

STOW MARIES

A PLACE IN HISTORY

“INVESTING IN THE PAST FOR THE FUTURE”

This document outlines the airfield guidelines associated with the restoration of the former world war one airfield at Stow Maries and is intended to form the basis of its limited operations.

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Aircraft Circuit Direction.

The conventional airfield at locations, other than Stow Maries, normally have a rectangular circuit pattern relating to the runway direction. An aircraft will always take off and land into the wind, hence for example a runway that is in a North-South direction will always have traffic departing and arriving in either a north or south direction according to the wind present. If the wind is not directly in the runway direction a take off and landing would be termed a “cross wind” landing.

In the first world war, aircraft were not of today’s modern designs and it was essential for them to take off and land directly into the wind, no crosswind operations could be accepted.

For the restoration of Stow Maries, there will be no fixed runway, just as it was originally. Aircraft will be able to operate safely, with mostly little crosswind component.

The advantages of not changing this tried and trusted method at Stow Maries are as follows:

- 1 A conventional aerodrome has constant points that aircraft traverse over the ground.
- 2 Stow Maries, having no fixed runway direction will have the advantage of aircraft not being in the same vicinity more frequently.
- 3 Safety is of course improved a little for the more capable aircraft that can handle a crosswind. For the more vintage aircraft this is an essential requirement for safer operation, of which type Stow Maries seeks to operate to further the heritage and atmosphere of the airfield.

Noise Abatement Procedure

A major factor noted at other conventional airfields is that of noise nuisance perceived by residents. In fact the noise level of a lawnmower at ground level is higher than that of the average aircraft passing overhead.

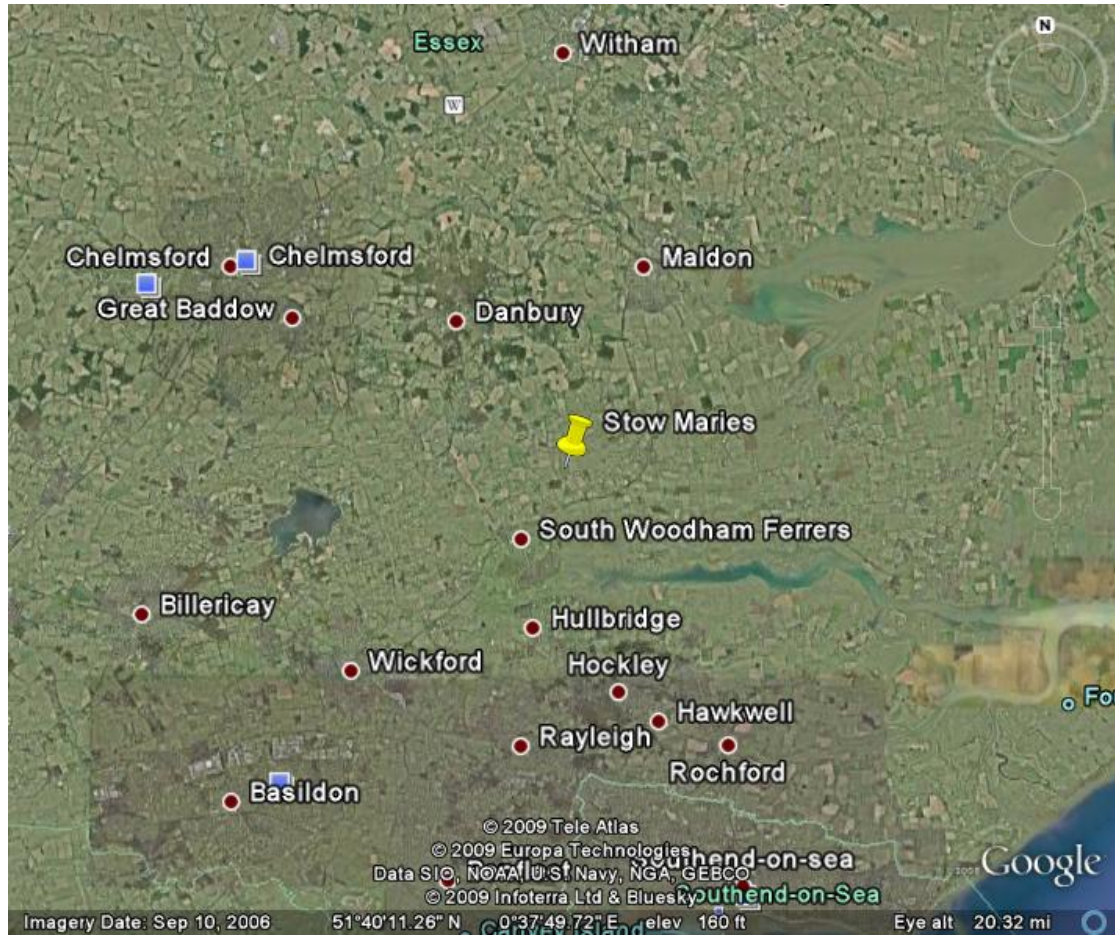
A fixed runway direction magnifies any problems of this nature as aircraft are often at the same points. Stow Maries will be able to lessen any effects of this due to the variable take off and landing directions.

Stow Maries will set “Noise Abatement Areas”. These will be published in pilots guide notes and Stow Maries will ensure any pilots are aware of any sensitive areas, which we consider all the surrounding villages to be.

No over flight will be permitted over villages in the surrounding area.

The airfield has little inhabitation in the near vicinity that will be affected by proposed limited operations and our main thrust to this will be basically “Do not fly over any houses”

Following are proposed areas that will be published as no overflight.



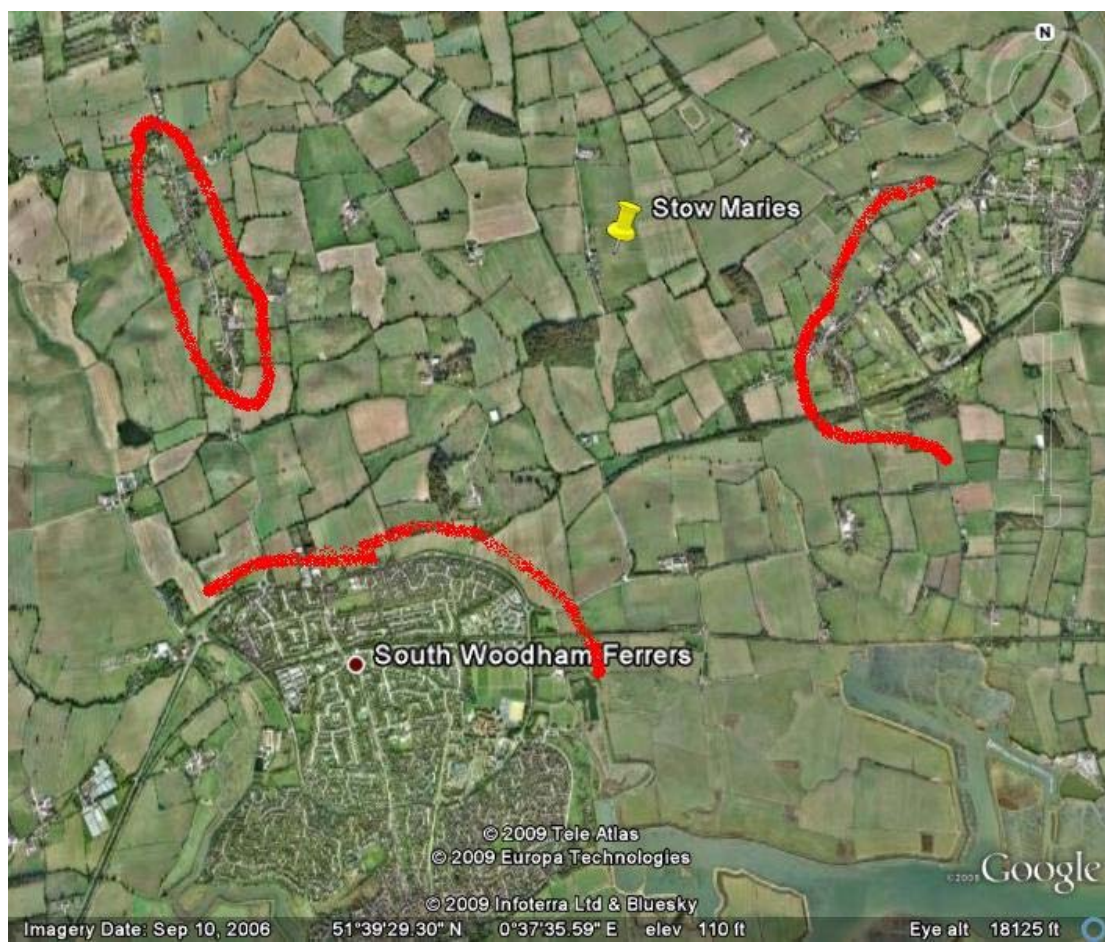
This shows Stow Maries and the wider surrounding area. The nearest major conurbation is at South Woodham Ferrers, but this is a more than sufficient distance from the airfield to suffer any nuisance. It is noteworthy that South Woodham Ferrers is published by the Civil Aviation Authority as a reporting point for aircraft arriving and departing from Southend airport.



The above is a close view of Stow Maries. The areas depicted by a red border are considered as areas to be avoided and aircraft will have little difficulty in complying with this restriction.



This shows the area to the North of Stow Maries and the areas considered as areas to avoid overflight.



This shows the area to the south of Stow Maries, again depicting areas to be avoided by over flying aircraft connected with Stow Maries.

To re iterate, the motto of Stow Maries will be “Do not fly over any houses”

It is fortunate that this will be easily complied with, for the limited activities we propose for the restoration of Stow Maries.

Pilots would be advised of these areas before any flight commences and this information could also be published in the Civil Aviation Authority document that contains information for airfields.

It is noteworthy that some flight training organisations in the Essex area are in the habit of using Stow Maries as a field in which to perform practiced forced landings (PFL's)

A PFL is an integral part of a pilots training to deal with the unlikely event of a power reduction/failure.

An approach to quite a low level is usually made by the aircraft during this practice manoeuvre.

With the restoration of Stow Maries, this activity carried out by these organisations would cease, as the airfield would be termed “active” This would have the effect of reducing the perceived aircraft activity at low level in the near vicinity of the airfield.

Resident Aircraft

It is proposed that some 15 aircraft will be based at Stow Maries.

In keeping with the heritage of the site we prefer these to be of the classic and vintage style.

It is somewhat difficult to precisely define vintage and classic aircraft. There are so many variable factors, unlike a classic car.

For example Piper aircraft were used in the second world war as observer's much as Sopwith's were used in the first.

In an effort to assist interpretation the following points are noted below to provide a further understanding of Stow Maries and its limited operations.

Vintage Aircraft Guidelines.

- 1 Aircraft from world war one and two
- 2 Aircraft replicas that are authentic, as in point 1 would be treated as vintage
- 3 Aircraft that are 50 years or older
- 4 Aircraft no longer in production
- 5 Aircraft that have special history, be it aircraft type or owner/pilot achievements etc.

Classic Aircraft Guidelines

- 1 Aircraft 25 years or older
- 2 Aircraft that have noteworthy history, this could be some history that a particular aircraft has had in the past with regard to flights carried out for example.
- 3 Aircraft with some military background. Even a very humble Piper cub was utilised by the United States Airforce in world war 2. As were Cessna's.
- 4 Aircraft of a design that is considered not modern and worthy of preservation.
- 5 A type that could have been instrumental in furthering aircraft design and technology.

Aviation is a relatively modern activity. The first flight was just over 100 years past. There are now in production more modern aircraft, particularly those made by the company Cirrus, from the USA that are becoming the new benchmark standard for

new aircraft. These aircraft are now quite prolific and are mentioned to illustrate the difference between modern and historic aircraft.

Stow Maries was an airfield occupied by the Royal flying Corps in the developing stages of aviation and aerial warfare.

The focus for Stow Maries is conservation, preservation and education.

Aircraft of a vintage and classic nature will be the dominant occupant at Stow Maries.

Visiting Aircraft.

Stow Maries will be a faithful recreation of its former world war one glory.

Visiting pilots may be welcomed by Stow Maries on a limited basis.

Any pilot who wishes to visit must obtain permission to do so in advance. In aviation circles this is termed as “prior permission required” known as “PPR”

Stow Maries will add a further restriction to this of PPR BY TELEPHONE. This means that a pilot who may wish to visit Stow Maries must call in advance by telephone before Stow Maries will agree to the proposed movement.

A responsible person will be in a position to accept any requests and either grant or deny permission for the visit. Reasons for denial may be such as unsuitable conditions at Stow Maries, an unsuitable aircraft type that Stow Maries is unwilling to accommodate, such as a fast high speed and noisy modern aircraft and/or an invalid and unnecessary reason to visit the facility, “Stow Maries is a place in history, not a convenient place for a businessman pilot to fly into, with his modern Cirrus aircraft, as he has a meeting in Chelmsford”

It is likely, in particular for the historic aircraft that may become resident at Stow Maries, that owners would in fact fly into Stow Maries to subsequently fly the aircraft that they have stored at Stow Maries. This would be viewed as a very valid reason by Stow Maries.

PPR BY TELEPHONE

What does it mean.....

- 1 CONTROL OF MOVEMENTS
- 2 CONTROL OF VISITING AIRCRAFT TYPES
- 3 INCREASED SAFETY

The Responsible Person

Stow Maries will have on duty a responsible person for aircraft activities.

The role of this person at Stow Maries is as follows.

- 1 To ensure any aircraft movement is conducted with due consideration, care and attention.
- 2 To grant “PPR BY TELEPHONE “
- 3 To act as a point of contact for regulatory authorities such as borough councils, civil aviation authority, parish councils, law authorities and any member of the general public for any aviation matters concerning Stow Maries airfield.
- 4 To maintain a register of aircraft permanently based at Stow Maries.
- 5 To maintain a register of all aircraft movements that contains the aircraft type, registration, name of pilot and number of passengers(if any) and of course time and date of the movement.
- 6 To ensure that activities of the model flying club are not hindered by any other aviation activities.
- 7 To maintain close communication with the model flying club.

Limitations.

The following self imposed limitations are beneficial to all concerned with the recreation of Stow Maries

- 1 Resident aircraft stored on site to number 15
- 2 Priority will be given to historic aircraft to become resident
- 3 The number of daily movements to be limited to 24
- 4 A log of all aircraft movements to be maintained and be available for inspection if required. This log would be a legal document for the aviation authorities.
- 5 No night flying.
- 6 No microlight aircraft allowed. (The conventional microlight is slow moving and comparatively noisy)
- 7 No gliding activities
- 8 Access available for the emergency services aviation support units if required in the event of an in flight emergency or need of access to the surrounding area
- 9 No training flights
- 10 No joy riding flights.
- 11 No aircraft charter flights.
- 12 No fare paying passengers
- 13 We term Stow Maries as a “COME AND GO” Airfield, meaning to all pilotsCOME, get in your aircraft and GO.

Anglia Model Flying Club

The model flying club that is well established at Stow Maries are welcomed, they are a “model, of a good model flying club”

The club will be issued with radios whilst they are flying to communicate with the responsible person at Stow Maries for any aircraft movements, to be informed of any possible departure or arrival of a full sized aircraft so that a coordinated approach to safety is maintained for all. This procedure works well at other airfields and with the limited movements of full sized aircraft envisaged at Stow Maries, combined with the present level of activity by the model flying club, no problems are noteworthy and good communication between Stow Maries and the model flying club will negate any issues.

The club will also be provided with a new facility more in keeping with the history of Stow Maries airfield than those occupied at present, with the added benefit of adequate accommodation and sanitation facilities than that at present on site.

Events

The nature of Stow Maries does not lend itself to the normal flying display. There are Civil Aviation Authority rules that preclude this. In particular the requirement that any display held must have the spectator line a minimum of 500 meters from the runway boundary.

There would categorically be no flying displays like the major fixtures arranged at venues such as Biggin Hill and Mildenhall that attract national media coverage and wide attendance.

Stow Maries views the holding of events to be of a more informal nature to the normal flying display's held elsewhere. Any event would take the form of invited aircraft and pilots of a particular theme, numbers of attendees would be limited and any events would never exceed a frequency of 4 per annum.

Any events would be undertaken with full consultation with the necessary authorities and be supervised by a Civil Aviation Authority approved person who is very experienced in these matters.

It is envisaged that any events would be made to the interest of the local community and in tune with the historic and interesting nature of Stow Maries.