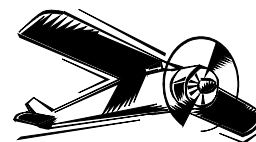


FENLAND AERO CLUB - Committee

Fenland Airfield, Jekils Bank, Holbeach St Johns Spalding, PE12 8RQ

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MINUTES OF THE COMMITTEE MEETING OF THE FENLAND AERO CLUB

Present:	Paul Brian James Baldwin	Claire Buckley Tim James	Angelo Sapiano Peter Watson	Martin Williams
Ex-Officio Members:	Steve Brown CFI, Fenland Flying School (Ex Officio)			
Others in Attendance:	None			

THURSDAY 14 NOVEMBER 2019

Meeting Convened at 7pm

- 1) **Apologies from:** Neil Buck, Robin Hoile, John Parker, Carl Husain, Kerry Allen
- 2) **Previous Minutes:** 17 October 2019.

The Chairman explained that to save time the Secretary had sent out earlier the previous minutes in draft form to all Committee members in order for members to review them. The Chair asked if everyone was happy with this – there were no descending voices to either this suggestion nor to the minutes under review, other than a comment given by Tim James of an excellent chairman, prompting Paul Brian to comment how this should be interpreted given the lack of punctuation.

The minutes of the previous meeting were approved and signed.

3) **Chairman's Report** (Peter Watson):

Peter explained he wanted to get the “awkwardness” out of the way first.

He gave an overview as to the matter of the nomination and election of the new committee members at the AGM in July 2019. In particular to address the complaint from Steve Brown.

Peter stated that the new committee members had not been elected as he first thought. They were not voted in. There is no record of this; this was supported, he said, by the President of the Club [Ray Nicholson] and the AGM minute-taker [Margaret Hearn]. He went on to say that we [the new committee] were not actually voted in – a vote didn't take place.

With regards to Martin [Williams] the Chairman said he did not think we had the right to say if Martin is, or if he is not, on the Committee. Peter said that because of this he had sent out an email to all [Club] members. The Secretary corrected the Chairman on his figures by adding that 258 members had been contacted by email, and that the number of members attending the AGM were confirmed as 48. This being the number of members who signed in on the evening of the AGM.

Paul Brian requested a point for clarification asking the Chairman what made him believe previously we were voted in - “what form did that take?” “What vote was that?” Peter explained it was a vote on the 2-year Rule [Rule 5.5] – not the vote for the new Committee. It was agreed that there was confusion at the AGM.

Angelo Sapiano wanted to know about people standing up to say something, to introduce themselves – the Chairman acknowledged this point but asked to continue by saying he had sent out the email to everybody, assuming they would look at the Rules as they relate to how we vote for a new Committee. Peter added, how we [AGM] vote in a new committee is very lax... there is lack of detail concerning this process.

At this time [7.10pm] Martin Williams arrived, offering his apologies.

Peter re-capped his previous comments for Martin's benefit, specifically how Peter believed the AGM was poorly managed, not helped by people talking over each other at the time.

Peter said there was no vote [at the AGM] on who should be on the new Committee; therefore it was felt necessary that an email be sent to all the members... Peter also said that judging by some of the emails that came back in response they didn't see [read] the Rules: they had written things that had no relevance to anything, he said.

Paul Brian asked what was asked [in the email]. Peter described the content of the email sent to all members [*A copy of the email is attached Annex A*].

In total, 8 written objections were received in response to the mailing.

6 objected to Martin, 2 objected to Paul [*stated incorrectly as 3 by the Chair; this was made up of one written objection received after the required deadline*].

Peter went on to clarify the rules as they relate to electing new committee members. About the Club Rules, he said:

"It doesn't state you have to stand up and say who you are; it doesn't say anything at all apart from you can be voted in."

"So if you happen to be on holiday, you could have been voted in."

"If you were away sick you could have been voted in..."

On that basis, because it was a complaint from Steve [Brown]... the Chairman said he wrote a letter to Steve saying he considered Martin Williams to be part of the committee.

Invited by the Chair, around-the-table opinions were sought, principally about events at the AGM, and the Chairman's action in dealing with Steve's complaint.

Claire Buckley spoke about past AGMs and how the new committees were elected, according to past AGM minutes, she cited only three occasions since 2010 when nominees were asked to stand and introduce themselves. But as was the case in 2018, a proposal was put to the membership first that they would do this in place of an election – it was agreed by the membership at that time. There was no such proposal to the membership in 2019. She believes in the coming round [AGM 2020] a proposal to the members should be made.

Paul Brian commented about the history at AGMs and why it was necessary for there to be a more pragmatic approach. Further discussion followed...

Tim James said that under the spirit of collective responsibility he backed the decision by the Chair. In addition he went on to propose the Club Rules should be reviewed and changed. The Chair intervened to clarify his point by saying we can review the Club Rules and offer them to the Club Membership - at the next AGM.

There was no dissent to Tim's proposal, however, no formal proposal was put to the committee. Tim said he was content with the action taken [by the Chair].

Angelo Sapiano said he had seen the letters that had been sent out by email and agreed that the Chairman had dealt with it [addressing Steve's complaint] in the right way. He said he was happy.

Martin Williams said there were only a few complaints compared to the many others who did not [complain]. He went on to say that from what has already been said that none of us were technically entitled to be here anyway [on the Committee]. "But the members have been canvassed, as wide as we can, and now we are entitled to be here," he said.

Steve Brown said he wanted to wait until his report later as he said he had a number of questions he wanted to ask. **Steve asked the Chairman if he would allow this. The Chairman agreed.**

Paul Brian said he thought we should 'put this to bed' once and for all. The Chair agreed with this comment. However, Paul continued by saying the way the Chairman had gone about it, as diplomatically as possible, didn't address the questions; that questions should be asked and answers should be given.

The Chairman intervened to remind people that we are now a committee and we have a lot to get through. However more discussion followed, with Paul wanting to know what were the objections received against Martin.

The Chairman gave example which led to further discussion concerning the evening of the AGM 2019 and the outcome of the new committee. A disagreement between Martin and Paul ensued. Following a comment that this was an interrogation, the Chairman called for a stop.

The Chairman moved on and asked for the opinion of James Baldwin.

James said he had not much to add, only that in the Club Rules we should ask for a vote every single time, just to avoid any doubt in the future. And also to let people address their concerns anonymously.

The Chairman in conclusion said that if this committee wanted to change the Rules for the next AGM they can put forward what rules they would like [changed], and a special meeting could be held to take care of it.

Angelo stated he was not happy that the rules had not been followed. And that the club membership should be notified of the proposed changes prior to the AGM, giving the right amount of notice.

The Chairman stated that the committee can only make minor changes to the Club Rules; major changes are at the AGM. This was agreed.

4) **Treasurer's Report** (Peter Watson):

Peter informed the Committee as of this date the balances held in the FAC bank accounts: the Community Account (as the bank calls it) is £71,584.00; the Savings Account is £26,112.00; the Charity Account is £337.00.

He went on to add that he had still not sent out the half-yearly financial reports, these will be distributed in the next few days via the Secretary.

There was discussion about the contents of the Charity Account. It was suggested by James Baldwin (Events Manager) that some of this fund may belong to the Air Ambulance. Some doubt was raised. However it was agreed by James that we are due to donate money to the Air Ambulance from past events – this should be rounded up to £500.

It was proposed and agreed that FAC should present The Air Ambulance with a cheque for £500.

5) **Secretary's Report** (Claire Buckley):

a) The Secretary reported the death of Roger Gretton. He was a past member although probably only came through Fenland Airfield for revalidation as his principal interest was at Crowland Gliding. Roger died of prostate cancer in September. His funeral was in early October. Claire went on to add that condolences on behalf of FAC were sent to his daughter Alison.

b) New members recorded were Tom Bell under our free Social Membership, due to him being an IER volunteer. James added we should also have David Westall. The Secretary said she had not seen that application but it was agreed that David's had likely gone directly to Mary Payne our membership secretary.

c) Information Commissioners Office registration had been automatically renewed again for another year, valid until 04 November 2020. This is our official registration under the Data Protection Act. The Club Secretary has been designated the Data Protection Officer for FAC and the ICO certificate will be posted to the Club Noticeboard.

d) The FAC TV License had been renewed automatically. There was some discussion as to whether to retain the license.

It was proposed and agreed that we will apply for a refund as it is not intended the Club operate an off-air TV receiver at the airfield. The Secretary will apply for a refund.

e) The Secretary reported that the Fenland Airfield AIP entry requires updating to show our RFFS IER is at weekends only. Our current NOTAM entries must continue until the AIP is amended.

Claire explained an email had been sent to the AIS and a follow-through telephone call made. She told the committee that a validation document will be sent to register our nominations of people authorised to make AIP changes. This is being done through David Beale the accountable manager.

The Secretary will report back at next committee to update progress.

f) Melissa Baker, the FAC bookkeeper, has asked if we can provide another name to deal with on-line banking if she is either unavailable or incapacitated. The Bookkeeper, amongst other things, pays all our invoices as directed. Some discussion followed.

As five members of the committee were absent, it was agreed to defer this decision until the committee had more members in attendance.

g) The CAA has notified us that they wish to conduct an airfield audit in the second week of January 2020. In response, the Chairman said that a sub-committee of about three people should be formed to handle this. James Baldwyn volunteered explaining his involvement with IER. Tim James also. Martin Williams also asked to be included. It was suggested by Steve Brown that Carl Husain as Airfield Manager might also be included.

It was agreed to form a sub-committee for the CAA Airfield Audit.

6) Events & IER Manager's Report (James Baldwyn):

Events:

James confirmed that he would get the Air Ambulance payment [of £500] organised.

a) Wings & Wheels 2020: He said he has already started to look at some dates for next year making sure we do not clash with the Boston Car Show despite his best efforts last year – a major event in the area. He informed the committee he had contacted them and they had confirmed their date so the clash would not be repeated.

He went on to say it was his first year as events manager and Kerry's also, so he is looking to mix it up and to do things differently. He wants to look at a possible helicopter fly-in event. He said he had already spoken to Ray (ATC) who said the airfield had done something similar in the past - as long as it's managed safely. The committee agreed.

There were no objections to James looking at developing this idea further.

b) James also mentioned doing something with the radio-controlled model flying club. It would be good to develop a closer relationship with them he said. There was discussion about our agreement with them. He felt although in principle it was good, we needed to check our written agreements are up to date after changes were made due to the Gatwick drones incident last year. James agreed to work with the Secretary to look into a revision of the agreement as it related to drones.

In concluding, James asked if the committee might give events some thought for the coming year.

Angelo commented that he thought James had done a good job considering it was his and Kerry's first year. The committee agreed.

James said he thought it best next year to set up a sub-committee for Wings & Wheels starting in January, then to delegate a little more.

Tim James asked when does it stop being Wings & Wheels and starts to become an air display, tying it in with Spalding's 1940s weekend perhaps.

Discussion followed about this and BBMF. James confirmed this can be looked into at the sub-committee in the New Year.

IER:

James reported that we are now up and running with the full weekend [Saturday & Sunday] of IER cover. That Dave Westall who is a new volunteer has offered to do IER training, taking pressure off Simon Cooke. James added that Dave was the IER equivalent at the Yorkshire Air Museum and that we are very pleased to welcome him here at Fenland.

Also mentioned, James had sent an email out to the IER volunteers on duty at the weekend advising them to be careful not to drive the fire truck through muddy patches; to keep to the edges and driest places if possible as the runways are in a bad state [due to a recent period of prolonged heavy rain]. James added that he'd spoken to Steve [Brown] and as we are closed to visitors [due to runway conditions] if the flying school aren't flying either then the IER team can be sent home.

IER Caravan: James said that Kerry is going to get the carpets cleaned, although it was acknowledged these were not able to be fully cleaned. He said that they both agreed that the existing sofas are 'past it' and should be replaced. James said he would look on the internet to try to obtain cheap replacements.

In response to a question by Paul Brian as to the point of the caravan, James went on to describe its use for IER purposes in more detail: IER kit storage, tea coffee refreshments [reducing duty expenses in the restaurant], walkie-talkie and mobile RT charging points, duty rotas, and also a list of tasks to do – to prevent people from being bored over the winter period in particular – also an alternative place to be other than in the restaurant. The bedrooms were mentioned which raised questions about insurance if visitors were to stay.

Peter Watson added to what James had said about the benefit of moving equipment out from the FAC office and meeting room porta-cabin - tidier - to have everything we need for the club in that area. The caravan is quite useful to help with this.

James proposed a budget of £250 to refurbish and task the caravan for IER purposes. The Chairman asked if there were any objections. There were none. The budget was agreed.

7) Fuel Manager (Carl Husain):

As Carl was not present having given his apologies, his report was read out by the Secretary:

Carl stated: *I did not get last months sales figures on Friday because of the system faults. Fuel stocks at Mon 3rd November were:*

100LL 11593 Litres 53%

UL91 2728 litres 42%

JetA1 8730 litres 45%

Last Friday I dipped the tanks but left the figures in the portacabin office.

However, with the current fuel usage and bad weather I anticipate that next week would be the earliest we would need to consider a re-order. I am trying to get a reasonable sized order so that we can, hopefully, get a better price.

Tokheim point of sale system was repeatedly crashing so reported to Tokheim on Friday last with instructions for them to contact me; they didn't so you now have the latest on that. I hope it is fixed now. Nothing else significant to report that I know of.

It was confirmed that Tokheim had repaired the POS terminal issue and that self-service fuel was now operating correctly.

Angelo commented on a leaking connection with the AVGAS fuelling nozzle. The Secretary said she would email Carl about this.

8) **Hangar Manager's Report** (John Parker):

John had passed on his apologies for not being present. No report had been received.

In his absence, Peter Watson gave comment on a couple of hangar matters:

Hangar 8. Peter asked if there had been any change in circumstances with this hangar. Steve Brown said he didn't believe anything had changed [with Mr Penney – E-plane].

The second matter related to the Nissan hangar, which Mr & Mrs Wright are currently responsible for. Mr & Mrs Wright want this hangar to be taken on by FAC. Peter reported that the hangar currently has 5 black swing microlights – more could be accommodated.

He went on to say that the previous committee talked about this at length and little was done. Comments followed from Tim James and James Baldwyn [members of the previous committee].

Paul Brian added that we need some figures; how much do we charge, how many microlights can we fit in there, and what have we got to pay [for the hangar] and what's the condition of it?

Peter said he would contact the Wrights about this.

9) **Airfield Runways** (Carl Husain & Peter Watson):

As Carl was not present, Peter gave an overview:

Runways are wet and visitors have been asked to stay away [NOTAM]. Fenland based aircraft (members) if they don't need to fly it may be better if they did not.

Peter said that on the previous Saturday he and David [Murfitt] checked the runway lights. He said there were two faulty lights which they replaced. However, another failed when the system was tested again.

He added that in his opinion the lights we are using are low quality. He said we need better quality lighting. He estimated this would likely cost us £1,000 – minimum. He said that we need much stronger lights, smaller – LED types. He intended to get some samples in the coming weeks.

There was discussion about runway lighting and how this might impact the Airfield Audit in January. Peter said it would not affect the audit.

The proposed budget of £1,000 to install new runway lights was put to the Committee. There were no objections. The budget was agreed.

10) **Septic Tank** (Peter Watson):

Peter reported that paperwork had been submitted. Percolation tests have not been done due to the wet weather. There was nothing else to report.

11) **Safety Report** (Tim James):

Tim confirmed with Steve Brown that no safety issues had been received. He asked Steve whether he wanted to add anything else – Steve did not.

Tim said the Safety Bulletin had been sent out and that the safety report stated there were no reported issues [from members].

Tim asked that the bulletin be appended to these minutes. This was agreed. [*Attached Annex B*]

12) **Toilet Refurbishments** (Tim James):

Tim reported that he had put the refurbishment out to tender to 8 companies. He said that 2 had responded while another was due to respond this week. Tim informed the committee that the cheapest quote we've had back is £17,000 including VAT and that we would have to go back to the members. That he recommended we should, to get the approval to do it.

Discussion followed.

The Chairman wanted the committee to go back basics. He said this is about how much money FAC has and how we could respond to larger-scale issues. He went on to say that a major thing that could hit us badly is fuel; if the fuel tanks fail we need to know we can cover that cost; this could cost a very minimum of £60,000 he said.

It was agreed this is on-going – awaiting quotations.

13) **Illuminated Windsock** (Claire Buckley):

Claire gave the committee an overview of the two sections of the proposed project, the mast and the windsock, integrated with an anemometer and the technicals of getting the data back to the tower.

There were questions why this was needed and if alternatives could be worked out. Claire stated that there were two reasons for our need. The first was night flying and the requirement at the moment to provide someone in the tower on the radio in the absence of an illuminated windsock. Secondly, an ATC requirement for more accurate wind data as the current wind data is taken from the tower roof which is subject to erroneous readings.

Quotation received for the mast and illuminated windsock less installation (and VAT) is £3,647.00. Installation will be an additional £1,099.00. However, we would be required to build a concrete base for the mast prior to installation.

Although Claire had not yet received the quotation for the anemometer and data communication system, she expected this to be about another £2,000 or so.

It was agreed that Claire would report back at the next committee.

14) **Fenland Flyer** (Claire Buckley):

Claire gave a description of Fenland Flyer. She outlined the content and the purpose of a quarterly magazine not just for club members but the wider public. She said it was also for marketing and PR purposes for the wider community in order to bring more people to Fenland – to increase our footfall.

There were a number of ideas: Flying School vouchers, discounts for the restaurant – inserts in the magazine or discounts for people to cut out and bring with them when they visit. Claire explained that the back of the magazine would be used as an advertisement for the flying school and the restaurant. Also discussed was the intention to monitor the outcomes in order to see what worked and what did not work.

A proposal was made for £450 for the initial design and set-up work by Kat Moir. It was explained that this is a one-off payment, plus a print cost for 250 copies of the first edition. A total of about £540.

The Chair asked if there were any objections – Martin Williams wished to second the proposal. There were no objections.

Additional questions were asked. Paul Brian asked about costs over the year. Claire said for each edition it would be £100 for compilation time [Kat Moir] putting in new images and new text, plus printing costs of about £120 for 500 copies, although it was thought a print run of only 250 copies was sufficient for the first edition.

Tim James asked how would we know if it's been successful – would we be recording outcomes. Claire said that monitoring performance would be part of the marketing mix.

The committee was positive about the proposal.

Martin Williams gave his apology and left the meeting [8.30pm].

15) **Heating in the Foyer** (Peter Watson & Robin Hoile):

Peter reported there was no progress with this in the last month. He said he will make enquiries.

16) **Airfield Working Party** (Agenda Item):

James Baldwin said this had been arranged for Sunday 24th November. He said he would get a list together of items that needed doing and send an email out asking for volunteers. He also said he would put something in the Facebook Members Group.

The Chairman asked if the flying school had any requirements for the list of jobs. In response, Steve Brown raised the problem at the threshold of 08 where hare coursers had driven onto the airfield. Tim James raised the point of airfield security which he said the CAA would be concerned about.

James Baldwin said that it was a balance to keep people out but giving good enough access to IER.

It was agreed that there are a significant number of jobs that need doing. Particular mention was made of the fence near the refuelling area. Tim James said it needs to be replaced.

There was further discussion about hare coursers later, Paul Brian recounting his approaches to hare coursers previously. It was agreed not to approach them, but report the matter to the police. The Chairman was insistent that we should not approach these people for the sake of personal safety.

Tim James asked if we could have safety reports in future [from FFS]. He said this problem [hare coursers] is a safety matter. Paul Brian agreed, but asked what policies do we have? Further discussion followed.

It was suggested that we dig out the ditch at the roadside section at the 08 threshold.

Tim suggested the Chairman write to the Police & Crime Commissioner of Lincolnshire saying we are extremely concerned that illegal activities are occurring and the police are ignoring our requests for assistance.

17) Fenland Flying School Report (Steve Brown):

Steve said that as part of his report he would like to read out a short statement:

Steve's statement contained a number of allegations against individuals, and allegations against the current committee – he spoke about concerns they have at the flying school. He went on to say he was curious as to their motives and intentions... constantly being urged by this committee to 'let's just leave it', and let bygones be bygones does nothing to quell his suspicions, he said.

He went on to say, secondly as part of his report, that he was a little confused as regards the outcome of his official complaint... that he would like to ask a few questions of the Chairman to clarify matters.

1. Steve asked if he was correct in thinking the Chairman made a decision based on the response from his email [to the membership]. The Chairman said he was correct.
2. Steve asked if the Chairman, in hindsight, was happy with the wording of the email [to the membership]. The Chairman said yes.
3. Steve asked the Chairman if he felt the email [to the membership] detailed enough information regarding the actual complaint in order for the members to be in a position to make an informed decision. The Chairman said yes, but added: it was left open to look at the club rules and vote, or not vote that person on, he said. An exchange between Steve and the Chairman followed.

The Chairman explained [referring to the email to the membership] that the club rules clearly state that every member should make themselves acquainted with the club rules and work on that basis.

Steve drew analogies of football matches and turkeys at Christmas supporting his argument that the Chairman's method in making a decision was invalid. The Chairman disagreed stating that our club members are not turkeys, and they can read – he said they are not stupid...

Steve disagreed with the outcome of his complaint.

There was further discussion covering similar ground to that covered at the beginning of the meeting. But also discussion to Rule 5.5 and events at the AGM.

Heated and continuous disagreement followed without conclusion, other than the Chairman saying he would look into another allegation; that he would give his opinion later.

The meeting was brought to a premature halt by the Chairman at 09.10pm

Signed Date

FAC Chairman

Annex A

Email sent to Membership 25 October 2019 from the Chairman FAC.

Dear Member,

At the last AGM on July 18th 2019, following a decision by the previous committee, our 2019/2020 committee members were not elected to committee in accordance with Rule 5.3 of the Fenland Aero Club.

Instead of an election (a vote by ballot or by proposal) each nominee was simply asked to introduce themselves. No vote was taken.

However, not all nominees were able to do so at that time. As a result, a complaint has been received. Therefore, as Chairman of the Committee, I am contacting all qualifying Fenland Aero Club members to help settle an uncertainty.

At the AGM, the duly proposed and seconded members submitted for the 2019/2020 Committee, in order of their nomination, were as follows:

Peter Watson, Tim James, Claire Buckley, Angelo Sapiano, Robin Hoile, Paul Brian, Martin Williams, James Baldwin, Neil Buck, Carl Husain, John Parker.

If you have an objection to any member listed above serving on the 2019/2020 Committee, then reply to this email with your specific objection, with the nominee's name, replying no later than mid-day (12 noon) 31st October 2019.

Alternatively, if you have NO objection and support the members listed above serving on the 2019/2020 Committee, then do nothing - you do not need to reply to this email.

Many Thanks

Peter Watson, Chairman Fenland Aero Club

Annex B

Safety Bulletin sent to membership 08 November 2019 issued by Steve Brown FFS

Dear Colleagues/Fellow members and pilots,

The aerodrome committee considers each month any safety issues occurring between meetings (hopefully none). Any incidents accidents in the ATZ on the field or non airside should be reported on the Safety forms which are available in the clubhouse lobby (by the movements log), Fuel Point and the Flying School.

Completed forms will be discussed by the committee and any urgent matters will be dealt with. Annually the matters brought to the committee's attention will inform a review of the Safety Management System. The system is designed to identify potential problems and solutions not to seek to judge.

The committee has asked me to issue this Safety Bulletin to address the issues recently raised.

Firstly, just a quick reminder that at the thresholds of all Fenland's runways, with the exception of 36, there is a public road. For this reason, it is imperative that all approaching and landing aircraft are sufficiently high enough so as not to pose any sort of threat to passing road traffic. 20 feet is really the very minimum and 30 feet over any road is the preferred lowest level. This is especially important on runway 18.

Secondly, there has been some instances of aircraft (locally based) refuelling with their master switch left on. For safety's sake, please ensure all electrics are switched off and the static line is in place when refuelling.

The chances of an accident might not be great but the consequences could be more than the clubs meagre resources could meet!

Also, I would like to take this opportunity to remind everyone of the fact that Fenland Radio is an 'Air to ground' service only. The full definition and protocols for the use of it can be found in CAP413, the CAA R/T manual, which is to be found on-line free of charge. It is highly recommended that you peruse this document (and also 'The SKYWAY CODE', a very good, informative and well written publication).

At the weekend the radio is usually manned by Ray, but during the week the radio is manned by the Flying School and a reply is not always guaranteed, though we do our best! Consequently, in the event that you do not receive a reply, please don't assume you are being ignored on purpose! We will reply to everyone, if it is practicable to do so. If you don't get a reply, it isn't necessarily because we don't like you, we may be on a lesson or doing ground school, or on the telephone or answering a call of nature etc. But if you think you should have had a response, it could also be the case that you are not actually transmitting, either at all, or on the correct frequency. If this happens please feel free to pop into the school and make enquiries. Otherwise, as most people know, make 'blind calls' to Fenland Traffic to keep everyone else in the loop, so to speak.

Any queries you may have, on any aviation related matter, please feel free to pop in to the Flying School for advice/banter/abuse!

Ends -----