	Estate Tour, Farming
12:30	Buffet Lunch (@ The famous Jack Russell Inn)
13:30	Estate Tour, Shooting and Forestry
15:30	Coach Departs
16:00	Arrive Thruxton
	Depart at will

Hutchinsons Food Packaging Division – 20th April

Produce Packaging are the UK's leading supplier of food packaging materials, with a wide range of products specifically designed for the UK's fresh produce, ready meal, bakery, fresh food, beverage and horticultural industries.

We will split the visitors into two groups and sessions, as follows: -

11.00 – Arrival and welcome at Marden: Mark Tierney, Managing Director – Produce Packaging

11.15 – 12.15:

Group A: Hutchinsons Presentation in Marden
Meeting room – Chris Hoskins, Digital Farming Manager
Group B: Produce Packaging Presentation in Sales team office – Mark Tierney, Managing Director

12.15 – 12.45:

Group A: Marden site tour Group B: Lunch

12.45 – 13.15: Group A: Lunch Group B: Marden site tour

13.15 – 14.15: Group B: Hutchinsons Presentation in Marden.
Meeting room – Chris Hoskins, Digital Farming Manager
Group A: Produce Packaging Presentation in Sales team office – Mark Tierney, Managing Director

14.30: Depart back to Headcorn

Rick Holt Tomatoes –27th April

Rick & his Wife are hosting a visit, to two Nurseries using biomass, digesters and CHP to harvest tomatoes all year round. There will be a Buffet lunch and then a brief talk by Farm manager Jake Freestone and owner Penelope Bossom about the Overbury Estate on Bredon Hill which includes arable and sheep up to 1000ft, and property in the local villages. This will be followed by a tour of the estate.

Rough Details for the Day
Landing Croft Farm 10.00am prompt.
Short visit to 2 nurseries so that we can be at lunch for 12.30 prompt
Short speech before leaving for Overbury Estate 14.00 prompt.

Nice coach for the day with disabled access
2 course buffet lunch at Vale golf club with excellent room plus bar
Landing fee which will be a donation to MAF £5/head
Tea's/coffee on arrival and before departure

Back at airfield 16.30 latest. But if anyone wants to make a run for it we will have transport available.

Silverstone Circuit – 10th May

Fly in to Turweston and then by coach to the interactive museum at the circuit which should be of interest to everyone and is well presented and takes about 2 hours. Then a light lunch by arrangement possibly in the BRDC Clubhouse after which our guide, Chris Alford one of Silverstone's senior driving instructors, will tell us about his father's flying as an instructor and VIP pilot during the war, in the Berlin Airlift and for the MOD, as well as some of his own exploits in motor sport. Afterwards by coach we will visit the Wing and its race control and the Racing School workshops as well as a guided tour of some of the estate. There is usually some activity such as the race school or testing on one of the three circuits. Then return to Turweston for the flight home.

Silverstone

Hawker Rebuild, Elmsett, Suffolk – June (TBC)

A visit to Elmsett is set up already with Charles Course who owns the airfield and is able to facilitate our visit to the restoration hanger where they restore Hawker Hurricanes. The intention now is to make this a two day event so that we can have a night in a hotel nearby, (Bildeston Crown & Nedging Hall which between them can accommodate 30-40 people). The plan would be to fly into an airstrip near to one of the AD plants, have a tour there, then fly to Elmsett for a BBQ lunch and look at vintage machinery and the Hawker. Potential also for a trailer ride around the farm ending with a Tasting Menu at the Bildeston Crown.





2 Day Vintage Extravaganza,16th -17th June (Fully Booked)

Tony fisher is running for the 4th time another 2 Day Vintage Extravaganza.

Day one Thursday 16th. Arrive East Kirkby by 0930 please. Bus to Brian Bowles at wrangle for vintage cars, tractors and rare equipment then lunch at Red Lion at Revesby and on to Ingle Brothers huge vintage collection at Wragby. Afterwards back to Petwood, 1930 pm dinner and after dinner speaker.

Day two. Visit BBMF at Conningsby and also the Typhoons at RAF Conningsby, then back to EK for departure.



Bicester Heritage - 13th July Bicester, Oxfordshire

At its heart, Bicester Heritage remains dedicated to its vision: to secure a robust and dynamic future for motoring past, present and future, the businesses that serve this market, the people who work in those businesses and the owners and enthusiasts who enjoy their specialist vehicles.

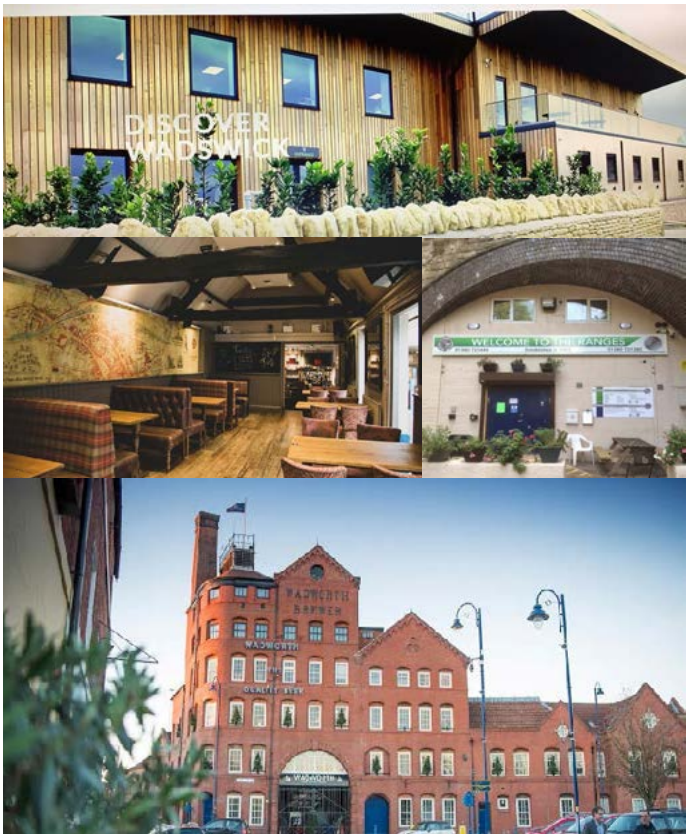
They have a thriving business campus dedicated to historic motoring, based at the UK's best-preserved WW2 RAF bomber station – the former RAF Bicester.

Founded in 2013, we have rejuvenated this unique architectural survivor, restoring the RAF's Technical Site for modern purpose and creating not just a destination, but a thriving hub of industry geared toward supporting the wider motoring community. They have refurbished and restored the red brick buildings, hangars, tree-lined avenues and airfield to provide an authentic period setting for specialists, vehicle owners, enthusiasts and visitors to meet, share their passions and immerse themselves in a classic age.

The time-warp base is truly unmatched in evocative character, and access to Bicester Motion's airfield and test tracks complete its dynamic operation as The Home of Historic Motoring. Collectively, Bicester Heritage is all about driving the future of the past.



All Bullets n Beer – 20th JULY 2022



Fly into Wadswick Farm near Corsham, just on the outskirts of Bath. By kind permission of Mr & Mrs Tim Barton and enjoy a coffee or tea on the cafe balcony, while waiting for the coach, or even visit the country store!

A unique chance to uncover the world of ballistic testing by kind permission of Paul Everington and his team. How do you test the projectile that nothing can resist or the material the no projectile should penetrate. Find out the history, skills and practice in Paul's presentation " A Load of Ballistics"

Take a look at a small arms and air rifle range and maybe a few will be able to have a round or two! All hidden away in a railway tunnel under Devizes itself.

Have lunch at the famous Castle Pub and view the original wall paintings, many of which are early maps of the town. For your enjoyment your platter will be made from a selection of local produce, then why not enjoy a pint that is brewed at Wadsworth to set yourself up for the afternoon

The tower brewery of Wadsworth, built in 1885, is a real landmark in the town Whilst taking a pub crawl around Devizes learn about the history of brewing and how they combine traditional techniques with modern brewery skills

Your guide will be one of the in house beer experts and they may even give you a tipple or two along the way, Pilots should not miss out, as they will be able to take samples away with them!

Come along and enjoy Wiltshire!

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Acton Transport Depot Museum



Picture credit - London Transport Museum

Ironically this months' club trip was to the London Transport Museum Depot in Acton on the day of a full out London Underground strike, but some twenty of us made it, all be it through atrocious driving conditions. Once settled we were welcomed by Keith Raeburn giving us a brief and introducing us to our two guides, John and Paul.

The London Transport Museum depot is an absolute must for all ages and is extremely interesting. The depot is essentially a storage and restoration facility for historic buses, underground trains and a range of equipment as opposed to the one in Covent Garden, which is more set up for tourists, and where everything has been restored. There is even a simulator for driving a train!

The main purpose of both museums is for education and for people to come to understand and enjoy the history of transport. The staff are volunteers and very informative, many with first-hand experience of working within London Transport over many years.

As mentioned, there are many other items from the history of London Transport, this includes station signage, bus stops, posters, maps, equipment from lifts, escalators and power systems and even a mock-up of a "tube tunnel" section. Other transport items from the past to relative modern day can be found, including trams, trolleybuses and a horse bus, where we started our visit.

The first exhibit was a beautiful horse drawn carriage dating from 1881 and represents the first form of street "bus" transport in London, carrying some 28 people at nearly 8mph. It ran until 1911 when the internal combustion engine finally became a reliable alternative as in the "B" type bus.

Many generations of motorbus are represented, too many to describe here, but the depot contains vehicles up to





London Transport Museum





Main picture (top of page); Tube trains,
In set; Transport Museum
Top left; horse drawn carriage dating from 1881 and represents the first form of street "bus",
Top right; horse drawn carriage
Lower left; "B" type bus (pictured with our road transport guide, John, talking with the FFA trip organiser)
Lower right; a classic London tram that operated from 1910 to 1952







Above left; the classic "red" tube train, **Right;** supporting engineering work like track repairs and inset controls which are rarely seen by the travelling public

modern day including a "mini-bus" type, introduced in the 1980's to improve travel connects. The trams and trolleybuses operated in the late 19th and into the 20th century are not forgotten and a classic London tram that operated from 1910 to 1952 is exhibited.

Much time could be spent in the bus section but we were moved onto a fascinating collection of railway carriages, or "cars" as they are known on the Underground due to early American influences in developing the system by Charles Yerkes, a wealthy business man from Chicago. Again, too many items to describe but our railway guide, Paul, took us around providing many supporting anecdotes of how the railway ran. There was the earliest Metropolitan Railway electric car, yet to be restored, the classic "red" tube train, and those that move about by night supporting engineering work like track repairs which are rarely seen by the travelling public. They are very specialist in that they have banks of batteries to enable movement even when the power on the track is off.

Of great interest to the "Flying Farmers" was a very unusual vehicle used from 1896 to 1936 on the Metropolitan Line. It was designed to carry milk from farms in Hertfordshire and Buckinghamshire to London in milk churns.

The operation of the London Underground is very much down to the people who worked it and the Museum has done a lot of work to represent that heritage, including those who travelled from Barbados in the 1950's to help in labour shortages on the buses and trains, the uniforms worn by staff, the facilities they used with many canteens and sports and social facilities.

Infact Paul met his wife through the London Transport District Line Rowing Club, one of 4 clubs, the others being for the buses section, and it was a place where many useful work contacts were made and indeed still exist.

As mentioned the Depot also has a collection of general and comic strip posters, for example the one pictured on the opposite page along with signage,





Above left; designed to carry milk from farms in Hertfordshire and Buckinghamshire to London in milk churns, **Above right;** 1932 power control panel

also pictured below, which is recognised for its uniqueness the world over and has become a template for other operators and in some instances even a collector's item.

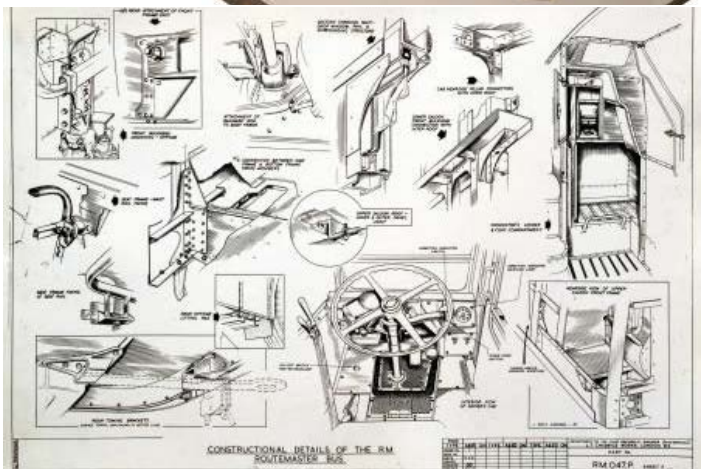
Finally, there was a fascinating collection of examples of various equipment that made London Transport work, from escalators including the unique "circular" escalator which was an experiment in 1906 at Holloway Road which became buried until its remains were rediscovered in 1988, to a power control panel, that was in London Undergrounds own Generating Station from 1932, feeding power to the trams, trains and trolleybuses until the 1960's. Also in the collection are many drawings that were produced for work, including the iconic London Route master bus, pictured at the beginning of this article

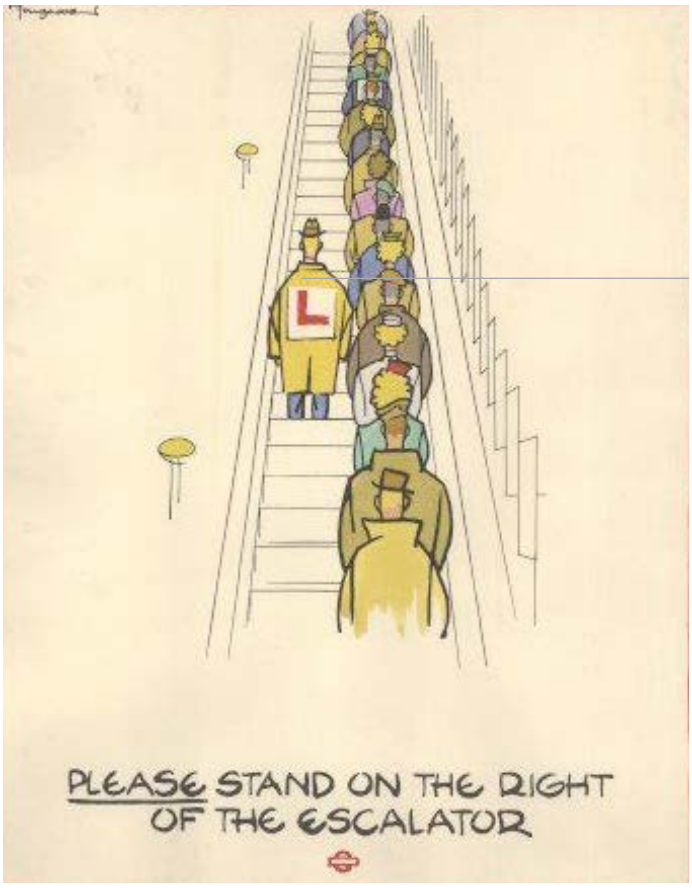
After the tour of the museum we all made our way on foot to the Aeronaut pub some 650 m away for a most substantial buffet lunch still being entertained by Paul with some of his remarkable tales of London transport, the workers and how things have changed over time. He concluded by saying that people don't communicate like we used to. You could get jobs done far easier by knowing the person, cooperating together and working as a team and even having some fun.

A most enjoyable day apart from the strike.

Peter Mailer
(With many thanks to Paul Baker for his help)











Clockwise from top left; "circular" escalator, also in the collection were artworks that were produced, including the iconic London Route master bus and posters and historic tube map.

Credit for the above pictures to London Transport Museum

Pop-In Visit to Wellesbourne, 22nd January.

We had an excellent turn out for our meeting at Wellsbourne with 19 aircraft and 34 members and guests attending. All arriving at much the same time did overwhelm the seating capacity in the café for a time, and the wait for meals was somewhat longer than might have been desired. However, sterling work by the efficient staff did provide excellent food and we all managed to find a seat eventually. I did try to reserve tables, but I was told that this was not possible and was assured that this was not necessary!

When a good number of members are flying into these events, many all in a short period of time, considerable pressure is put onto the radio traffic service. It is a great help to be able to give a list of attendees to the airfield staff, including aircraft type, registration, PoB and departure airfield or airstrip, prior to the event. This is why we strongly advise members to complete the booking form on Eventbrite even if there is no charge for these events. I thank you for your future co-operation!

Frankie, our very efficient air traffic controller on the day, who incidentally told me that she leant to fly at Croydon in 1954, remarked that we were all 'such charming pilots with such interesting aircraft'. Praise indeed!

David Keene.





Above left; Graham Robson, Neville ,John Milne, Mike Cuttell, Cameron Shand, Richard Butler, Richard Howard
Above right; R Butler, F Holt, P Gale, M Friedlander, R Friedlander, R Howard, W Lee, A Lunn , A. Felce, G Robson, S Goddard, D Ray

Pop-In Visit to Tollerton, Nottingham, 26th February



Main photo with Sheffield on our right, **Inset;** Am and I keeping warm but ending up too hot with the sun blasting through and the heating on!

What a wonderful start to the weekend waking up to glorious sunshine after weeks of miserable weekends! (Well in the North of England at least)

The flight started from Sherburn EGCJ at 10:25 local with a reasonable headwind departing from 10 on the tarmac. We managed an average of 96kts over the ground when we would normally be cruising at 125kts so our flight time was 40 minutes but we knew we could get some benefit on the return of course.

Sheffield on our right whilst listening in to Doncaster 126.225 with our listening squark of 6170 staying under their Zone to the West (very important to be showing the listening squark if there is one available as I will explain later).

Switching over to Nottingham radio on 134.880 and remaining outside of East Midlands airspace we descended whilst listening to some familiar voices on the radio and called up to join. Very easy overhead join given the amount of traffic at the time. Once on the ground I spotted Alf and Tony had already arrived with Alf taking on fuel. I later found out that the landing fee was waived if you took on more than 50 litres so I filled up before departing.

We parked on the grass to the West of the tower next to Tony Fishers PA18 at which point Martin arrived Solo in G-GOSL and queued up for fuel behind Alf. The fuel crew were very helpful and managed all the refuelling after which you were presented with a slip to give to the tower for payment. The price was very reasonable at £1.96 inc VAT which

when taking the £12 landing fee off for my 88 litres I had works out at £1.82 a litre inc VAT. I pay £1.84 a litre at Sherburn so I was happy with that.

In to the café for some refreshments and a warm up from the very cold wind it was a lovely setting with a very busy café showing off a good menu with some serious cake and a good selection of drinks. By this time there were more arrivals from Mike in his beautiful Alouette and finally Roger in the Ukrainian AP32 which was proudly sporting the Ukrainian flag whilst parked on the apron.

Am and I had a full breakfast followed by a very nice piece of what was described as Cherry Brownie cake which was a very dark chocolate with glacier cherries in, delicious! We were joined by Peter and Merv who had flown in fairly quick time with the wind behind them from Wiltshire and it was nice to catch up with Merv who I had not seen for some time. Robert and Vivien arrived in G-FNLD so in all it was a reasonable turn out.

Unfortunately, David Lee (no relation as far as I know), had an issue with his Europa and could not attend but Gordon was off to see him next to offer some assistance. It was also a shame not to have seen Neville and Bill but poor Neville had some dentistry battles in the week and was not really up to the flight so thought it best to sit this one out.

Lined up on 09 awaiting Roger in G-CLGD (just taking the active and Peter in G-CFSB to depart before us on 21.

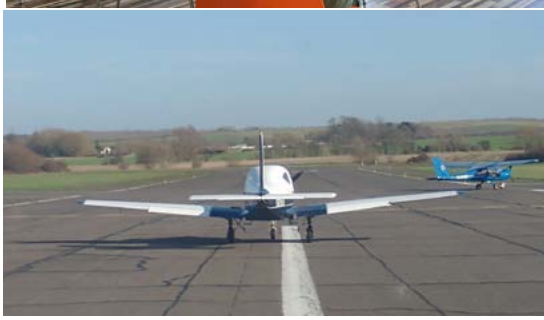
On to the return flight at 14:20 local – The refuel, taxi, take off, departure were all great with an even clearer sky than when we arrived. In total a 30 minute return flight that quite easily could have ended up without a return to Sherburn at all. When we left Nottingham on 134.880 and changed back to Doncaster 126.225 and squarked 6170 we just caught the end of a conversation that Doncaster APP was having with a pilot in the area, interesting not the same area as us, but there was a drone mentioned. Keeping a good look out we had almost forgotten about it when just south of Conisbrough Castle at 3600ft a large orange drone narrowly missed the right wing about half way along and just below, Am watched it pass from the front and then looked back and watched in disbelief as we passed it at 165kts! How it missed the undercarriage I do not know. I got straight on to Doncaster APP and informed them, they were able to see me immediately and gave me a new squark and I filed an AirProx there and then through them. Having the frequency tuned in with the squark made things a lot faster so they were able to identify the area of the incident a lot more accurately and warn others in the area including a helicopter that was also in the vicinity. We arrived back at Sherburn at 14:50 local and reflected on how lovely the day had been but also how lucky we were to have got away so narrowly with a near miss that would have no doubt ended in someone else writing up the Pop In notes. The sky is certainly a big place but have no doubt that there are people filling it up with obstacles that can easily catch us out.

Winston Lee









This page top to bottom; Parked up on the grass, queuing for fuel, enjoying the café, the runway

Pop-In Visit to Tollerton, Nottingham, 26th February

My little blue bomber G-CLGD (an Aeroprakt AP32 Vixxen) was built in Kyiv in Ukraine so I adorned it with a Ukrainian national flag for the occasion.

It took me an hour and 20 minutes to get there and an hour and 45 minutes to get back which is not bad really because it doesn't go very fast and the wind was 20 knots from the South East. I enjoyed a cup of tea and a bacon roll before I climbed back into my little blue bomber and set off back.

Roger Bell



FFA Member Mike Cuttell – Flying his Alouette II and a lifetime of flying



Pebble Monkey



This page main picture Kemble last autumn
Inset: Mike Cuttell at his home in Devon

As a child I was completely overcome by the Biggles story books about adventures in aeroplanes and fortunately for me my education was completed in a school with a CCF force which allowed me to develop my interest in aviation. The school had its own glider, a Slingsby Grasshopper launched by way of an elastic band (remember those ?). But it was the air cadet camps that really powered my interests and I was solo at Weston Super Mare at the age of 15 and went on to fly in Piston Provosts, Harvards and I did my first power landing in a Chipmunk at South Cerney. I was the first person to join Bristol Gliding Club when they moved from Bristol to Nympsfield and I used to skip school on every afternoon possible to work at the gliding club where I became a popular winch driver hauling James Robertson Justice and Peter Scott, amongst others, into the air on regular occasions. I might add at this point that my activities did not go down well when my school found out.

Having left school I continued as a winch driver at BGC gaining free launches in the evening to reward me for winching all day. However this activity did not sit well with my new wife and first borne parked alongside the unsilenced Ford V8 ex balloon winch.

I was farming now and had little spare money as I struggled to survive. I was contracting too, ploughing at four shillings and sixpence per hour if I remember correctly with a Ferguson T20 and 3 F plough in all weathers. If it was raining I carried on with a Gupsill Brown sack over my shoulders (no cab). However queueing for a polio jab one day the person in front of me noted that I was wearing my gliding badge and he suggested that we formed a new gliding club. We did just that and about six of us got together, I found an ex wartime balloon winch in an Oxford scrap yard and we picked up a couple of gliders, a Sedburgh and a T31 and found a derelict airfield called Long Newton near Tetbury and off we went. From those small beginnings the club is now at Aston Down and called Cotswold Gliding Club,and it all started in my farm buildings. By now my interests were taking another direction and I had a yearning for rotary wing and I saw an advert for a Bensen gyro glider being offered for sale. Along with a mate this was purchased and to get it airborne it was towed behind my Landrover along the old Brockworth airstrip. It was exciting but limited so when an ex drone engine came on the market it was purchased and retro fitted to the autogiro to enable self launching. This benign aircraft was now turning somewhat fearsome. My training was done on the Membury airfield and final qualifying flight was by flying around the 500 foot Membury mast. Can you imagine doing this on an open aluminium deckchair?

The 4 cylinder two stroke Mc Culloch was temperamental and incredibly noisy (my tinnitus stems from those days) and the Brockworth parish council moved us off and we relocated to Chedworth just as Concorde started trials at Fairford and I had a very near issue with that huge machine. It was exciting to fly but let's just say that I wasn't constipated in all the time I owned it.

We had two Bensen gyros actually at the time and I advertised the second one in the farming press as

being 'suitable for farmers with suicidal tendencies'. Needless to say we had a lot of press and I was in all the local papers. My own nearly killed me just after that whilst surveying a herd of cows.

I then gained my PPL at the Cotswold Aero Club on a Bolkow 208 in 1966 and I well remember the biggest challenge was not the flying but getting the smell of pig manure off my hands and hair before getting into the confined cockpit with my flying instructor. At the time I was handling 40,000 gallons of slurry per month. The club was imminently going bust and I volunteered to take on the management which I did for 17 years and turned it around.

When I left it owned 5 aircraft, two of which were new and I collected them from Dijon. Alongside this,again with a friend I purchased an Auster Autocrat G-AHAY which we renovated and, after a huge amount of work it took the Best Auster cup. It is now in the Airforce museum in Israel re painted khaki.

Moving on again I decided to join a group and purchase a Glos Airtourer and try some aerobatics but my Aeros were a failure and I left the group. I was very fortunate inasmuch that my next door farming neighbour was Robin Dent (FFA) and he used to let me borrow his Beech Musketeer on very generous terms. I remember asking him to check me out and doing my preflight he said "goodness me Mike, in a minute you are going to find something that I should have known about months ago" he was a lovely chap and I was often called upon to weld something or assist with the combining and I still miss him.

I then purchased a DR 400/ 180 on my own account but I also had my eye on rotary wing again and I enrolled at CSE and took a PPL (H) course on the Schweitzer 300 which I completed in September 1988. Although I found throttle co ordination incredibly hard I was solo in 5 hours thanks to the ex military instructors and I completed the course inside the required hours. I purchased the 300 that I had learned on which was brand new when I arrived and I agreed to lease it to CSE but, sadly, they crashed it less than a couple of months later and I was considerably out of pocket.

Below:
Taken around 1962/3 by Gloucestershire Echo after my 'for sale ' ad was published.



I then replaced that with a Bell 47 (Sioux). It was immaculate having just been refurbished and it had that lovely 'Mash' sound. I was asked if I would fly Prince Charles' cameraman around Highgrove for a TV programme. It took months to gain clearance and the film, due to deadlines, was done in awful foggy weather but if you see the film the approach up the main driveway was done from my machine. The Bell was irritatingly slow, even lorries could overtake and in hot weather with 3 people on board you has to do a rolling take off so I was on the look out for something else. I tried Jet Ranger, Squirrel, Enstrom, Scout, Gazelle and they all had disadvantages and suddenly along came the Alouette. The very moment that I tried it I knew it was what I had been looking for and I could have soloed it within 15 mins.

The first notable feature is how strongly it was constructed and how easily you could see all the components. It has a very heavy rotor head and rotors which are so very important if you should have an engine failure.

The Alouette type History.

The Alouette 1 was the first in the series and was designated SE 3120 and was first flown on 31 July 1951. It was a 3 seater with a Salmson 9 cylinder radial engine. Performance was not entirely satisfactory and the concept was not carried forward. However, at that time a new engine was available called the Artouste 1 and the airframe designers, Sud Est Aviation, decided to replace the radial with this new turbine engine and the new concept was called the Alouette 11 and it then became a 5 seater which made it's inaugural flight on 12 March 1955. Piloted by Jean Boulet it set up a world altitude record a month later with a climb to 27,000 feet. I think that I am correct in saying that later he attained close to 40,000 followed by a flame out and an autorotation to the ground (about 20 minutes).

The Alouette became the first turbine powered helicopter in the world to go into commercial production. So remarkable was it that even today it can hold its own in many ways. It was fitted with a 3 blade fully articulated main rotor and a two blade tail rotor each blade being able to take its own path. I have never seen this on any other helicopter.

The engine starting sequence is fully automatic, fully close the throttle add just 30 seconds of fuel, press start and it will run up and settle at ground idle,17,000 rpm. Once ready,carefully open the throttle and the rotors will engage through a centrifugal clutch until the engine stabilises at 34,000 rpm and you are ready to fly. Best not wait too long on the ground because you are now burning 3 litres per min. In simple terms every 30 minutes the fuel gauge reading drops by 100 litres and it is really accurate.

The aircraft can be fitted with the option of 5seats, 4stretchers, machine guns, rocket launchers or suspended loads or a combination of these. When I flew to Turweston for our last meet it was gusting 27 knots.

Cruise speed is normally about 80 knots, autorotation / approach speed is 60knots and normal rate of climb is around 1,000 fpm.

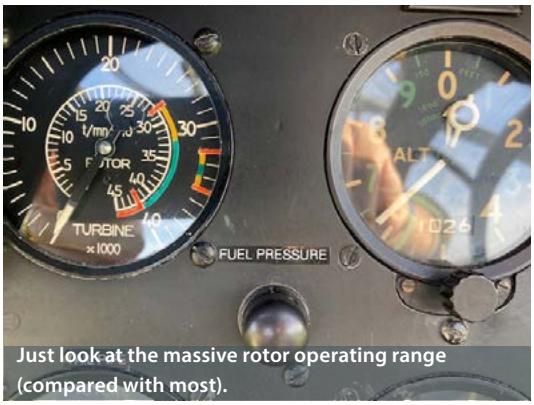

What a rotor head


Interior



152 gallons - about 3 hours solo


Interior



Just look at the massive rotor operating range (compared with most).


Main gearbox and centrifugal clutch

Main rotor tip speed is 430 mph so safe distancing from crowds is essential.

Surely one of its biggest assets is the chunky (almost agricultural) rotor head and gearbox. If you want some amusement just compare with a Robinson.

There are several versions of the type culminating in the Lama which was the ultimate version with a 530 shp turbine which became very popular with heavy haulage companies putting in loads, or extracting loads, in otherwise impossible locations. Even the basic Alouette like mine was used to great effect in rescue missions on the Blanc Massif and ran regular supply missions to 14,000 ft It would be true to say that there are many climbers alive today only because of successful rescue missions by Alouettes.

My aircraft, 2-BVSD (formerly G- BVSD) was supplied new to the Swiss Airforce on 13-02-1964 as a type 3130 (there were several variants).

It was operated mainly in Dubendorf and Alpnach for VIP transport and was then put up for auction on 11-06-1994 at Alpnach it had done less than 2600 hrs from new and was sold to a U.K. buyer. We all know how long it can take to put an ex military aircraft on to the civil register and this was no exception. It remained grounded at Shoreham for over 12 months and the 'interrogation' by the CAA was intensive.

The person who imported it didn't much care for it by all accounts (he had really wanted a Scout) and it was put up for sale with the most extensive library of manuals and general paperwork you could possibly imagine. I bought it on 22-10-1998.

With the exception of autogiros rotary wing is not cheap but there is something exciting about being able to land on a tennis court sized area. The Alouette engine is extremely robust and runs at a very cool temperature but burning 37 gph range is always an issue. You are, just like fixed wing, limited by max a u w. Many people seem to think that engine failure means death. It does not, indeed I would rather have to put the Ally into a confined area than a fixed wing machine and practising autos is great fun. I have always preferred three blades to two because they are much smoother if balanced correctly. The kinetic energy in that rotor is key to a safe arrival. During an auto it descends at 33 feet a second at 60 knots yet is so very controllable.

Another benefit is of course if the weather changes you can put a Heli on the floor anywhere and I have had to do that 3 times that I can remember.

If you are intending to operate a vintage or ex military machine you must recognise that in doing so you will need worldwide contacts for spares and, vitally, an engineering base with whom you have absolute confidence. Thankfully in my case I have used Rotorspan for 30 years and I could not have continued without their amazing support and extensive knowledge. Just to give you an example, we needed an electric fuel pump this year. I asked Rotorspan to approach Eurocopter who responded with a quote of £85,000- yes really ! We located a new one in the States for less than a twentieth of that. We have been helped by the Norwegians too this year.

Without any doubt my greatest enjoyment comes from attending air displays and the feedback that produces and I am already booked by several this year. Someone invariably wants to talk about it or take a photo. My logbook tells me that I have flown over 100 people in my time.

As an Alouette owner I was extremely privileged to be asked to join the Navy at Yeovilton on the occa-

sion of the commemoration of the life of Eric Winkle Brown. They wanted to gather an example of every aircraft type that he had flown and display them in front of more medal clad personalities than I have or will ever have seen gathered together at any one time. I had to arrive the day before for a rehearsal which was put together with great military precision and was timed to the minute. A vast hangar had been set aside as a dining room and everyone was issued with a ticketed seating position. On the day, it began with an inspection of aircraft, a dinner and the guest speaker was a man who had flown helis in the Falklands. He has been very much in the newspapers this year, not for his flying but his recreational activities. Sorry can't give a name. He arrived late in a maroon Sikorsky S76, spent 20 minutes chatting on the tarmac whilst everyone else was seated ready to eat and consequently the whole of our afternoon Flypast timings were cast to the wind.

I had never done formation flying before and found it remarkably hard to keep position and, in front of all those highly decorated pilots was pretty nerve wracking but, nevertheless a tremendous honour for me to have done this for a great man.

He was not the only notable pioneer that I was honoured to celebrate because a call came in to Gloucester to enquire whether anyone knew where Sir Fredrick Handley Page had lived because the councils intention was to erect a blue plaque in his memory and to have a little ceremony at a given time I volunteered and a Jetstream was despatched from Cranfield on the appointed day to pick me up. Meanwhile I got into one of the club planes and rehearsed locating this Victorian house in a little side street. The Jetstream landed, the flight stairs went down, engines still running and I was beckoned forward to take the right hand seat. I am fairly certain that it was 'cats eyes' Cunningham at the controls. He took off, handed it to me and I climbed away to the north east of Cheltenham and set up our approach hoping frantically that my position and timing had been correct. Actually (and I have never forgotten it) I do believe we were one minute late.

I remember being so fascinated by using the props to slow down instead of the brakes once we had landed afterwards.

Later I had a similar experience when flying the Britten Norman Fire Cracker at Cranfield with John Davey's test pilot. Some of you may remember that it was this aircraft that was the U.K. contender for the government trainer contract. (very similar to the Tucano). It failed the comp !! But by now I was well hooked on gas turbines.

More recently I was asked if I would fly for BBC Plymouth who wanted to make a programme about the use of gas turbines in helicopters and the American Abrams tank. The crew drove up from Plymouth and fitted the Heli with a series of cameras for the flying sequences. Thanks to some excellent weather it all went extremely well and was shown on the Discovery channel.

As I reach 83 I suppose that I will have to call it a day soon after a wonderful time flying lots of aircraft in an amateur way, not going very far but simply enjoying myself for 68 years as a pilot and introducing many to the wonders of rotary wing. Don't ask what it has cost me but it has been worth every penny.

Mike Cuttell
FFA Member 27



Below:
Halfpenny Green on the occasion that the D H Vampire destroyed their runway as it departed after the show

For Sale

Boeing. Stearman 1944

A/F 1621 hrs
Eng 90 hrs Continental W670 220hp (Vintec)
N Reg
Next Annual July 22
Never a Cropduster

£110,000

Please contact Brendan Walsh on 01680 300377
or email brendan@glenforsa.com



For Sale

Jabiru 430 Aircraft for Sale

New permit and engine recently been serviced. Aircraft also repainted. Engine 340hours Airframe 328hours
Aircraft can be seen at Fenland airfield Lincolnshire.

Reason for sale: I am over 80 and have now stopped flying.

Price : £55,000

Contact Arthur Simmers
Phone:07786 395961 **Email address:** aws2@live.co.uk



For Sale

2018 Aviat Husky

Listed with Bob Pooler at Aviat UK. One owner from new, it is currently based in Mayfield, East Sussex.

165 TT, Annual completed November 2021

This is an immaculate, as new Husky and is very highly spec 'ed, including: –
Garmin G796 touch screen GPS with MVP-50 digital engine monitor, GTX 345 ADSB in and out/traffic/weather, Digital attitude indicator, Aerodynamic trim, Wired for Bose, LED lights, Hartzell 76" Composite propeller, 26" Tundra Tyres, RH/LH Aft stowage access, Adjustable front seat, Rear seat heater/defroster, Leather seats

Always hangared, meticulously maintained, no damage history.
Contact us for details +44 (0)1952 770776



SHARES FOR SALE

Stearman syndicate re-forming
Based near Kemble, Gloucestershire
(Oaksey Park, SN16 9SD)



Registration N1731B
Airframe 6135hrs
Engine 300hrs since TBO
Continental 225HP

Shares in newly formed syndicate near Kemble.

Shares available in this £100k plus aeroplane.

Beatifully maintained and always hangered. Recent Annual.

For viewings contact
Mike Woodhouse
Tel: 01666 575118
Mob: 07771 503710



For Sale

De Havilland Gypsy Major 1 Engine with Log-books removed from an Auster Aircraft.

History from Engine Logbook:-

- 20/03/1968 1487:25 Hours Removed from an Auster Aircraft as at TBO for a C of A Aircraft, inhibited before storage.
- 05/05/1983 1487:25 Hours Purchase by current owner and installed in an Auster, Permit to fly.
- 14/08/1987 1556:35 Hours Complete overhaul by Rollason Aircraft & Engines Ltd. Inc new block, Crankshaft and associated components (exact details in log book)
- 03/11/2012 2233:00 Hours Overhaul including new Conrods, Main Bearings, Pistons, and associated components. Exhaust valve hardened guides installed by Deltair with new valves.
- 27/05/2020 2273:00 Hours Crankshaft taper crack tested
- 01/05/2021 2273:00 Hours Top overhaul, new Inlet valves, gaskets etc
- 26/06/2021 2273:15 Hours Ground run.
- Engine is complete, with a total time of 2273:15 Hours, in running condition with known history and log book.
- Includes an Auster engine mounting frame and oil tank, will bolt directly to an Auster Aircraft firewall.
- Cowlings are available as are numerous spares.

Please contact Rob on 07880713159
Email: robertthetent@hotmail.com



EVENTS – FFA MEMBER HELP NEEDED

- Please NOMINATE someone to write up the event AHEAD of the event
- Please provide in CHRONOLOGICAL ORDER the day/day's events
- Please let us know WHO is writing up which part
- Please take pictures with a HIGH RESOLUTION/PICTURE QUALITY
- Please send ALL pictures as SEPARATE files and not embedded in text
- Please indicate WHICH photos and text go together
- Please provide NAMES (Left to Right) & CAPTIONS for Photos
- Please take some PORTRAIT pictures that could be used as front cover images for future newsletters
- Please provide any video footage that could be used in the new website.

Kirsten and I would both like to thank all FFA members who have contributed to writing up trips, sending in articles, pictures and other useful info for the newsletter. It is your content that enables us to fill each issue so please keep it coming!

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 30th June 2022. Please email giles@abrey-farms.co.uk.

Profile: David Soul, Olney, Buckinghamshire

By Rebecca Rayner

Hello David …Tell us about your childhood
Whilst my grandad wrestled at the handles of the plough, I walked behind. I helped stack sheaves of corn behind the binder watched grandma milk the cows and nearly saw the milk pail being kicked over. I helped with weaning the calves with a bucket of milk and collected eggs from broody hens and remember being chased by the geese. …but, all in all, this wasn't enough though to encourage me into pursuing farming as a career.

So rather than farming, what did you do?
I studied mechanical engineering at Newcastle University and emigrated to Canada with my newly wedded bride. Four years later after running the maintenance operation at a wire mill, my wife, Morris the cat and I set sail across the Pacific in a virtually home built sail boat. It was an interesting experience casting the lead keel for the boat using propane burners, a steel drum, scrap lead and a concrete mould that hadn't properly cured!

Where did you sail to?
The first leg of 28 days was from Vancouver to Hawaii, then onto the Marquesas islands, the Tuamotu atolls, Tahiti, Bora Bora, the Cook islands, Queen Victoria's relatives in Palmerston, Samoa's, Tonga, Fiji and finally New Zealand.

When did you first gain an interest in flying and complete you PPL?
On returning to England my flying interest started when I took up hand gliding from Dunstable Downs and then with purchasing a Robin 250cc powered trike, I gained my PPL group D.

I later obtained a group A licence and purchased my first Rockwell in 1989.

I collected my second Rockwell, G-LADS from Chicago, which was half the price it would have cost in the UK. I flew her back to the UK across the North Atlantic via Toronto Island, Quebec City, Goose Bay, Narsarsuaq in Greenland, Reykjavik and finally via Cardiff with a 45 gallon drum of avgas on the back seat and some good luck!

IMC & night ratings followed, with an FAA IR obtained in Rome in the USA in the almost teetotal state of Georgia. My instructor and I were pulled over by the Fed very late on a Sunday night to be frisked at gun point on suspicion of drinking alcohol on a Sunday. "You boys get out the car, hands in the air, turn around and face the car" gulp!

How long have you been a member of the Flying Farmers?
Since joining the Flying Farmers in the mid-nineties I've enjoyed about 8 or 9 fantastic foreign tours. All of them had unforgettable moments. Like some others in the FFA, I won the King's Cup air race and remember a bottle of champagne didn't even get it to quarter full in the local pub!
Flying in France…

We purchased a house in need of renovation in the Dordogne in France and flying reduced the journey time from 12 hours to 3. I've certainly encountered some interesting flying conditions and learned a great deal flying to and from Perigueux over the years. One incident was when we were ascending at more than



2000 ft per minute with the engine on idle and the nose pointing down at the top end of maximum manoeuvring speed!!

Tell use about Diesel Planes …
In 1995 there was much discussion of the possible restriction of Avgas with its lead anti knock additive. With this in mind, I set up Diesel Air, to provide a replacement diesel engine for light aircraft running on jet fuel. I spent many hours building, developing and testing the engine then flew over 250 hours in the test aircraft, which was a vintage Luscombe, behind a DAIR-100. I haven't yet reached the point of turning this great little diesel engine into a viable business. The VW Diesel-gate scandal turned, what was once considered the 'green' alternative, an efficient turbo diesel, into the villain.

Have you any interests other than flying?
Motorcycling is my other passion. I have driven an Indian-built Royal Enfield through the Himalayan Khardung La mountain pass, the highest driveable road in the World. I have biked through the glaciers in Southern Chile and camped out in Tierra del Fuego. In the Andes, I drove to Cusco to visit Machu Picchu and was even knocked off my bike by a kangaroo in Oz!

For me, motorcycling is like flying as it provides a very different perspective and beats the traffic!!