

Donald G. Connors
B. 3

WIS/SET (411/1649)

2nd May, 1972.

Dear Mr. Rodger,

Experimental Air Services

Although we have made no formal announcement you may know that the Board and Loganair have been discussing for some time the possibility of introducing additional air services which could be based on Inverness.

Because of the many limitations imposed by licensing procedures, airport opening times and operational requirements it has been most difficult to determine a pattern which would not only be attractive but also practical.

At long last, I am pleased to be able to tell you that Loganair are applying to the Civil Aviation Authority for approval to operate on the following routes:-

Inverness-Skye-Glasgow: One return flight on Tuesdays, Thursdays and Saturdays.

Inverness-Dornoch-Wick: Two return flights on Wednesdays.

Inverness-Aberdeen: Two return flights on Mondays and Fridays.

It is hoped that these services could begin on 3rd July and continue until 30th September where upon they might be revised in the light of experience.

In due course I will advise you of the precise fares and schedules.

Yours sincerely,

DR. W. IAIN SKEWIS
Director of Industrial Development
& Marketing Division

EA NAIR
Capt. Barron
ARDES AIR
246

J. B. Rodger, M.A., LL.B.,
County Clerk,
Sutherland County Council,
Main Street,
GOLSPIE.

The County Clerk (Orkney C.C.)
6, Broad Street,
Kirkwall

30th June, 1972

Ref. 5B

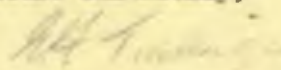
Dear Sir,

Dornoch Air-Strip

The Town Council, in conjunction with the Highlands and Islands Development Board and the County Council, have recently developed the site on the Links to be licensed as an Air-Strip. Application has been made to the Civil Aviation Authority in order that Loganair Ltd., can have the use of the Air-Strip to be included in their schedule of flights.

The Town Council, as owners will be responsible for the operation of the Air-Strip and will shortly be considering the dues, charges etc., that will be made for the use of the Air-Strip. I understand that the County Council operate air fields under similar circumstances to those that would be applicable at Dornoch and accordingly it would be greatly appreciated if you could supply me with some information which I might present to the Town Council in order to guide them in this matter. Do you have any specific arrangements and charges in respect of parking facilities etc., for private air-craft or for the use by private aircraft etc. Perhaps you might also be able to let me have some information regarding the type of contract you have with Loganair Ltd., In fact any information ^{in connection} with the operation of such an airfield would be advantageous.

Yours faithfully,



Town Clerk.

30th June, 1972

The Managing Director
Loganair Ltd.,
Abbotsinch Airport
near Glasgow

Ref. 5B

Dear Sir,

Dornoch Air-Strip

I refer to my telephone conversation with Captain Barron of your Company regarding the use of Dornoch Air-Strip in connection with your scheduled air-flights.

The Town Council are anxious that the arrangements for the use of the Air-Strip be made as soon as possible and accordingly it would be appreciated if a representative of your company could meet the members of the Town Council to discuss the matter.

The Town Council and Committee meetings are normally held on a Tuesday evening, but perhaps you would be kind enough to let me have one or two dates that would be convenient to your representative in order that such a meeting might be arranged.

Perhaps you would also be kind enough to let me have some information regarding proposed arrangements for the Air-Strip in order that the members might have some prior knowledge in respect of the proposed operation.

Yours faithfully,

[Handwritten Signature]
Town Clerk.



5.3

Glasgow Airport, ABBOTSINCH, PAISLEY, RENFREWSHIRE PA3 2TG
HANGAR TO

Phone: 041-887 1111, Ext. 201 / 041-887 1549 041-887 3061 TELEX 778246

Town Clerk,
Royal Burgh of Dornoch,
Town Clerk's Chambers,
High Street,
Dornoch.

4th July, 1972.

Dear Sir,

Dornoch Air Strip

Thank you for your letter of the 30th June. I am surprised that your Council has had no prior knowledge of the proposed air services, as these have been planned for the H.I.D.B. over a considerable period of time and we were assured by Mr. K. Cameron of that Board that both the County Council and yourself were kept fully in the picture. At the beginning of June we were told that the County Surveyor was improving the airstrip to the necessary standard and that the licence would be applied for by the 13th June.

I am sending a copy of your letter and this reply to Capt. Barron at Dalcross so that he may arrange a meeting with yourselves as soon as possible, to discuss the operational details.

Yours faithfully,

Duncan McIntosh,
Managing Director.

AIR 16/DMcI/AC.

Directors:
J. B. BURKE, Chairman
D. McINTOSH, A.F.C., A.M.Inst.T., Managing

Registered Office: 100 Wellington St., Glasgow, G2 6DJ

Our Ref:5B

16th August, 1972.

Loganair Ltd.,
Air Charter,
Inverness Airport,
Inverness.

Dear Sir,

Dornoch Aerodrome

I refer to my telephone conversation today and shall be obliged to receive early intimation of all flights and landings to be made by your company at Dornoch Aerodrome.

The Town Council have a very limited number of staff and accordingly can only be in attendance at the air-strip when required. If you would kindly let me have the information in advance by telephone communication on the Tuesday of each week it would be greatly assist in the smooth running of the service given by your company at the aerodrome.

H.M. Customs and Excise have also intimated that it is a requirement for the Town Council to keep a written record as follows:-

Arrivals

Departures

Date and time of arrival
From whence and date and time
of departure therefrom
Registration letters of Aircraft
Name of Commander
Whether carrying:-

Date and time of Departure
Destination
Registration of aircraft
Name of aircraft commander
whether carrying:-

- (a) passengers
- (b) cargo

- (a) passengers
- (b) cargo

In order to comply with these regulations I shall require this information each week from your company and in addition would be obliged if I could have this information for all the flights already undertaken by company from the beginning of their scheduled flights at the aerodrome.

Yours faithfully,



Town Clerk.

WIS/HEN

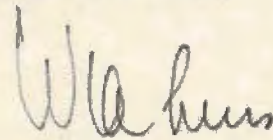
14th August, 1972.

Dear Mr. Rodger,

Air Services

I enclose a copy of the services proposed this winter. The Dornoch service is continued on a Wednesday as at present and further development of the service will be considered for summer 1973 schedules.

Yours sincerely,



(MR. W. IAIN SKEWIS)
Director of Industrial Development
and Marketing Division

Enc.

J.B. Rodger, Esq.,
County Clerk,
Sutherland County Council,
GOLSPIE.

C.C. Town Clerk, Dornoch
C.B.O., Dornoch

Draft schedules - air services Winter 72/73 (October 1st/April 30th)

(Timings provisional at present).

Monday

<u>Arr</u>	<u>Dep</u>	
-	8.30	Inverness
9.05	9.45	Aberdeen (connection ex Norwich)
10.15	10.30	Inverness (connection ex London) (connection to Stornoway)
10.40	10.50	Fearn
11.00	16.15	Inverness (connection to London, Glasgow) (connection ex Stornoway)
16.25	16.30	Fearn
17.10	17.25	Aberdeen (connection to Norwich, etc.)
18.00	-	Inverness

OR

-	16.55	Inverness
17.05	17.15	Fearn
17.50	18.30	Aberdeen
19.00	-	Inverness

(2h 30 flying)

Tuesday

-	8.20	Inverness
8.50	9.00	Skye
10.00	15.05	Glasgow (connections to/from London)
16.05	16.20	Skye
16.50	-	Inverness (connection to London)

NB: Consider intermediate stop at Mull (3h 00 flying)

Wednesday

-	8.15	Inverness
8.30	8.35	Dornoch
9.05	9.25	Wick/Thurso
10.00	10.05	Dornoch
10.15	10.30	Inverness (connection <u>to</u> 11.30 train) (connection <u>ex</u> Glasgow, London)
10.40	10.50	Fearn
11.00	16.00	Inverness)
16.15	16.20	Dornoch) to operate later if possible
16.55	-	Wick/Thurso)

(3h 00 flying)

Thursday

-	6.00	Wick/Thurso
6.40	6.45	Fearn (if lights provided)
6.55	-	Inverness (connection to 7.20 Glasgow flight)
-	8.20	Inverness
8.50	9.00	Skye) This to be operated initially but dropped if loads do not
10.00	15.05	Glasgow) justify it. Consider intermediate stop at Mull.
16.05	16.20	Skye
16.50	-	Inverness (connection to London)
-	21.30	Inverness (connection ex Glasgow and ep. 21.30)
21.40	21.45	Fearn (if lights)
22.20	-	Wick/Thurso

(2h 40 flying)

Friday

-	6.00	Wick/Thurso
6.40	6.45	Fearn
6.55	-	Inverness (connection to 7.20 Glasgow)
-	8.30	Inverness
9.05	9.45	Aberdeen (connection to Norwich, etc.)
10.15	-	Inverness (connection to Stornoway)
-	16.15	Inverness (connection ex Stornoway)
16.25	16.30	Fearn
17.10	17.25	Aberdeen (connection to Norwich, etc.)
18.00	-	Inverness

OR

-	16.55	Inverness
17.05	17.15	Fearn
17.50	18.30	Aberdeen
19.	-	Inverness

(3h 00 flying)

Saturday)
) No services
Sunday)

NOTES: It is appreciated that this schedule needs two pilots to operate it on certain days. In order to improve productivity this is felt to be necessary. If there is pilot illness that cannot be covered from other sources then certain services will have to be cancelled at that time.

The Wick or Thurso * night stops are felt necessary to guarantee traffic and achieve our development aims for Caithness.

Fearn is likely to be given lights and can be operated effectively on these services.

* Wick or Thurso (Dounreay) will depend on aerodrome opening costs and discussions with the County Council, C.A.A. and U.I.C.A.E.A.

W. Iain Skewis
14th August, 1972.

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Our Ref:5B

16th July, 1973.

M.W.H. Barron, Esq.,
Loganair Limited,
Inverness Airport,
DALCROSS,
Inverness-shire

Dear Sir,

Dornoch Air-Strip

I refer to your letter of 16th August, 1972 regarding landing charges in respect of the Scheduled Flights operated by your Company at the above Air-strip during 1973.

Unfortunately this matter appears to have been overlooked and fees received from your company, accordingly would you be kind enough to let me have a detailed list of all the flights undertaken by your company during 1973 and also let me have a cheque for the amount outstanding - it would be appreciated if you could give me a detailed list of the charges that should have been made for each flight.

Perhaps you also be kind enough to let me know if any scheduled flights are to be made for the current year.

Yours faithfully,

[Signature]
Town Clerk.

~~As per Ref~~

? 1973 No flights
1972

041 8693181
Mr Wallace

RECEIVED 21 AUG 1972

Glasgow Airport, ABBOTSINCH, PAISLEY, RENFREWSHIRE PA3 2TG
HANGAR 10

Phone: 041-887 1111, Ext. ²⁵³201 / 041-887 1549 041-887 3061 TELEX 778246

TELEPHONE: ARDERSIER 246

Loganair Limited,
Inverness-Airport,
Dalcross,
Inverness-Shire.

Your Ref: 5B
Our Ref: AIR (I) 9 IMO/MMM.B.

18th August, 1972.

G.F. Trowbridge,
Town Clerk and Chamberlain,
Town Clerk's Chambers,
High Street,
DORNOCH.

Dear Sir,

DORNOCH AERODROME

Please find the enclosed list of landings and take-off times at the Dornoch Aerodrome.

I suggest that a notebook be kept in the fire wagon and the relevant information entered by the fireman on duty.

You will be informed by telephone at 1600 on each Tuesday of the movements for the Wednesday Schedules.

The scale of landing fees as laid down by the Civil Aviation Authority is 30p. per 1,000 lbs of aircraft weight and rounded up to the next highest whole 1,000 lb figure ie:- 4,300 is charged as 5,000 lbs.

The Islander aircraft as used by Loganair is licensed at 6,000 therefore a basic charge of £1.80 per landing.

However, for scheduled services only, a rebate is applied for short sector lengths as follows:-

OVER	45	less than	45 miles	-	80%
	80	and less than	80 miles	-	70%
			115 miles	-	55%

Therefore scheduled flights from Inverness to Dornoch are charged 36p.
and scheduled flights from Wick to Dornoch are charged 54p.

Naturally non-scheduled landings at Dornoch are chargeable at the full rate of £1.80p.

If your monthly bills are sent to Loganair, Inverness, they will be checked against our figures and passed to Loganair accounts department at Glasgow for payment.

I trust that this clarifies the situation and you will be informed of any changes as soon as they are known.

Yours faithfully,
M.W.M. Barron

Directors:
J. B. BURKE, Chairman
D. McINTOSH, A.F.C., A.M.Inst.T., Managing

Encl...

M.W.M. BARRON.
Senior Pilot, Inverness

Registered Office:
100 Wellington St., Glasgow, G2 6DJ

FLIGHTS ALREADY UNDERTAKENAT DORNOCH AIRSTRIP

<u>DATE</u>	<u>NO. OF PAX</u>	<u>TAKE-OFF</u>	<u>FROM</u>	<u>TO</u>	<u>LANDINGS</u>	
26.7.72	2	0815	INVERNESS	DORNOCH	0827	36
26.7.72	2	0834	DORNOCH	WICK	0902	
26.7.72	2	1635	WICK	DORNOCH	1700	54
26.7.72	NIL	1710	DORNOCH	INVERNESS	1720	
2.8.72	1	0820	INVERNESS	DORNOCH	0832	36
2.8.72	2	0950	DORNOCH	INVERNESS	1003	
2.8.72	NIL	1634	INVERNESS	DORNOCH	1644	36
2.8.72	5	1712	DORNOCH	INVERNESS	1724	
9.8.72	1	0822	INVERNESS	DORNOCH	0835	36
9.8.72	NIL	0842	DORNOCH	WICK	0905	
9.8.72	1	0932	WICK	DORNOCH	0957	54
9.8.72	5	1008	DORNOCH	INVERNESS	1020	
9.8.72	1	1548	INVERNESS	DORNOCH	1603	36
9.8.72	1 $\frac{1}{2}$	1606	DORNOCH	WICK	1632	
16.8.72	NIL	0930	WICK	DORNOCH	0955	54
16.8.72	1	1005	DORNOCH	INVERNESS	1016	
16.8.72	1	1651	INVERNESS	DORNOCH	1704	36
16.8.72	1	1706	DORNOCH	INVERNESS	1724	

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18.8.72

LOGANAIR LIMITED,
DALCROSS AIRPORT,
INVERNESS.

5 B.

FLIGHTS ALREADY UNDERTAKEN

AT DORNOCH AIRSTRIP

<u>DATE</u>	<u>NO. OF PAX</u>	<u>TAKE-OFF</u>	<u>FROM</u>	<u>TO</u>	<u>LANDINGS</u>
23.8.72	1	15.30	INVERNESS	DORNOCH	15.45
	NIL	15.50	DORNOCH	WICK	16.15
30.8.72	NO PAX TO OR FROM DORNOCH				
6.9.72	NIL	0815	INVERNESS	DORNOCH	0830
	1	0835	DORNOCH	WICK	0905
	NIL	0930	WICK	DORNOCH	1000
	1	1005	DORNOCH	INVERNESS	1025
	1	1515	INVERNESS	DORNOCH	1530
	NIL	1540	DORNOCH	WICK	1605
	1	1645	WICK	DORNOCH	1715
	NIL	1720	DORNOCH	INVERNESS	1735
13.9.72	NO PAX TO OR FROM DORNOCH				
20.9.72	NO PAX TO OR FROM DORNOCH				
27.9.72	NIL	0935	WICK	DORNOCH	1000
	1	1010	DORNOCH	INVERNESS	1020

16.10.72

LOGANAIR LIMITED,
DALCROSS AIRPORT,
INVERNESS.

Civil Aviation Authority



**Safety Arrangements
at Flying Displays
and Air Races**

53

Civil Aviation Authority



With Compliments

Operations Branch

CIVIL AVIATION AUTHORITY
OFFICE FOR SCOTLAND,
BROOMHOUSE DRIVE,
EDINBURGH, EH11 3XE.

Civil Aviation Authority June 1973

Safety Arrangements at Flying Displays and Air Races

JH/59/07

Directorate of Flight Safety
Civil Aviation Authority

Civil Aviation Authority June 1973

SAFETY ARRANGEMENTS AT FLYING DISPLAYS AND AIR RACES

1 GENERAL

Advice in this pamphlet has been prepared to assist organisers of flying displays and air races to discharge their ultimate responsibility for the safety of spectators and of persons and property in the vicinity of the area where an event is held. Guidance has been provided on all matters normally requiring attention; this should not however be regarded as exhaustive since local conditions or particular circumstances may necessitate additional considerations being taken into account by an organiser in making his arrangements.

2 ORGANISATION

It is desirable that one person should assume overall responsibility as the Organiser of the event. Responsibility for particular functions such as ATC, control of ground arrangements, conduct of flying activities etc., may if necessary be sub-delegated to appropriately qualified officials under that person's control.

Where the event is held at a licensed aerodrome the licensee remains responsible for ensuring that the conditions of the aerodrome licence are not infringed.

The organiser will in particular need to make arrangements for:—

- (a) notification of the event to the appropriate CAA Divisional Office,
- (b) control of spectators and siting of public enclosures and car parks,
- (c) air traffic control,
- (d) briefing of pilots and conduct of flying activities,
- (e) provision of first-aid and emergency services,
- (f) liaison with police and local authorities,
- (g) pleasure flights (if offered),
- (h) planning and control of any air race or flying competition forming part of the display.

3 NOTIFICATION OF EVENTS TO CAA DIVISIONAL OFFICES

An organiser should notify the appropriate CAA Divisional Office at least 60 days in advance of the planned date for holding the event. This allows time for the Divisional Office:—

- (a) to consider the need for NOTAM action to warn other pilots of the aerial activity which will take place,
- (b) to prepare and issue any exemptions from the Air Navigation Order and ATC Regulations which may be required, and
- (c) to agree possible variations in the aerodrome licensing arrangements or if necessary to issue a temporary aerodrome licence (latter requires three-months notice — see paragraph 9).

The territorial areas of the individual Divisional Offices can be found in the AGA Section of the United Kingdom Air Pilot.

CONTROL OF SPECTATORS AND SITING OF PUBLIC ENCLOSURES AND CAR PARKS

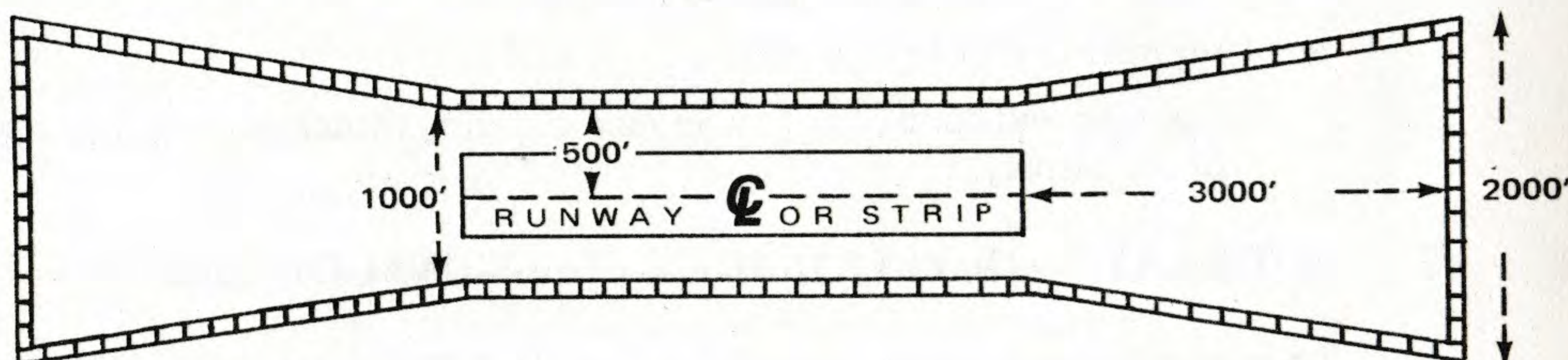
Crowd Control

Efficient barriers and marshalling arrangements are required to keep spectators clear of the aircraft manoeuvring areas on the aerodrome. Areas to which they are permitted access should be clearly marked and fenced using barriers of substantial construction such as prefabricated fencing.

A public address system is of considerable assistance in crowd control and this should be provided wherever possible. This can be particularly effective towards the end of a display when spectators often start to move in a body towards the exits.

Public Enclosures and Car Parks

Care must be taken in selecting sites for public enclosures and car parks. These should not be located within areas over which aircraft may take-off or land, nor close to the outer edges of any runway or landing strip liable to be used during the display. Recommended minimum distances for these purposes are illustrated in the following diagram:—



No spectators' enclosures or car parks within the hatched lines around the runway or strip

Public enclosures and car parks should also be provided with a minimum separation of 50 feet from any aircraft which may need to taxi in their vicinity.

Wherever local conditions permit spectators should be confined to one side of the strip thus allowing aircraft maximum freedom of movement on the other side.

Parking of Aircraft

Aircraft taking part in the display should be segregated from visiting aircraft, and parked with regard to ease of access for re-fuelling. The park should be patrolled to guard against interference with the aircraft.

Display Officials

Experienced staff should be detailed to supervise the parking of aircraft and cars, to operate any public address system, and to control messengers and other staff. It is generally possible to find persons competent to undertake these duties among the members of a flying club or an approach could be made to the local RAF Association or Air Training Corps. The services of one of the recognised organisations which specialise in the arrangement and management of car parks might be worth considering. All helpers should be thoroughly briefed in the duties expected of them. Distinctive armbands for officials are recommended.

5 ATC ARRANGEMENTS

As far as possible all normal aerodrome facilities including two-way R/T and a full air traffic control service should be provided. Provision should also be made for communicating by visual signals with aircraft which are not equipped with R/T. If it is necessary to employ a licensed Air Traffic Control Officer specifically for the event, approval by the Regional ATC Inspector at the Divisional Office will be needed.

If there is no existing air traffic control service at the aerodrome or strip where the event is to be held and R/T cannot be provided, an Aerodrome Control Officer should be appointed to control air traffic by means of the visual signals listed in Rule 45 of the Rules of the Air and ATC Regulations 1972. He should be provided with the following minimum scale of equipment for carrying out his duties:—

- (a) Two Aldis lamps fitted with red and green screens which, if operated from a battery supply, should be provided with a stand-by battery.
- (b) A Verey pistol with an ample supply of coloured cartridges.
- (c) An effective means of alerting crash and rescue services to an accident.
- (d) A Signals Area in which to display the signals described in Rule 41 of Rules of the Air etc.

Whichever control organisation is employed the ATCO in charge or the Aerodrome Control Officer should attend pilot-briefings to answer questions or give any special instructions. Normally these officials should not be involved in responsibility for the control and safeguarding of spectators except that in the event of their incursion onto the manoeuvring area it would be their duty to hold up all aircraft movements.

If a public address system is used for crowd control, the Control Tower or Aerodrome Control Officer should be provided with access to this (possibly by means of an extra microphone) so that any special announcements may be made.

An office should be made available for pilots of visiting aircraft to report at on arrival and before departure. This should have a telephone link with the Control Tower or the Aerodrome Control Officer's control point. The need for a booking-in and booking-out book should also be considered.

Strict attention should be paid to compliance with the Rules of the Air and Air Traffic Control Regulations other than any from which exemption may have been granted. Special precautions may sometimes be needed to safe-guard air traffic along Airways or within adjacent Control Zones, but Divisional Offices will give advice on this aspect on receiving notification of the intention to hold an event.

All aircraft using the aerodrome on the day of the display (whether participating or not) should be left in no doubt of the need for special caution and strict flying discipline particularly at the end of a display when people or cars may trespass on the aerodrome in the rush to get away.

BRIEFING OF PILOTS AND CONDUCT OF FLYING ACTIVITIES

A pilot should be appointed to be responsible for the conduct of flying activities. He or she should be competent to ensure that:—

- (a) pilots are sufficiently experienced to participate in their particular events and have recent flying experience on the type(s) of aircraft concerned,
- (b) briefing of pilots is thorough and clearly understood,
- (c) minimum weather conditions are established and that flying is terminated if weather conditions fall below these.

Pilots participating in events should be specifically instructed not to fly over spectators' enclosures or car parks nor make turns towards them when in their vicinity.

In addition to ensuring the minimum hazard to spectators, flight patterns and altitudes should be so arranged as to cause the minimum hazard and nuisance to local residents, hospitals, schools, livestock, etc.

When parachutists are in course of descending engines and propellers of aircraft on the ground should be stopped until the last parachutist has landed.

The need for strict adherence to agreed procedures should be stressed at briefing.

Pilots should be particularly reminded that whatever specific exemptions in respect of events may have been granted from the provisions of the air legislation, including the standing exemption of flying displays and air races from *part* of Rule 5 — Low Flying, all other relevant provisions will still apply including in particular Articles 42 and 43 of the Air Navigation Order 1972 which are concerned with the imperilling of aircraft, persons and property.

7 FIRST-AID AND EMERGENCY SERVICES

Written instructions on the action to be taken in the event of an aircraft accident should be drawn up by the Organiser for the guidance of all persons concerned with running the display. These should include the names, addresses and telephone numbers of doctors, hospitals or medical establishments, ambulance stations or garages, police and fire service stations to be called.

Adequate facilities should be provided for dealing with aircraft accidents and the treatment of casualties. At larger aerodromes the crash, fire, rescue, medical and first-aid facilities already provided may suffice but this may not be the case at smaller licensed aerodromes and aerodromes which are not licensed. The scale to which such facilities may need to be augmented will depend on the types of aircraft using the aerodrome at the time of the display, and guidance may be sought from the appropriate Divisional Office.

A suitable room sited as near as possible to the manoeuvring area should be made available and equipped as a First-Aid/Casualty Reception Centre. Local voluntary organisations may be willing to provide a team to stand by throughout the display for the purpose of dealing with any participants or spectators requiring first-aid treatment.

Warning about the possible call-out of ambulances and reception of casualties should be given to the nearest hospital with accident reception facilities.

8 LIAISON WITH POLICE AND LOCAL AUTHORITIES

Organisers of flying events are strongly advised to make known their plans to the local police at an early date. This is to allow special arrangements to be made for controlling road traffic and to forewarn of possible police involvement should any emergency situation arise. Aircraft accidents are required to be notified to the local police as well as to the Accident Investigation Branch of the Department of Trade and Industry.

Local Authorities who have control of the various public services which an organiser may wish to make use of, should be advised of the intention to hold an event as early as possible so that thereafter any approach for assistance may not be unexpected. In any case the authorities will wish to be informed of the additional air activity taking place in anticipation of any queries or complaints which may arise.

ARRANGEMENTS FOR PLEASURE FLIGHTS

If it is proposed to offer pleasure flights to members of the public the display must be held at an active government aerodrome, a licensed aerodrome, or at an aerodrome specially licensed for the period of display. (Article 67 of the Air Navigation Order 1972 refers). In the latter case, application should be made to the appropriate Divisional Office not less than three months before the special licence is required.

Aircraft engaged on pleasure flights should be parked away from other aircraft taking part in the display and passengers should be escorted in parties between the spectators' enclosure and the aircraft before and after each flight.

Escorts should remain on duty until all pleasure flights have finished. Whether or not escorts have had previous experience, they should be briefed and the briefing should refer specifically to the dangers associated with propellers and helicopter rotors when passengers are approaching or leaving the aircraft, and to the correct manner of boarding and alighting from the aircraft. A pre-arranged system of signalling between the escort and the pilot is desirable in order that the pilot will be aware when passengers and escort are clear of the aircraft. To avoid the possibility of any misunderstanding between pilot and escort, they should, before the start of flying, discuss and confirm such matters as the positioning of the aircraft at the pick-up point, and the boarding and alighting procedures to be used.

PLANNING AND CONTROL OF AIR RACES

As regards air racing, the British Light Aviation Centre has now assumed the functions in relation to this activity previously undertaken by the United Service and Royal Aero Club, including the issue of Organising Permits and Competitors' Licences. The Centre's detailed rules for air racing can be obtained on application and are designed to ensure a high standard of safety. Organisers of air races are recommended to seek the advice of the BLAC Competitions Committee as far as possible in advance of the proposed date of the event. The address of the Centre is:— British Light Aviation Centre, Artillery Mansions, 75 Victoria Street, London SW1H 0JD. Telephone 01-222 6782

B3

Our Ref:5B

6th August, 1973.

The Tourist Dept.,
Highlands & Islands Development Board,
Bridge House,
27, Bank Street,
INVERNESS.
1V1 1QR

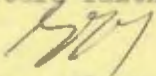
Dear Sir,

Dornoch Air-Strip

I have recently been in touch with Loganair regarding Dornoch air-strip and they advise me that they have no plans at present of introducing scheduled flights to Dornoch.

In view of the expenditure undertaken between the County Council, the Town Council and yourselves this seems rather unfortunate, accordingly I shall be glad if you advise me whether the Board has any plans for the future use of the Air-Strip in way of Scheduled flights.

Yours faithfully,


Town Clerk.

RECEIVED 4 SEP 1973

Tel 0463 34171

Highlands and Islands Development Board · Bridge House · 27 Bank Street · Inverness IV1 1QR Telex 75267

Our Ref: KFC/JAS (411/2401)
Your Ref: ~~411~~-5B

3rd September, 1973



5B

Dear Mr. Trowbridge,

Dornoch Airstrip

I must apologise for taking so long to reply to your letter of 6th August.

Because of restrictions imposed by B.E.A., it has not proved possible for the range of experimental air services provided by the Board from Inverness to include an attractive schedule for Dornoch traffic. This was all too apparent during the summer of 1972 when results from a skeletal service were exceedingly disappointing.

It will not be possible to consider reviving a service until after the Civil Aviation Authority have published the results of their enquiry into Highlands and Islands air services towards the end of this year.

I am sorry that I am not able to write in more optimistic terms and can only assure you that we will press the case for Dornoch at the first opportunity.

Yours sincerely,

K.F. Cameron
Transport Officer

G.F. Trowbridge, Esq.,
Town Clerk,
Royal Burgh of Dornoch,
Town Clerk's Chambers,
High Street,
DORNOCH,
Sutherland.