

R O Y A L B U R G H O F D O R N O C H

REPORT by the Town Clerk anent
obligations devolving upon the
Town Council if the Landing Ground
is to be used for public purposes.

At present the site is unlicensed and used by the Highland Airways Ltd., and passengers are occasionally conveyed to and from Dornoch by them.

While the boundaries of the site are not marked off a wind indicator is erected. The Air Ministry stipulate that the wind indicator be erected on one of the boundaries, but as the boundaries are not marked off, serious damage might be caused to a stranger landing in the rough ground to the west of the site. If such accident did occur the Local Authority would of course be liable for damages.

The licensing of the site can only be considered as a temporary expedient until a complete survey is carried out by an approved aviation consultant. Flight Lieut. Caldwell of the S. M. T. Co., carried out a survey in 1933, but he is not an approved aviation consultant as his name does not appear on the List of Consultants issued by the Air Ministry. A temporary licence was however granted to the S. M. T. Co., on the report then given.

In order to safeguard the Local Authority against any possible claims in connection with the maintenance and management of the site, I would recommend as follows:-

- (1) That the Highland Airways Ltd., be asked to obtain

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a temporary licence themselves.

- (2) That the site be distinctly defined by having marks on the ground at intervals so that the location of the site could be easily seen from the air.
- (3) That the wind indicator be erected on one of the boundaries.

If the Local Authority are not disposed to fall in with the foregoing recommendations, their only alternative is to obtain a licence in their own name. As this would necessitate considerable expense I am not prepared to recommend this course in the meantime.

Prior to the granting of a licence to any Local Authority the following Air Ministry requirements would have to be observed, viz:-

- (1) A report on the suitability of the site by an approved Air Ministry Consultant would have to be obtained.
- (2) The provision of the minimum medical requirements for permanent civil aerodromes as specified in Schedule No.2. - 266211/33 issued by the Air Ministry.
- (3) The provision of the minimum "Crash" equipment for civil land aerodromes (permanent & temporary) as specified in Schedule No.4.-270084/33/C.A.4.