

**Headcorn Aerodrome Consultative Committee**  
**Tuesday 5<sup>th</sup> June 2018 – 2.30pm**  
**Briefing Rooms – Headcorn Aerodrome**

Present: Jamie Freeman – Chairman  
Martin Round – Maidstone Borough Council  
Terry Hodges – Aircraft Owner/Insurer  
Lyn Selby – Headcorn Parish Council  
Brian Bristow – Smarden Parish Council  
Lester Gosbee – Frittenden Parish Council  
Gerald Hodges – Thurston Helicopters Ltd  
James Tuke – Thurston Helicopters Ltd  
Peter Sizer – Skydive Headcorn/Headcorn Parachute Club  
Sue Line – Secretary

**Apologies for Absence**

John Mather, John Perry, Geraldine Dyer, David Parker, Alan Marsh,  
Keith Perkins, Ben Perkins.

**Minutes of Previous Meeting**

The Minutes of the previous Meeting were read accepted and signed.

**Matters arising from the Minutes**

Lyn Selby thanked Jamie Freeman for dealing with the issues caused with the visiting helicopters and for cancelling their future flights.

Martin Round said that for the record the Dakota was fully approved and in the event of additional ones arriving at the aerodrome at any point an amendment order may be necessary. Jamie Freeman had been recording flights so far as follows:

**N473/DC3**

10.05.18 Arrival 1429 Zulu to Departure 1537 Zulu from East Kirkby.  
31.05.18 in from East Kirkby at 1505 Zulu  
01.06.18 Out to RAF Upottery at 1503 Zulu  
Plus it is expected this evening before sunset.

**Planning and Events**

Tomorrow 6<sup>th</sup> June heralded the launch of a new Company to the aerodrome, Combat Legends, a re-enactment company for historic battles. The first battle would be re-

enacted and would be an ambush, a ground attack and would involve a certain amount of noise to simulate explosions. The Police had been advised in case of any issues and it was taking place a long way from the public road at quite a secluded part of the site, during the daytime. Combat Legends were selling this as an ‘experience’.

The Battle of Britain Film Evening event on 1<sup>st</sup> and 2<sup>nd</sup> June had been quite popular, with Saturday being better attended than the Friday. The Spitfire had been parked outside the blister hangar, there had been an outside screen showing The Battle of Britain film, and there were various stands and music relating to that era.

Planning for the The Battle of Britain event on 30<sup>th</sup> June and 1<sup>st</sup> May weekend was continuing as in the previous year. The Dakota DC3 would be down for the event. The weekend would commence on Friday 29th with **Lashenden (Headcorn) Aerodrome Schools and Senior Citizens Air Day**. There had already been 300 confirmed invitations. It had been difficult to get sufficient coaches to get people to the aerodrome.

### **Correspondence/Complaints**

There had been an email from a resident who gave their name in Bletchenden Road on the subject of Adventure 001 helicopter flights and noise abatement areas, and overflying. This had now been dealt with (see Lyn Selby’s thanks above). Jamie had tried to get Adventure 001 to vary their flight pattern but it had become clear that there was too much disturbance to the local residents and they had been stopped from flying at the aerodrome for this particular kind of project.

The above complainant also had occasion to complain further about the Adventure 001 helicopters which have now been dealt with.

Two residents from the edge of the village (one a Flying Instructor) had also complained about Adventure 001, now dealt with.

The parachute aircraft G-AXUB had been complained about on 24<sup>th</sup> April by an unnamed resident of the Bletchenden area. This had been investigated and had been confirmed as a training day.

There had been a complaint from a resident who gave their name and who lived in the downwind position that a visiting aircraft had scared her horses and also about an aircraft from the Weald Air Services Ltd flying school. After investigation it was confirmed that both the aircraft were at 1,000ft.

There was a discussion about the noise abatement map. Jamie Freeman confirmed that not only was this on display in the Air Traffic Office, but it was also in the Scramble Hut so that pilots were fully briefed.

There had also been a complaint about night flying. This had not involved aircraft based at the aerodrome, but was the HM Coastguard Search and Rescue Team who had come to practice certain procedures as a matter of safety.

Malcolm Round had been approached by the residents at Shenley Park concerning the Mid Kent Motor Club being in the field known as the ‘Bottom Field’. The Club had been performing figures of eight and other manoeuvres and this was at 8 o’clock at night. Jamie Freeman would investigate.

### **Any Other Business**

Brian Bristow asked about the new storage hangar. Jamie Freeman said he was working on the site. He had planning permission and work was starting very slowly. There was nothing to report on the Lottery Hangar and Transport Museum and Jamie Freeman had not made a planning application for it yet.

Jamie Freeman raised the possibility that he might put in for planning for a further building for Simon Marsh of Hi-Flight Limited on the original site/area granted to Lashenden Museum since his business was expanding. British Airways had offered him more work and is now employing 20 people.

At the request of MBC Planning Department Jamie Freeman had arranged and paid for a pre-app meeting with a view to streamlining the applications for events and the aerodrome conditions which were complex. He felt that Officers were continually changing and did not understand the conditions. On one of our last applications they had listed all 7 conditions when only one was required.

### **Date of next meeting**

2<sup>nd</sup> October 2.30pm

Meeting closed at 2.55pm

HACC5thJune2018