

5B  
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# The Scottish Council Development and Industry

Highland Area Office: 3 Union Street, Inverness Tel: 31878

DPS/YS

14th February, 1968.

W.C. Wright, Esq., B.L.,  
Town Clerk and Chamberlain,  
Town Clerk's Chambers,  
High Street,  
Dornoch.

Dear Mr. Wright,

Further to my letter of 5th February I now have some further information available on the cost and availability of buildings suitable for the housing of light aircraft on Dornoch links.

I have pursued two lines of enquiry. The first concerned the possibility of obtaining an ex-Ministry of Defence hangar. The second concerns the possibility of building a completely new hangar.

Mr. Moyer of the Ministry of Public Building and Works, Angusfield House, 226, Queens Road, Aberdeen, Telephone No. OAB 4. 33236, tells me that hangars which become surplus to their requirements are auctioned and the buyer has to dismantle, transport and re-erect them. The cost is dictated by the local demand for such a hangar and may be inflated by, for instance, a local firm wanting to buy a cheap warehouse. Mr. Moyer said that 90% of second-hand hangars are almost certainly handled by the Ministry of Public Building and Works and they are in any case very much larger than the type you require at Dornoch. He gave as an example the possibility of housing three Shackletons in one hangar. In view of this I was very much inclined to the opinion that a second-hand hangar, as such, is unlikely to be a satisfactory answer in this case, unless it happens to be the somewhat older fleet air arm type which are generally over twenty years old.

Concerning new hangars my colleague, Mr. Slight in Edinburgh, suggested that a firm of Consultant Engineers in Glasgow, Messrs. Crouch & Hogg, 18, Woodside Crescent, Charing Cross, Glasgow C.3 have experience in hangar construction. I imagine they will probably also have dealt with larger units than you have in mind but it might be worth at least a letter of enquiry. Mr. Moyer was of the opinion that you would be better to go for a prefabricated building of the dimensions required but which would not necessarily be sold as a hangar. I agree with this philosophy and the only point that one has to bear in mind particularly is the arrangements for opening and closing the doors which is naturally the main requirement of a hangar which makes it differ from other buildings of a similar size.

I /

I therefore obtained the names of a number of manufacturers of purpose made and prefabricated buildings and these are on an attached list with a few notes indicating the particular speciality of the firm concerned. The factors which will dictate costs are related to the quality of the buildings erected. If thin guage galvanised sheeting is considered as a covering and perhaps only a gravel and ash floor the cost would be considerably cheaper than an insulated wall and roof and concrete floor for example. My own opinion is that some sort of compromise between the various qualities and costs would be the best answer. In my experience whilst at Dounreay in charge of construction of this type of building the cost for a new purpose building in structural steel with asbestos cement or R.P.M. coated steel sheets was in the order of 35/-d - 40/-d per square ft. This might give you an overall idea of the cost of the type of building you are considering which would be about £3,000. I must emphasise as with all the estimates of this type that this figure could vary very very considerably dependant on the quality and type of construction considered.

I would suggest that a letter of enquiry to a number of the firms concerned would give an indication of the type of products they handled and the sort of costs involved. Mr. Slight has also suggested that you might care to write to the Director of Parks of Dundee Corporation, 17, City Square, Dundee (Tel: 23141). Evidently Mr. A.S. Dow has spent quite considerable time looking for a suitable hangar to be erected at their Riverside Airstrip and he might therefore have appropriate information available.

If you decide to obtain information from the various sources about the different type of buildings available I should be happy to pass comments on their relative worth for you. This is my line of country and should be glad to be of assistance.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'D.P. Shaw', with a horizontal line underneath.

D.P. SHAW  
Area Officer



5B  
List of possible Suppliers of Hangar type Buildings

Prefabricated Buildings:

Coseley Buildings Ltd.,  
Lanesfield,  
Wolverhampton,  
Staffs. 41927  
Telephone Nos: Belston 42441  
42666

A. & J. Main & Co., Ltd.,  
Clydesdale Iron Works,  
Possil Park,  
Glasgow N.2.  
Telephone No. Possil 8381

This Company supply mainly standard buildings for the farming industry but I have no doubt they could quote for a small hangar.

Taysteel (Structural Engineers) Ltd.,  
West Kingsway,  
Dundee.  
Telephone No. 87081

Again mainly suppliers to the farming industry.

Grampian Engineering Co., Ltd.,  
Causewayhead,  
Stirling.  
Telephone No. 5163.

I found this Company very satisfactory a few years ago in dealing with non standard items.

Natural & Crushed Stone Aggregates Ltd.,  
Toll Quarry,  
Balblair,  
Beaully.  
Telephone No. 71.345

This Company specialises in precast concrete buildings. It may be that the quality would be rather better than required but as they are local, or nearly so, it would be worth enquiring whether they would be interested in quoting.

TEL.—MERRYLEE 0180 AND 0570

AFTER HOURS:

TEL.—GIFFNOCK 1826



503  
REGD. OFFICE—  
33 BELMONT DRIVE  
GIFFNOCK

# IAN C. HUNTER, LTD.

PUBLIC WORKS CONTRACTORS

DIRECTORS  
S. E. Laucher.  
IAN C. HUNTER, E.S.C.

D. S. Heritage.

D. Stewart.

OFFICE & WORKS:

BURNFIELD ROAD, THORNLIEBANK, (Glasgow).

Our Ref. ICH/ST .....23rd February.....1968

THE CHAIRMAN,  
Scottish Malt Distillers Ltd.  
15 Coates Crescent,  
EDINBURGH. 3

Dear Sir,

We wish to apologise for any inconvenience that our aircraft caused your aircraft at Dornoch yesterday. The ground however is very soft off the strip and we felt we had left sufficient room.

Your pilot must have decided that it was safe to land before attempting to do so, but nevertheless we will endeavour to leave the plane further off the strip in future.

We take the greatest exception to your pilot's interfering with our aircraft and Messrs. Loganair informed us that they are unable to remove the message which he scrawled on the side of the aircraft and the paint work is extensively damaged and will have to be renewed.

We hold your company responsible for the cost involved and we are shocked and surprised that a pilot of Mr. Aitcheson's standing would act in such a way. We may say if there is any dispute, that his signature at the end of the scrawl is undisputable.

We reserve the right to take this matter further.

Yours faithfully,  
IAN C. HUNTER LIMITED

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D/MIN(A)GR/810.

23<sup>rd</sup> February, 1968.

In your letter of 6th February you asked about the position on the Dornoch landing strip.

We have now agreed with the Board of Trade that detailed procedures for the safe operation of this strip can best be evolved from discussions between the Local Authorities at Dornoch, the Scottish Divisional Office of the National Air Traffic Control Services and RN Air Station Lossiemouth.

Arrangements for this are in hand and we hope that the problem will shortly be resolved to everyone's satisfaction.

(SGD.) G. W. REYNOLDS

G. W. REYNOLDS.

Robert MacLennan, Esq., MP.





5B-  
**BOARD OF TRADE**  
Civil Aviation Office for Scotland  
Broomhouse Drive, EDINBURGH 11  
Telephone: Craiglockhart 4040, ext. 932

Our reference: SCO 325/01

Your reference:

Reply to:

5th March, 1968.

Dear *Mr. Wright,*

Dornoch Aerodrome and Danger Area D 703

As a result of the meeting on the confliction between the danger area and the aerodrome held at Dornoch on 19th September, 1967 there has been an exchange of correspondence between the Ministry of Defence and the Board of Trade in London and tentative agreement on some points has been reached. It has been left to RNAS Lossiemouth and this Office to evolve detailed procedures. )

... 2. Before initiating discussion with Lossiemouth I would like to be sure that you are quite happy about the procedures proposed and to know if you wish to be present at discussions with the Navy. I have attached a summary of the procedures on which we will seek agreement for your information and you will note that a telephone would be needed on the aerodrome. The M.O.D. have indicated that they would consider sharing the cost of the telephone and possibly a hut would be necessary for protection. However I would be grateful for confirmation that you would be prepared to install the instrument and also for any other comments you may have on the procedures.

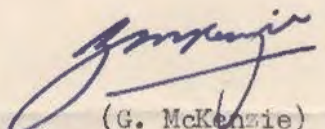
... 3. I have also attached a suggestion for the details to be included in the Air Pilot and it may be necessary for someone from this Office to inspect the areas available for assessment of TOD (take off distance) etc., before the entry is promulgated.

4. We have also been authorised to discuss the possibility of having the danger area re-categorised to Schedule 1 which would mean that the danger area would not be published as permanently active and for periods such as weekends, when inactive, there would be no restriction on aircraft using the aerodrome. If we can get this agreed it would be welcome but any agreement is subject to ratification by M.O.D. and Board of Trade in London.

5. With regard to the date of inception of the danger area (S16a), it was established as a "pecked" area, that is an area that is active day and night when notified, on 15th March, 1962 and as a solid red area (permanently active) with a change in lateral limits on 2nd June, 1966. I think the range was in use long before 1962 but I regret that this is all the information I can get from the Board of Trade in London.

6. I look forward to hearing from you in due course.

Yours sincerely,

  
(G. McKenzie)  
for Controller

W. C. Wright, Esq., B.L.,  
Town Clerk's Chambers,  
High Street,  
DORNOCH,  
Sutherland.



### Proposed Procedures for Aircraft using Dornoch

The aerodrome of Dornoch will have an aerodrome traffic zone (ATZ) of 3000 yrd. from its boundaries up to a height of 2000 ft. AMSL and an entry/exit lane one nautical mile wide on a heading of 090/270° T from the aerodrome to the western limit of the danger area D703 in which the aerodrome is contained.

2. The use of the aerodrome would remain subject to the prior approval (PPO) of the Town Clerk. In giving permission he would require aircraft equipped with radio to call Lossiemouth on (122.1?) and for aircraft not equipped with radio he would notify the range of the estimated time of arrival of the aircraft.

3. Aircraft wishing to depart Dornoch would be required to call the range via G.P.O. telephone 10 minutes before takeoff. A G.P.O. telephone to be provided on the aerodrome for this purpose.

4. Aircraft (equipped with radio) proceeding to Dornoch, should make an initial call at 30 miles and a second call at 10 miles and Lossiemouth would offer radar surveillance through the danger area as necessary.

5. Aircraft not equipped with radio proceeding to Dornoch will approach the aerodrome through the entry/exit lane. Alterations to E.T.A. in excess of 1 hour to be notified to the Range or Lossiemouth.

6. Details of the aerodrome will be included in the Air Pilot with brief instructions for the above procedures.



Suggested entry in AIR PILOT

Aerodrome names and location	Elevation	Var.	Runways	TOR	E.D.	TOD	L.D.	Operator, Phone No. and remarks
" N	15 ft.	10°W	E.W. 3700 ft. x 300 ft.					Royal Burgh of Dornoch PPO Town Clerk (Dornoch 25)
" W			N.S. 3600 ft. x 300 ft.  Grass.				Radio?	Aerodrome is within boundaries of danger area D 703. ATZ excluded from danger area. Aircraft equipped with radio call Lossiemouth on (122.17) at 30 and 10 miles for radar assistance through danger area to aerodrome. Aircraft without <u>radar</u> may use entry/exit lane on heading of 090/270°T, 1 N.M. wide, from aerodrome position to western boundary of danger area.







My Ref: 5B

8th March, 1968.

D.P. Shaw, Esq.,  
Area Officer,  
Scottish Council Development & Industry,  
3, Union Street,  
INVERNES S.

Dear Mr. Shaw,

Dornoch Aerodrome & Danger Area D703

I enclose letter of 5th instant received today from Mr. G. Mackenzie, for the Controller, Board of Trade, Civil Aviation, Edinburgh, proposed procedures for the aircraft using Dornoch, suggested entry in "Air Pilot" and map of the area. Will you be so kind as to pass these papers direct to Mr. Slight, who was so helpful at the meeting on 19th September last, and ask him if he will advise my Council.

I have no wish to restrict in any way the scope of Mr. Slight's criticism of the proposed procedures but I think it right to say that the use of the aerodrome remaining subject to the prior approval of the Town Clerk might, with increasing use of the Field, lead to complications. Mr. Slight will know that the office of Town Clerk here is a part-time appointment and this in itself raises difficulties in such a matter as coping with incoming and outgoing aircraft. Considerable difficulties could arise at weekends.

I shall be glad to have the papers together with Mr. Slight's advice to my Council as quickly as possible but perhaps in the meantime you will acknowledge receipt. Kind regards.



5B  
AM

President: The Rt Hon Lord Polwarth TD  
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Vice-Presidents: The Rt Hon The Earl of Elgin and Kincardine KT  
The Rt Hon The Lord Provost of Edinburgh The Rt Hon The Lord Provost of Glasgow  
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E. W. Craig Esq, CBE R. D. Fairbairn JP, FRS  
J. Gibson Kerr Esq, CBE, FRSE, WA  
James W. Macfarlane Esq, DL, JP, PhD, WHRC, MBE, MIMechE Sir Robert A. Maclean  
Sir Leonard G. Paton CBE, MC Sir John N. Toothill CBE  
Stewart M. Roberts MA, JP  
Executive Vice-President: W. S. Robertson CBE, MBE  
General Manager and Secretary: J. A. Donachy MA

The Scottish Council



Development and Industry

1 Castle Street, Edinburgh 2 Tel: 031-225 7911 Telex 72349

Your Ref: 5B

13th March 1968

W. C. Wright, Esq., B.L.,  
Town Clerk & Chamberlain,  
Town Clerk's Chambers,  
High Street,  
Dornoch. Sutherland.

Dear Mr. Wright:

Dornoch Aerodrome & Danger Area D703

Mr. Shaw has forwarded to me your letter of the 8th instant, together with correspondence from Mr. G. McKenzie for the Controller, Board of Trade, Civil Aviation Office, Edinburgh, concerning the proposed procedures for aircraft using Dornoch.

\* In general I find the proposals to be acceptable, but have a few criticisms to offer together with observations which may be of assistance to you. I quite agree that by making the use of the aerodrome subject to the prior permission of the Town Clerk, complications could arise. The normal entry in "The Air Pilot" to cover such cases refers to the operator of the aerodrome together with the appropriate telephone number to be contacted. For example, Cumbernauld is indicated as being operated by Cumbernauld Development Corporation (Cumbernauld 21155). Haverfordwest is shown as being operated by the Pembrokeshire County Council (Haverfordwest 3131). I suggest that Dornoch be promulgated as being operated by Dornoch Town Council and a telephone number quoted which would contact a person or persons delegated by you for the purpose of granting the appropriate permission. In this connection I am wondering whether the local police station can be prevailed upon to pass such requests. The point I wish to make is that in no other case is a Town Clerk or other individual designated as an operator of an aerodrome.

Turning now to the proposed procedures there are one or two minor points which should be cleared up before going any further. In paragraph 1. it is stated that the aerodrome will have an aerodrome traffic zone (ATZ) of 3,000 yards from its boundaries up to a height of 2,000 ft. AMSL. Whilst appreciating that the aerodrome is only 15 ft. above Mean Sea Level, it is submitted that it would be more accurate if it was stated that the ATZ will be the airspace extending from the aerodrome to a height of 2,000 ft. above the level of the aerodrome and within a distance of 3,000 yards of its boundaries. This would then be in accord with the definition of an aerodrome/

13th March 1968

aerodrome traffic zone contained in Paragraph I(1) of Section I of the Schedule to the Rules of the Air and Air Traffic Regulations, 1966(S.I.1966 No. 1257).

In paragraph 2. it is stated that the aerodrome would remain subject to the prior "approval" (PPO) of the Town Clerk. I have already stated my views with regard to the designation of the Town Clerk for this purpose, but I would also like to point out that PPO means "use of aerodrome subject to prior permission of operating authority" (vide "Air Pilot, p.AGA 27"). I think you will agree that there is a difference between approval and permission. I also note that there is some doubt as to the frequency to be used when contacting surveillance radar at Lossiemouth. According to the "Air Pilot" the frequencies are 123.3 Mc/s and 121.5 Mc/s in emergency. However, this is a matter of detail which can easily be cleared up during discussions between the BOT and Ministry of Defence.

Paragraph 6. states that details of the aerodrome will be included in the "Air Pilot" with brief instructions with regard to procedures. This brings me to the question of licensing of the aerodrome. I imagine that you will wish to leave the aerodrome unlicensed for the present time in order to avoid the expense of equipment which would otherwise be called for. An unlicensed aerodrome is indicated in the "Air Pilot" by the details being printed in italics.

With regard to the suggested entry in the "Air Pilot" it is noted that the operator is stated as being the Royal Burgh of Dornoch which appears satisfactory, but it would be sufficient to make the PPO entry as a telephone number without reference to any specific person. In the remarks there appears to be an error in that it is stated "aircraft without radar may use...." - this should read "aircraft without radio...". As the expression presently stands it is doubtful whether any aircraft would be able to use the aerodrome, as it indicates the necessity for the aircraft to have radar equipment.

I note that the BOT has been authorised to discuss the possibility of having the Danger Area re-categorised to Schedule I. Such an area is defined as one whose category is applicable only from Monday to Friday, and as is stated in Mr. McKenzie's letter, there would be no restriction on aircraft using the aerodrome on Saturdays and Sundays. I feel that this is an essential move and would simplify the PPO procedure. On the other hand, I would still like to see Danger Area D703 removed or, at least, the boundary to pass to the seaward of Dornoch Point and clear of the aerodrome traffic zone, thus eliminating the need for special procedures at the aerodrome. X

Please/



cont'd/Please...

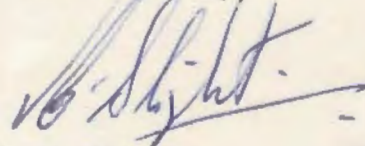
- 3 -

13th March 1968

Please let me know if I can be of any further assistance to your Council in this matter and I will be only too pleased to meet you prior to your discussions with the MOD and BOT if you would wish to have further briefing.

I return, herewith, the letter from Mr. McKenzie, dated 5th March, 1968 and the attached papers.

Yours sincerely,



V. C. Slight,  
Secretary,  
Transport and  
Communications Committee

ATTACH

c.c. Mr. Shaw,  
Scottish Council Inverness Office.



5B  
OK

## COUNTY COUNCIL OF SUTHERLAND

J. J. McMILLAN, COUNTY DEVELOPMENT OFFICER, COUNTY OFFICES, DORNOCH. TEL. 332

W.C. Wright Esq.,  
Town Clerk,  
Dornoch.

1st May, 1968

Dear Mr Wright,

### Dornoch Airstrip

Further to our recent discussions concerning the proposals for improving the airstrip at Dornoch, I have now received a copy of a report from the Board of Trade giving a rough estimate of the cost of surfacing. The amount quoted is £12,000. This includes the buying of cement and coarse aggregate only. When finished the airstrip would have a concrete surface and be maintenance free for several years.

In view of the possible consideration of 35% of the cost being borne by the H.I.D.B. the sum to be found would be approximately £8,000 and this should attract rate-support grant up to the normal percentage available to the Burgh when capital expenditure is increased.

As you are aware, the County Council has already expressed sympathy with this project, and is prepared to consider giving financial support.

With regard to the provision of hangar facilities at the airstrip - doubts have been cast at the necessity of providing a covered hangar, and it is now suggested that a fenced enclosure giving a wind-break, complete with permanent weather pickets for securing aircraft would be adequate. If this suggestion is acceptable, I would estimate the cost of the work involved to provide a 10' 0" concrete post fenced enclosure 55' 0" x 50' 0" with open ends, having removable mesh fencing to allow access for aircraft, should not exceed £500.

Perhaps the Town Council could consider these matters as soon as possible and give some indication as to whether they are prepared to proceed.

Yours sincerely,

John J. McMillan

£12,500

12500  
1975-80  
4375



My Ref: 5B

13th March, 1963.

Robert MacLennan, Esq., M.P.,  
House of Commons,  
Westminster,  
LONDON, S.W.1.

Dear Mr. MacLennan,

Dornoch Airfield.

Thank you for your letter of 11th instant enclosing copy of letter of 23rd ultimo received by you from Mr. G.W. Reynolds. Mr. Reynolds statement that it has been agreed with the Board of Trade that detailed procedures for the safe operation of the Landing Strip here can best be evolved from discussions between the Local Authorities here, the Scottish Divisional Office of the National Air Traffic Control Services and R.N. Air Station, Lossiemouth is not exactly the content of the letter with I received from Board of Trade Civil Aviation office in Edinburgh. However I sent that letter on 8th instant to Mr. Shaw, the Scottish Council Development and Industry, Inverness and he was to take it with him on 11th instant to Edinburgh where he hoped to discuss it with Mr. Slight who attended the meeting here last September. I expect an early reply from the Scottish Council. In the meantime I have placed the matter of telephone service from the aerodrome on the Agenda for the next meeting of my Council's Works Committee, in an attempt, at this end, to make some concrete progress.

The Landing Field appears to be in fairly constant use just now. As you know/

know Scottish Malt Distillers make use of it from time to time in connection with Clyneleish Distillery, Brora. Mr. Ian Hunter of Ian Hunter Ltd., Public Works Contractors, Glasgow makes constant use of the field and of course there is now some helicopter traffic in the area - a new police tryout!!!

I shall keep you posted. Kind regards.

Yours sincerely,

Town Clerk.





5B

## BOARD OF TRADE

Civil Aviation Office for Scotland

Broomhouse Drive, EDINBURGH 11

Telephone: ~~Craiglockhart 4040~~, ext.

932

031-443 4040

Our reference: SCO 325/01

Your reference:

Reply to:

18th March, 1968.

Dear Mr. Wright,

Dornoch Aerodrome and Danger Area D703

Thank you for a copy of Mr. Slights' comments which are most detailed. I note that in general he finds my proposals acceptable which is something.

2. With regard to the proposed entry in the Air Pilot, showing the operator as Dornoch Town Council and quoting a telephone number to be contacted, is quite acceptable to us. It is a matter for you to decide.

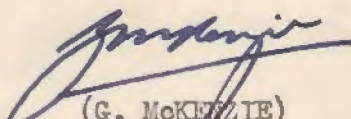
3. I agree I should have quoted "2000 ft. above the level of the aerodrome" when speaking of the aerodrome traffic zone but the comment has no practical significance.

4. My pocket dictionary defines approve as "consent to" and permission as "formal consent" and the connection on the use of the two words seems a bit unnecessary. Similarly it was reasonably clear that the frequency to call Lossiemouth on has yet to be decided and that the word "radar" in the remarks column of the proposed entry for the Air Pilot was a typing error.

5. We also would like to see D703 re-aligned clear of the aerodrome traffic zone with the boundary to seaward of Dornoch but there is little prospect of getting M.O.D. agreement to this in the foreseeable future.

6. I hope to hear from you after the Council meeting.

Yours sincerely,

  
(G. McKENZIE)  
for Controller

W. C. Wright, Esq., B.L.,  
Town Clerk's Chambers,  
High Street,  
DORNOCH,  
Sutherland.



5B

STRATHALLAN AIR SERVICES LTD

Head Office:- AUCHTERARDER  
PERTHSHIRE  
SCOTLAND  
Telephone AUCHTERARDER 2545

DIRECTORS

D. G. D. ROBERTS, M.A. (Chairman and Managing Director)  
W. J. D. ROBERTS A. D. ROBERTS, B.A.

24th May, 1968

W. C. Wright, B.L.,  
Town Clerk,  
Royal Burgh of Dornoch,  
Town Clerk's Chambers,  
High Street,  
DORNOCH.

Dear Mr. Wright,

LICENSING OF DORNOCH AIRSTRIP

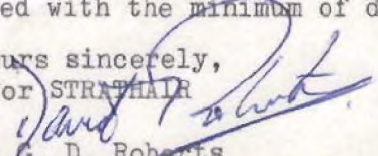
Further to our telephone conversation today please find enclosed a copy of a pamphlet about the Licensing of Airfields of which you will find the second page of considerable interest.

It would appear that the only requirement that would need to be satisfied would be provision of Fire and Rescue facilities which might be very easily done if you have your own Fire Service in Dornoch. If not then I have no doubt that an inexpensive facility could be provided on the basis of the Orkney Islands Fire Appliances, which would be towed by another vehicle such as a tractor or Landrover. I would suggest that you approach Mr. Hunter of the Board of Trade, Broomhill House, Saughton Drive, Edinburgh 12 who will be only too pleased to advise you.

As I mentioned our particular interest is in the use of our Dove into fields such as Dornoch carrying Americans and other "free-spending" tourists on tours of the Highlands and, in your case in particular, on Golfing tours. I feel sure that this development will be welcomed by your Council.

We were recently largely instrumental in ensuring the rapid Licensing of the Airstrip at Glenrothes at very little expense to the local authority, and would hope that the same improvement in the facility available at Dornoch can be achieved with the minimum of delay and expense.

Yours sincerely,  
for STRATHAIR

  
D. G. D. Roberts  
Chairman & Managing Director



My Ref: 5B

7th June, 1968.

J.B. Rodger, Esq., M.A., L.L.B.,  
County Clerk,  
County Offices,  
G O L S P I E,  
SUTHERLAND.

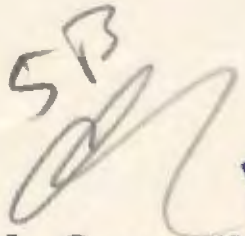
Dear Sir,

Dornoch Landing Field

My Council have considered a letter from the County Development Officer with reference to the costs of surfacing the east/west runway on the links here with concrete by Royal Engineers assistance and suggestion by Strathallan Air Services Ltd., for licensing of the airstrip. My Council seek a meeting between representatives appointed by them and representatives of your Council to discuss the extent of financial aid which would be given by your Council for the improvement of the airstrip including laying of a cement runway, provision of fenced enclosure for aircraft, fire and rescue facilities etc.. I shall be glad to hear from you when your Council have named their representatives and at the same time perhaps you could let me know dates for a meeting which would be agreeable to your members.

I am,  
Yours truly,

Town Clerk.

5B  
  
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E. W. Craig Esq, OBE R. D. Fairbairn JP, FRS  
J. Gibson Kerr Esq, CB, FRS, WS  
James W. Macfarlane Esq, DL, JP, PhD, WHSC, MBE, MMECH Sir Robert A. Maclean  
Sir Leonard C. Paton CB, MC Sir John N. Toothill CB  
Stewart M. Roberts MA, JP  
Executive Vice-President: W. S. Robertson CB, MBE  
General Manager and Secretary: J. A. Donachy MA



# The Scottish Council Development and Industry

1 Castle Street, Edinburgh 2 Tel: 031-225 7911 Telex 72349

Your Ref: 5B

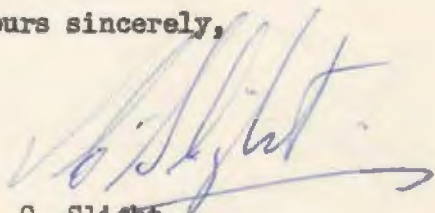
7th June 1968

W. C. Wright, Esq., B.L.,  
Town Clerk & Chamberlain,  
Town Clerk's Chambers,  
High Street,  
Dornoch,  
Sutherland.

Dear Mr. Wright:

I enclose for your information a copy of Board of Trade  
Aeronautical Information Circular 47/1968 with regard to unlicensed  
aerodromes. It occurs to me that where they refer to re-activating  
an old aerodrome they may have Dornoch in mind. This, of course,  
cannot alter the present situation, but I do find it something of  
a coincidence.

Yours sincerely,



V. C. Slight,  
Head, Transport and  
Communications Division

ENC

c.c. Mr. Douglas Shaw, Inverness.



**BOARD OF TRADE**  
**CIVIL AVIATION DEPARTMENT**

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**AERONAUTICAL INFORMATION CIRCULAR**  
**UNITED KINGDOM**

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Aeronautical Information Service (AIS 1),  
Tolcarne Drive, Pinner, Middlesex  
Phone: 01-866 8781 Ext. 399  
Ext. 84 or 617 (Distribution)

**47/1968**

*4th June*

*File ref: CN/58/011/C. Ops 7*

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**NOTIFICATION OF UNLICENSED AERODROMES**

Whenever there are proposals for using a piece of land as an aerodrome it is important that consideration is given at the outset to possible air safety problems which can arise through conflict between aircraft using such an aerodrome and others on procedure patterns at established aerodromes or engaged in military flying in the area.

Such problems can usually be overcome by co-ordinating the interests concerned, but to do this the Board needs to know about the proposed aerodrome in the initial stages. This applies not only to land which has never been used for aerodrome purposes, but also in the case of the re-activation of former aerodromes since there is a tendency to assume that the suitability of the latter may be taken for granted. In the event that the air safety problems are found to be insoluble by co-ordination, it is important to the developer that this should be known before he or his organisation becomes financially committed.

The Board therefore suggests that in their own interests, as well as those of air safety, any pilot or organisation associated with a proposal to establish a new aerodrome or re-activate an old one should discuss it, as early as possible, with either the appropriate Divisional Controller, Board of Trade, Civil Aviation Department, or C.Ops 7, Board of Trade, Civil Aviation Department, The Adelphi, John Adam Street, London, W.C.2.

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This Circular is issued for information, guidance and necessary action.

By direction of the Board of Trade,

**ANTONY PART.**

I Note J.T.C.

Ref. 5B.

12th July, 1968.

Capt. Alsop,  
Laganair,  
KIRKWALL.

Dear Capt. Alsop,

Dornoch Air Strip

I wrote to the Board of Trade, Edinburgh on 8th July regarding a permit to use the Burgh's Airstrip on 20th July 1968 but I was informed that no permit was necessary. Mr Mackenzie of Civil Aviation, Edinburgh, confirmed this but mentioned that you should get in touch with Lossiemouth and suggested that you ascertain that the Airstrip is suitable for your needs.

Mr Mackenzie also mentioned that he would contact your Glasgow office.

Yours faithfully,



Town Clerk.



COUNTY COUNCIL OF ROSS AND CROMARTY,

County Buildings,  
DINGWALL.

4th October, 1968.

J. B. Rodger, Esq.,  
County Clerk,  
County Offices,  
GOLSPIE.

Dear Sir,

Dornoch Airstrip

I refer to your letter of 17th ultimo in connection with the proposal your Council have in mind for the construction of an airstrip at Dornoch, and I trust the following information about the formation of the airstrip at Plockton may be of assistance to you.

At the outset of this scheme enquiry was made of the Scottish Development Department on the question of grant being made available towards the cost of the project and it was explained that Section 19 of the Civil Aviation Act 1949 gave local authorities powers to establish and run aerodromes and also gave them power to borrow for this purpose. In view of the provision of Section 259 (2) of the Local Government (Scotland) Act 1947, the Department also explained that the Ministry of Aviation would be the appropriate Department to deal with borrowing consent. Expenditure on such a function would qualify for Exchequer Equalisation Grant but the Department were not aware of any other grants which would be available from Government sources for the purpose.

The question of grant was also raised with the Board of Trade Civil Aviation Department, London but in the end no grant was forthcoming and the whole expenditure was met by borrowing. However I am taking the opportunity to enclose copy of a letter dated 21st April, 1965 from their Ministry of Aviation giving information about funds for aviation purposes which may be of interest to you.

I may also say that the opportunity was taken to approach the Highlands and Islands Development Board for financial assistance towards the cost of the project. At that time the Board explained that the Government had made it clear to them that they should not finance statutory authorities which had access to public funds, whether rateborne or from central government and accordingly no assistance was forthcoming from that source. However, there now appears to have been a change in this respect and the Board may be in a position to contribute towards construction costs.

In so far as the actual construction of the airstrip is concerned, an Engineer Unit of the Army undertook the major portion of the work in constructing the airstrip at Plockton. This entailed heavy engineering equipment and involved considerable levelling and earth moving on a large scale. From your letter, however it appears that the work contemplated at Dornoch will not be of the same magnitude and involves reconstruction of an existing strip. However, the enclosed note which has been made available to various operating companies and aircraft owners gives some details of the airstrip at Plockton. The original intention was to provide a grass landing strip but as work proceeded it was found that the matter of the sub soil necessitated a change of treatment. It was therefore decided that the runway should be given a bituminous cement stabilised surface and this was carried out in the end/



and by the Highways Department after the Engineer Unit had left. The total expenditure which has still to be finalised is expected to be just under £20,000.

The airstrip is in the unlicensed category at present and the enclosed copy of the relevant section of Civil Air Publication No. 168 may be of interest to you in this connection. It appears that application for a licence brings in its train certain mandatory requirements, e.g., laid down scales of crash and fire lighting equipment and personnel ground signals and obstacle free approaches.

At present the airstrip at Plockton is proving an attractive facility and the frequency of landings is encouraging. Loganair appear to be making regular use of the airstrip and rescue helicopters and quite a number of privately owned planes have taken advantage of the strip. The construction of the landing strip is such that only light aircraft can make use of same and to date, the heaviest aircraft making use thereof is one of 5600 lbs. operated by Loganair.

I trust the above information will be of assistance to you and I should be pleased to give you any further information or clarification which you may desire.

Yours faithfully,

(Sgd.) James M. Dunlop.

Enc.

COUNTY CLERK.



Information Sheet Regarding the Use of Airfield

COUNTY COUNCIL OF ROSS AND CROMARTY

PLOCKTON AIRFIELD

Lat. 57° 20' N., Long. 05° 40' W.  
Nat. Grid Reference N.G. 791 - 332  
Elevation - 80 feet AMSL

1. Plockton Airfield lies some five miles North-North-East of Kyle of Lochalsh and comprises a grass strip with runway constructed to conform with the Ministry of Aviation Specification for Category "J".
2. The strip is oriented 030°/210° and is basically 2,200 feet long by 300 feet wide. Its limits are marked by orange and white markers, and it incorporates a stabilised bituminous runway 1,960 feet long by 75 feet wide. Landing thresholds, inset at both ends, have standard markings.

Runway 030° climbs at a gradient of 1 in 80, flattening to 1 in 450 at the North end, and has a constant crossfall of 1 in 50 to the West.

3. Declared Landing and Take-off Distances are as follows:-

	L.D.	T.O.D.
Runway 030°	1,925 feet	1,960 feet
Runway 210°	1,860 feet	2,080 feet

4. A windsleeve is situated on the East side of the Airfield, towards the North end, in a fenced-off area 250 feet by 100 feet which is available for parking of aircraft.
5. There is a ridge of high ground up to 140 feet AMSL on the East side of the Airfield at a distance of  $\frac{1}{2}$  mile, and a ridge up to 400 feet AMSL to the South-east at  $\frac{3}{4}$  mile distance.
6. There are no W/T, signals or fuelling facilities on the Airfield.
7. The County Council maintains this strip, but while taking every possible precaution, cannot be held liable for any damage, injury or loss that may arise as a result of its use. Landings are made entirely at Pilot's own risk.
8. Use of Plockton Airfield will be by prior permission only and arrangements should be made with Mr. T. Nicolson, (Telephone Plockton 209) or the County Surveyor, County Buildings, Dingwall (Telephone Dingwall 3381-9). In the event of inability to contact Plockton 209, Lt. Cdr. P. Dalziel Job (Telephone Plockton 244) is prepared to report on local weather conditions. Applicants should normally give 24 hours notice, although emergency situations will be dealt with at shorter notice. It is particularly important to have early warning at weekends when arrangements may require longer time to initiate.
9. Landing, etc., fees for use of the Airfield will be such as charged at Ministry of Aviation Administered Aerodromes.

County Surveyor's Office,  
DINGWALL.

5/B

# AIR TOURING FLIGHT GUIDE UNITED KINGDOM

ELSTREE AERODROME · BOREHAM WOOD · HERTS

Telephone: 01 - 968 4870

Telex POLAIR 984573

Cables: AIRTOUR ELSTREE

COMPANY FREQUENCY c/s AIRTOUR 129-75

28th November, 1968.

From the Editor

Dear

*Sir,*

Appended below a cutting from last year's edition of the Flight Guide and would be most grateful if you would amend, giving up-to-date information. Please check the airfield diagram carefully in order that we may amend the diagram should there be any changes.

Your co-operation in this will help tremendously and we look forward to hearing from you. We would ask for the return of the cutting as soon as possible and by the 29th December at the very latest. Information given should be as for 1st January. Printing will commence on the 2nd, Publishing date 26th February. If there should be any last minute changes please contact us by telephone (reverse the charges).

Thank you once again for your help.

Yours sincerely,

*R. J. Pooley*

28. DORNOCH (Dornoch)

57°52'N, 04°02'W

15 ft. AMSL

On S edge of town.

Two grass runways 09/27, 3,700 x 300 ft. 18/36, 3,600 x 300 ft.

Remarks: Operated by Dornoch Town Council, Sutherland. Light aircraft accepted by arrangement and at pilot's own risk. Care must be taken. Windsock by arrangement. Good surface. No Landing fees.

Fuel: Nil.

Tel.: Dornoch 205.

R.J. Pooley,  
Editor.