



SB M
From: Robert MacLennan, M.P.

12th October, 1967

Dear Mr. Wright,

I am sorry to say it is now certain that I cannot attend the meeting about the Dornoch Airfield on the 19th September as it falls right in the middle of my holiday. I am extremely regretful about this in view of your letter of 17th July.

I have intimated to the Minister of Defence my extreme concern over the proposal to close the airfield and I hope that this in itself may be of some service.

I would be grateful if you would keep me informed of any developments.

With kind regards,

Yours sincerely,

W. C. Wright, Esq.,
Town Clerks Chambers,
High Street,
Dornoch.

Robert MacLennan

5B



From: Robert MacLennan, M.P.

12th October, 1967

Dear Mr. Wright,

Thank you for writing to me about the Dornoch Landing Field. I have taken the liberty of forwarding your letter to the Ministry so that Mr. Reynolds may be aware of the true position.

I hope that the meeting was satisfactory as the Minister suggested and that the proposals which have been put forward will not be detrimental to the use of the Dornoch landing field by civil aircraft.

Please do let me know if I can be of any help at the moment.

Yours sincerely,

per pro *Robert MacLennan*



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



NORTH AIR, CASTLETOWN AIRFIELD, CAITHNESS.

FULL TUITION AND P.P.L. EXAMINATIONS.

Partners { C. CAMPBELL—Tel.: LYTH 295.
A. W. SINCLAIR—Tel.: WICK 151

All Correspondence to—

Mrs. J. BERRE CLOTH,
Secretary,

39, Rose St.,

~~WYFENNICH ROAD~~
THURSO, CAITHNESS.

County Planning Officer,
Sutherland County Council,
Dornoch.

12th October 1967.

Dear Sir,

In view of the recent reports in the press of your favourable meeting with members of the Ministry of Defence and other interested parties, it now seems likely that the airstrip at Dornoch will be retained, and that we shall be making use of it from time to time.

Before, however, we can consider regular usage of the airstrip, we should be glad to know if there is any likelihood of your providing hangarage facilities there, as light aircraft cannot be left standing exposed to the elements.

Your comments on this matter would be welcome.

Yours faithfully,

Secretary.

24th October 1967

Robert MacLennan, Esq., M.P.,
LONDON

My Ref: 5B

5th October, 1967.

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

Dornoch Landing Field.

I have your Secretary's letter of 3rd instant with enclosure which interests me in as much as it contains a grave error in fact which, so far as I am concerned, renders it worthless.

I enclose a copy of the Minute of meeting between my Council, the Ministry of Defence, Board of Trade Civil Aviation Department and others at the County Council Chambers here on 19th ultimo. You will note on page 1 of the Minute at the Section marked "opening" that the first indication we had here of any difficulties concerning the use of Dornoch Landing Field came on 23rd June last when I received a telephone call from Mr. Mackenzie, Civil Aviation, Board of Trade, Edinburgh. Mr. Mackenzie had been in touch with the Ministry of Defence about the air field here for some fourteen months (see foot of page 1 of Minute) and not once during that time was any indication sent to me or to Sutherland County Council that the Landing Field here fell within a Danger Zone. At no time prior to 23rd June last was I aware of the existance of the Danger Zone.
Nor/

5th October, 1967.

Robert MacLennan, Esq., M.P.,
L O N D O N.

My Ref: 28

24th October, 1967.

Nor have I at any time made representations to the Board of Trade to have the boundary of the Danger Area adjusted so as to exclude Dornoch. I hope that you will impress upon Mr. G.W. Reynolds that if the record shows that I made representations to the Board of Trade it is high time that the record was put straight.

Yours sincerely,
Robert MacLennan

I have your Secretary's letter of 2nd instant with enclosure which interests me in as much as it contains a grave error in fact which, so far as I am concerned, is of no importance.

I enclose a copy of the Minute of meeting between my Council, the Ministry of Defence, Board of Trade Civil Aviation Department and others at the County Council Chambers here on 13th ultimo. You will note on page 1 of the Minute at the section marked "opening" that the first indication we had here of any difficulties concerning the use of Dornoch landing field came on 23rd June last when I received a telephone call from Mr. MacKenzie, Civil Aviation, Board of Trade, Edinburgh. Mr. MacKenzie had been in touch with the Ministry of Defence about the air field here for some fourteen months (see foot of page 1 of Minute) and not once during that time was any indication sent to me or to Highland County Council that the landing field here fell within a Danger Zone. At no time prior to 23rd June last was I aware of the existence of the Danger Zone.

How

29th September 1967

Many thanks for your letter of 12th September about the Dornoch Landing Strip. I hope that I can set your mind at rest about this.

The problem really concerns the danger area for the practice bombing range at Tain. Civil aircraft are not absolutely prohibited from flying in danger areas but we naturally discourage them and as a general rule the areas are avoided. In the case of Dornoch, however, this is not possible, and civil aircraft do have to penetrate the danger area when using the air strip. This recently became apparent when the Town Clerk made representations to the Board of Trade to have the boundary of the danger area adjusted so as to exclude Dornoch. Although this could be done in theory, the circuits flown by Naval aircraft could not be adjusted; and, since these circuits completely encompass Dornoch and the air strip, there would still be a danger of conflict between civil and military aircraft.

The purpose of last week's meeting was to establish a means of co-ordinating civil and military flying in the area, possibly by establishing a line of communication between the air strip and the Range Controllers so that Naval pilots would be aware of the ETA and ETD of civil aircraft and of the direction of approach and departure. I understand that although it was not possible to conclude any definite arrangement at the meeting, good progress was made in so far as both sides have now a better understanding of each other's problems and have agreed to consider proposals that were put forward at the meeting to overcome the safety problems. We have every confidence that a solution can be achieved without detriment to naval or civil flying in the area.

(SGD.) G. W. REYNOLDS

G.W. Reynolds

Robert MacLennan Esq., MP.

My Ref: 5B

28th September, 1967.

Commander D.G. Heighway,
Royal Naval Air Station Lossiemouth,
M O R A Y,

Dear Commander,

It is very good of you indeed to present to the Town a new wind sock for the airfield here. Can you let me know when you are next to be in this area when I would like you to come across and have a noggin with the Provost and me in a "convenient and adjacent licensed premise". - in the immortal words of Parakandy. Kind regards.

Yours sincerely,



Town Clerk.

My Ref: 5B
Yr Ref: JMLS/JR.D/31

29th September, 1967.

J.M.L. Scott, Esq.,
Factor,
Sutherland Estates Office,
G O L S P I E,
SUTHERLAND.

Dear Sir,

Dornoch Links Landing Field

Thank you for your letter of 28th instant. My understanding of the meeting held on 19th instant is that the landing field will continue to operate here so long as the proposals by the Ministry of Defence are observed namely:-

- (1) that the approach and departure ~~to and~~ from the field should be by the west
- (2) that radio intimation to R.N.A.S. Lossiemouth be given by approaching aircraft and
- (3) departures should be cleared with R.N.A.S. Lossiemouth by direct land line from Dornoch Airfield.

As soon as arrangements have been made for direct land line contact with R.N.A.S. Lossiemouth and the field has been published in "The Pilot", a memorandum of the landing field, its description, regulations regarding its use etc., will be prepared and copies sent to all users. A copy will be sent to

5B
JMLS/JR.D/31

Your Reference: 5B

SUTHERLAND ESTATES OFFICE
GOLSPIE

TELEPHONE NO 268

28th September, 1967.

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

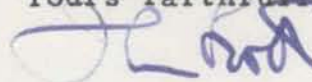
Dear Sir,

Dornoch Links Landing Field

I refer to your letter of the 12th September and to the meeting held in the Council Chambers on Tuesday, 19th September. From the result of that meeting it would appear that no immediate proposal for the closing of the air strip is likely and that its use by private individuals will continue as in the past, but subject to certain safety precautions in connection with the activities of the R.N.A.S. operating from Lossiemouth.

If, however, any further developments should take place which might threaten the use of the air strip, I would be very grateful if you could please keep me informed.

Yours faithfully,



J.M.L.Scott,
Factor

P.S. Could you please send me a list of the rules and regulations governing the use of the air strip and also a list of the arrangements and necessary information for private individuals wishing to use the air strip.

Charges to pay

s. d.
RECEIVED

POST OFFICE

TELEGRAM

No. OFFICE STAMP



Prefix. Time handed in. Office of Origin and Service Instructions. Words.

At 9 10 a my
From 1 ✓
By 1 ✓

4W0 39. 6.20

Janna Hill.

34

At _____ m
To _____
By _____

TO

0-4444T - Town to link
DORNOCH.

Regret unable to attend
meeting. to day stop not
sincere apologies for not having
notified you before meeting

For free repetition of doubtful words telephone "TELEGRAMS ENQUIRY" or call, with this form, at office of delivery. Other enquiries should be accompanied by this form and, if possible, the envelope

Charges to pay

s. d.
RECEIVED

POST OFFICE

TELEGRAM

No. 16
OFFICE STAMP



Prefix. Time handed in. Office of Origin and Service Instructions. Words.

At 9 10 a my
From 1 ✓
By 1 ✓

TO

started stop was unfortunately
delayed by flight on
over coast

MACINTOSH
LOGAN AIR

For free repetition of doubtful words telephone "TELEGRAMS ENQUIRY" or call, with this form, at office of delivery. Other enquiries should be accompanied by this form and, if possible, the envelope

SB

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 The Rt Hon Lord Polwarth TD
 Chairman of Executive
 The Rt Hon Lord Clydesmuir CB, MBE, TD
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 Sir Robert A. Maclean
 Sir Leonard C. Paton CBE, MC
 Sir John N. Toothill CBE
 T. W. Walker Esq, BL, AIB(Scot.)

The Scottish Council Development & Industry
 Highlands Area Office: 3 Union Street, Inverness Telephone 31878

DPS/YS

14th September, 1967.

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

Dear Mr. Wright,

Thank you for the invitation to the meeting on Tuesday, 19th September at 3 p.m. in the County Offices at Dornoch. I shall be attending this meeting accompanying Mr. V.S. Slight of our Transport Division from Edinburgh. I have informed Mr. W.S. Robertson our Executive Vice-President of the meeting and Mr. Slight and I will be reporting to him on the results of the discussions.

Yours sincerely,



D.P. SHAW
 Area Officer

58
[Handwritten signature]

REGISTERED OFFICE : 15 COATES CRESCENT, EDINBURGH, 3

SCOTTISH MALT DISTILLERS LTD.

PRODUCTION DEPARTMENT

TELEPHONES
ELGIN 7891-2-3-4-5

ELGIN
MORAYSHIRE

AASS/PW.

13th September, 1967

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

[Handwritten note:]
P. [unclear]
Dornoch
to [unclear] [unclear]

Dear Mr. Wright,

Dornoch Links Landing Field

Thank you for your letter of 12th September, advising me that there will be a Meeting on the above subject in the Council Chambers, County Offices, Dornoch on Tuesday, 19th September, 1967 at 3 pm. I have noted those who will be present at this Meeting and I am coming to it to give you every possible support, together with Captain Aitchison, to keep your landing field in operation.

It is very kind of you to offer transport. Our 'plane is scheduled to land, firstly at Dornoch at 0850 on this Tuesday, with passengers who have business at our Clynelish Distillery. It is immediately taking off for Turnhouse and will return to Dornoch with myself and of course, Captain Aitchison, with an estimated time of landing at Dornoch at approximately 2.35 pm., and I shall be very grateful if a car could pick us both up to transport us to your Council Chambers.

With kind regards,

Yours sincerely,

[Handwritten signature]

Director,

SCOTTISH MALT DISTILLERS LIMITED

JOHN WHITMORE

TELEPHONE
ORSETT 399

ORSETT HALL
GRAYS
ESSEX

12th September, 1967

JW/pb

Town Clerk of Dornoch,
Town Clerk's Chambers,
High Street,
Dornoch,
Sutherland,
Scotland.

Dear Sir,

Further to my letter of 18th July, I very much regret that I will be unable to attend the meeting on the 19th of September at which the future of Dornoch airfield is to be discussed.

I can only reiterate the comments in the second paragraph of my last letter and add to that that Mr. Alan Mann, myself and Mr. Graham Hill have used the airstrip regularly every two to three days for the last six weeks and have been able to do so in complete safety. We are always in radio contact with Lossiemouth to see if the range is operative. Generally, in fact, it is not but on the one occasion it was we had no difficulty in making a safe approach without disturbing the other traffic. There are many other areas with much more intensive activity than Lossiemouth and it is a poor reflection on their own capabilities if they are incapable of monitoring one small airfield on their radar.

At a time of growing need of private airstrips, and in an area such as Sutherland where relatively small distances by road can take an enormous amount of time, it would be tragic if one of the only

Continued/.....

airstrips were closed. Apart from any personal views that I have, and I certainly would not be a visitor to Sutherland without the ability to fly to Dornoch, there is the very important aspect of air ambulances. In such a remote area if one seriously ill person were to die because they could not be quickly evacuated due to the closure of Dornoch airfield it would be a sad day for the Admiralty. It might be worth pointing out to Moray Radar that their transmitter is weak and intermittent and I might suggest that they put their own equipment right before restricting other harmless people.

Finally, I would just like to thank you most sincerely on behalf of those of us who have been using your field recently for the kind and courteous way in which we have been received.

Yours sincerely,



My Ref: 5B

22nd August, 1967.

Mrs. J. Berrecloth,
Secretary,
North Air,
39 Rose Street,
T H U R S O,
GAITHNESS.

Dear Mrs. Berrecloth,

Dornoch Air Strip

Thank you for your letter of 18th instant. I had already been in touch with Mr. D.J. Grant, Brambury, Brora and I have his reply of 18th ultimo on file.

It is hoped that a meeting will be held here on 19th prox., with representatives of Admiralty and the Royal Naval Air Station at Lossiemouth. When arrangements have been finalised I will send details to you and Mr. D.J. Grant.

~~As~~ ^{regards} basing one of your aircraft at Dornoch Mr. D.J. Grant has already spoken to me about the matter. If we are able to retain our Air Strip then I think it would be useful to have a meeting with you about the basing of aircraft at Dornoch. This will be most convenient for Mr. Grant but the provision of a hangar might not be easy. However I shall be in touch with you again.

I am,

My ref 5B

12th September 1967

Captain Eric M Brown
Officer Commanding
Royal Naval Air Station
Lossiemouth
Moray.

My dear sir,

Dornoch Landing Field

I refer to telephone conversations last week with your Contrôlle. I enclose copies of formal notice of meeting here on 19th curt. I also send herewith for information and subsequent return a plan of Dornoch showing thereon in red the situation of the Playing Field and the County Offices. I have permission from the owners of the grass field on the west of the County Offices to give you the use of that field for helicopter landing. I have marked the area in GREEN. It has the advantage of giving easy access to the road near the County Offices and a short walk to the meeting place. If you wish however to land on the Links please let me know so that I can arrange for a car to be there to pick you up.

I am,

Yours sincerely,

Town Clerk

P.S. Incidentally the Playing Field was used in "Operation Snowdrop" (1955?) and again a year or two ago when the Queen Mother visited Dornoch to

ROYAL BURGH OF DORNOCH

W.C. WRIGHT, B.L.,
Town Clerk and Chamberlain.

Telephone 205.

Town Clerk's Chambers,
High Street,
DORNOCH,
Sutherland.

My Ref: 5B

12th September, 1967.

My dear Sir,

Dornoch Links Landing Field.

A meeting will be held in the Council Chambers, County Offices, Dornoch on Tuesday 19th September, 1967 at 3 o'clock afternoon when Members of the Ministry of Defence (Admiralty) and the Board of Trade (Civil Aviation) will, under the Chairmanship of Provost Henry Clunie, J.P., make their respective submissions with reference to the Dornoch Firth Danger (Flying) Zone and the use of Dornoch Landing Field by Civil Aircraft. Thereafter the views of Dornoch Town Council, Sutherland County Council, the Highlands and Islands Development Board and the Scottish Council (Development and Industry) as also the present and potential users of the Links Landing Field will be heard.

Yours sincerely,

Town Clerk.



507
NORTH AIR, CASTLETOWN AIRFIELD
CAITHNESS.

FULL TUITION AND P.P.L. EXAMINATIONS.

Partners C. CAMPBELL—Tel.: LYTH 225.
A. W. SINCLAIR—Tel.: WICK 131

All Correspondance to—

Mrs. J. BERRE CLOTH,
Secretary,

39, Rose St., ~~XXX PENNYLAND DRIVE~~,
THURSO, CAITHNESS.

18th August 1967.

Dornoch Town Council,
Dornoch,
Sutherland.

Dear Sirs,

It is with a certain alarm that we have heard the recent rumours regarding the proposed closure of the airstrip at Dornoch. We understand that you oppose this move and we should like to offer herewith any support we can give to your efforts in maintaining this airfield as a viable facility.

Quite apart from the obvious value of an airstrip to a holiday town like Dornoch (and it's possible industrial future), the airstrip lies almost directly on the flight route between Inverness and Wick frequently used by members of this group in the club aircraft. In this narrow coastal strip, bounded to the west by mountains and to the east by the sea, it provides almost the only emergency landing field should weather conditions deteriorate as they can do so frequently and suddenly.

In addition, North Air plans to extend it's activities, when it is more than likely that we should wish to base an aircraft at Dornoch, convenient to the residence of our Chief Flying Instructor, Mr. D.J. Grant, Brora.

We should be most interested to know your views on this subject, and would be happy to meet you to discuss the matter more fully.

Yours faithfully,


Secretary.

c.c. Sutherland County Council.

Work to be carried out by Army Emergency Reserve Technical Team
During the Period 1st-15th July, 1967

The basis on which this A. E. R. unit works is that it is composed of a highly specialised team of qualified engineers and surveyors. This team, as part of its annual training carries out surveys, plans and estimates projects which may eventually prove suitable for exercises carried out by R. E. units working under field exercise conditions. Other than nominal charges for, say, accommodation, the services of the survey teams are free. The R. E. construction units are normally paid for on the basis that any material used is charged to the Local Authority or organisation accepting the services of the unit. Food, accommodation and fuel may also be included in the final cost, but no charge is made for labour.

The original intention of the A. E. R. survey team was to carry out surveys of several sites for landing strips in Ross-shire and Inverness-shire. Access to the sites proved unobtainable, however, and the major portion of the programme for 1967 had to be abandoned.

On advice of this circumstance, the County Development Officer immediately contacted Scottish Command, Craigiehall, Edinburgh to enquire whether the team was available to carry out surveys and estimates within the county of Sutherland. As a result of this, a visit was paid to Dornoch by Major Mells and Captain Wren of the Technical Unit of the A. E. R. and two projects within the county were inspected at that time. The resulting programme as drawn up includes the following projects for Sutherland:-

1. The Airstrip on Dornoch Links - The team will survey the two existing disused airstrips with a view to either returfing them or resurfacing them with some hardwearing material. This will result in larger aircraft being permitted to use the airstrips and may eventually enable cargo carrying aircraft to use the facilities offered.
2. Sand Erosion at Clachtoll, Stoer - The difficulties concerning the common grazing ground at Stoer where a considerable degree of wind erosion is evident, have been well known for some time now and the latest proposal resulting from an approach to the Highlands and Islands Development Board is for the existing sand dune areas to be re-contoured by using heavy earth moving equipment and for an artificial foredune to be erected. Subsequent planting and surface treatment of the affected areas will be a matter concerning some body other than the A. E. R. or the R. E.
3. Bridge over the River Brora - The project did not originate from the County Development Officer but was, in fact, suggested by Colonel Gilmour of Scottish Command, who, in his turn, was advised by Mr J. M. L. Scott, Factor to Sutherland Estates.

This is in fact the Balmacoil Bridge. As a bridging problem it is well within the competence of the A. E. R. and they have already specified the materials and type of bridge to be used.

Sutherland Estates are aware of the intentions here and are quite happy with the proposals. The adjoining proprietrix is not, however, aware of the intentions and no attempt has as yet been made by the A. E. R. to inform her. They have in fact requested that the County Development Officer clarifies this on their behalf.

In case of potential administrative difficulties concerning this project, the County Development Officer has suggested that the team be made available to carry out any works of survey and costing associated with other necessary projects within the County. These projects could in fact be attached to a forward programme of work for the summer season 1968 which an additional team of A. E. R. surveyors would tackle. These are:-

1. A Bridge Crossing Strath Oykel at Tuiteam - This would effectively serve both the counties of Sutherland and Ross and Cromarty and has already been put forward to the Planning Committee of Ross and Cromarty County Council by the County Councillor for the area of Strath Oykel. This bridge would have a quadruple function. It would effectively relieve any congestion which may result from a major repair or overhaul of the existing bridge at Bonar Bridge. It would serve the rather remote community of Inver Oykel in Ross-shire and it would provide an interesting alternative tourist route to the West Coast effectively relieving the existing road of the additional pressures of tourist traffic expected in the coming years. In addition, an alternative route would obviate the recurrent delays roused by flooding and high tides on the Linside road.

Crossing of the Dornoch Firth between Newton Point and Ardmore Point

- This would also have several basic effects on traffic within the county. It would again relieve traffic pressures on the existing bridge at Bonar Bridge in the event of extensive repairs or renewal to the Bridge. It would relieve the traffic pressures on the stretch of A.9 Whiteface/Bonar Bridge. This road, particularly during the peak tourist season shows signs of congestion and the stretch Spinningdale to Little Swordale in particular offers an increasing hazard in that it is impossible to overtake safely at any point along this 3 mile length.

The advantages of such a crossing in shortening the journey between the east of Sutherland and the potential industrial developments at Invergordon are obvious - approximately 14 miles of road would be deducted from the total journey. This would place Invergordon within commuting distance of the populated centres on east Sutherland and would help in the long term to stabilise the population. The eventual alternative might be that any surplus working population in Sutherland obtaining employment within the Invergordon complex would in the long term take up residence in that area rather than resorting to daily travel.

The Army Authorities have already seen this projected crossing and consider it well within their competence. The bridging would be carried out by means of standard Bailey bridge sections on pontoons. The weight restriction for the bridge would be to a maximum of approximately 20 tons. This would probably restrict the traffic to private cars, light and medium-heavy commercials. There is no problem of access from the Sutherland side as the public roadway runs to the site of the old Newton Point pier which has since been demolished by Skibo Estate. There is however difficulty on the Ross-shire side in that approximately 800 yards of road would be necessary to allow traffic access from Ardmore to the waters edge.

This site was chosen by the Army authorities in preference to bridging at the Meikle Ferry. The problem there being that part of the crossing dries out at low tide and if bridging is to be effected by means of pontoons then these would be subject to excessive deterioration by scouring on the sandbanks in the middle of the Firth. This problem does not exist at Newton Point, which is the only deep water crossing within the Dornoch Firth.

An additional effect would be to divert traffic from the presently inadequate Struie Road, bringing the Easter Ross area into the main tourist route, rather than being largely by-passed as it is at present.

It is suggested that an approach be made to Ross and Cromarty County Council concerning the future of both bridging projects.

There is a possibility that technical teams of the A. E. R. will be available in future years and it is suggested that the Development Committee

X 2. CONSIDER CROSSING FIRTH AT MEIKLE FERRY BY MEANS OF AN EASTERN RAMPART AS AT THE MOUND CROSSING OF THE FLEET, WITH SLUICE-GATE BRIDGES AT EACH END AND, IF NECESSARY, IN THE MIDDLE.
 ADVANTAGES: 1) SHORTER MILEAGE TO EASTER-ROSS DEVELOPMENT AREA
 2) APPROACH ROADS ON BOTH SIDES ALREADY IN EXISTENCE
 3) WOULD CREATE A SAILING/BOATING/WATER SKIING AREA IN THE DORNOCH, SPINNINGDALE, BONAR AREA
 4) BAILEY BRIDGES WOULD OBIVATE 'SCOURING'

programme may include either or both of the bridgings at Oykel and at Newton depending on whether difficulties are encountered with the Balnacoil crossing.

Arrangements have been made to accommodate the A. E. R. unit in Dornoch Drill Hall for the entire period during which operations are being carried out within the county. A small detachment will be responsible for the survey at Clachtoll and it is hoped that they will operate from the British Legion Hall in Lochinver.

The charges for the use of Dornoch Drill Hall will be £1 7s. 6d. per day (fifty per cent of the normal charge). The total charge for this and the hall at Lochinver should not exceed £35. It is suggested that the County Council should bear these charges - no other contribution to the costs of the operation is required.

Development Department,
County Offices,
Dornoch,
21st April, 1967.

John J. McMillan,
County Development Officer.

5B
A
SCOTTISH MALT DISTILLERS LTD.

PRODUCTION DEPARTMENT

TELEPHONES
ELGIN 7891-2-3-4-5

ELGIN
MORAYSHIRE

AASS/PW.

23rd October, 1967.

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

Dear Mr. Wright,

Dornoch Air Strip - Report by Mr. Slight

I refer to your letter of 6th October, 1967, enclosing the above report, and after consultation with Captain Ian Aitchison, I have the following points to make which may be useful to you:-

- 1) As I said at the meeting, it would, in my opinion, be most unwise to make any efforts to try and evict the Navy from their low-flying bombing range. I am told that £12,000,000 has been spent on developing Lossiemouth largely on the basis of proximity to ranges and the least inconvenience to the smallest possible number of the public. If the Navy in some way were forced to leave their present area, they would, from Lossiemouth require to spend millions on flying to other practice areas, and this in turn would subject another local populace to the same inconveniences. Added to this, it must be remembered that during the range's existence for 25 years, there have been no fatalities and few accidents.

Mr. Grant's case for the eviction of the Navy is unsound. There is no reason why he cannot fly into or from Dornoch to Inverness or Wick in the same free manner as we do ourselves, and the Navy is even willing to inform Mr. Grant if the range is to be active or not at week-ends, and if not, he is free to bring his club flying to Dornoch.

If my arguments are valid, then I feel that it would be much more likely that the Navy would win their case, and the Dornoch Air Strip would cease to exist.

2)/


To W.C. Wright, Esq., B.L.

23rd October, 1967.

- 2) It is stated that the danger area extends the flying by 8 miles on a journey from Wick to Inverness. I think this fact can be disregarded as it only means an extra time of about 4 minutes for an Aztec and 2 minutes for a Viscount.
- 3) It is agreed that a telephone link should be installed to connect Dornoch Airstrip with Tain, but even more important would be the provision of VHF communication.
- 4) To sum up, it is our general view that, with the promises of co-operation from the Navy, and with correct disciplined flying from both sides, the future of the airstrip will be served better than by a fight with the Ministry of Defence.

With kind regards,

Yours sincerely,



Director,

SCOTTISH MALT DISTILLERS LIMITED

24th October, 1967.

A.A.S. Scott, Esq.,
Scottish Malt Distillers Ltd.,
Elgin,
Moray,

Dear Mr. Scott,

Dornoch Landing Field

Thank you for your letter of 23rd instant with comments on the Report by Mr. Sleight of the Scottish Council Development and Industry.

I think that it is accepted by my Council that the arrangements come to with the Navy will work out all right and that, in fact, the Service could have made things quite difficult for my Council. I am satisfied in my own mind that 25 years ago we would have been given an ultimatum!!!

Thank you for your continued interest.

Kind regards.

Yours sincerely,

W.C. Wright

Town Clerk.

SB

HIGHLANDS AND ISLANDS DEVELOPMENT BOARD

6 Castle Wynd, Inverness

Telephone : STD 01N3 34171

All Replies should
be addressed to
the Secretary.

Our Ref.: KFC/MM (734/1)
Your Ref.:

27th October, 1967.

Dear Mr Wright,

Thank you for your notes on the recent meeting on Dornoch airstrip and for the copy of Mr Sleight's subsequent report and recommendation.

The Board are in full agreement with the Scottish Council (Development and Industry) views and will be pleased to support you in any further negotiations with the Ministry of Defence (Navy) and the Board of Trade.

Yours sincerely,

W. I. Skewis

W. I. Skewis
Senior Research and Planning Officer
Transport and Tourism

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



5B.
all

COUNTY COUNCIL OF SUTHERLAND

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

1st November, 1967.

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

Dear Mr Wright,

Dornoch Airstrip

Further to my Letter of 17th October, I now enclose herewith a copy Letter from Messrs. North Air, Castletown Airfield, Caithness which gives relevant details of their aircraft and operations which they propose to carry out from Dornoch Airstrip.

You will no doubt remember that I recently suggested that the Town Council should consider the erection of a hangar on Dornoch Airstrip. Has any decision been reached on this matter yet? The Highlands and Islands Development Board has, as you know, expressed considerable interest in the development of Dornoch Airstrip and I would like to be able to put this proposal to them in the near future for their consideration as I feel that this is a subject which would attract their aid in grant and/or loan facilities.

Yours sincerely,

J. J. McMILLAN
J.J.



gmm

NORTH AIR, CASTLETOWN AIRFIELD CAITHNESS.

FULL TUITION AND P.P.L. EXAMINATIONS.

Partners { C. CAMPBELL—Tel.: LYTH 225
A. W. SINCLAIR—Tel.: WICK 131

All Correspondence to—

Mrs. J. BERRE CLOTH,
Secretary,

39, Rose St.,

~~100 FERRY KEANE DRIVE,~~
THURSO, CAITHNESS.

J.J. McMillan Esq.,
County Development Officer,
County Offices,
Dornoch.

26th October 1967.

Dear Sir,

Thank you for your letter of 17th October requesting information.

In reply to your queries:-

- 1.) We should use the strip once or twice weekly.
- 2.) Our aircraft is a Jodel D.117, two-seater, single-engined low-wing monoplane. Dimensions are approx. as follows:-

Span	27 ft.
Height	7ft. 6ins.
Length	25 ft.

We have air/ground, ground/air radio equipment and we do not require fuelling facilities.

We hope, in the not too distant future, to purchase a larger aircraft with a wingspan of approx. 36 ft.

Yours faithfully,

A. Sinclair

2ND November, 1967.

Thank you for your letter of 12th October enclosing the letter, which I now return, from the Town Clerk of Dornoch about the Dornoch Landing Strip.

I am sorry if there has been a misunderstanding. But we were genuinely under the impression that the Town Clerk had raised the question of the Air Strip vis-a-vis the Danger Area. This impression was shared by the Board of Trade, who first became aware of the Air Strip in May 1966 through a telephone call from their Edinburgh Office; this conveyed, inter alia, that it was the intention of the Town Council to publicise the strip for use by light aircraft carrying tourist traffic to the town. It also implied that the Town Clerk had made some attempt to improve the Aerodrome for this purpose, and that the Council were somewhat concerned at it being within a Danger Area since this might prove a deterrent to the aircraft they were attempting to attract to the town.

We therefore concluded that some representation had been made by the Dornoch Council. However, it appears that the Board of Trade may have misinterpreted the telephone message and the statements attributed to the Town Clerk may have been their Edinburgh representative's own conclusions. We much regret any embarrassment which this may have caused to the Town Clerk.

However, so far as we are concerned we are grateful that the existence of the air strip has been brought to our attention, and feel that the question of who raised the subject is unimportant. Our main concern is for the safety of both Civil and Military aircraft in the area, and now that we know of the potential hazards that exist we can do something about them. As I said in my previous letter, the meeting in Dornoch on the

19th September has served a useful purpose. As a result we will shortly be putting proposals to the Board of Trade, which we hope will be acceptable to all, and which will solve the problem without imposing any restrictions on the civil use of Dornoch Air Strip.

(SGD.) G. W. REYNOLDS

G. W. REYNOLDS.

My Ref: 5B

10th November, 1967.

Robert Maclennan, Esq., M.P.,
House of Commons,
Westminster,
L O N D O N, S.W.1.

Dear Mr. Maclennan,

Dornoch Landing Field.

Thank you for your letter of 8th instant enclosing copy of letter of 2nd instant received from the Minister of Defence for Administration. If it does nothing else it serves to show how misunderstandings can arise. I think that the Board of Trade, Civil Aviation Department have been in touch with the Minister of Defence for some considerable time but did not approach my Authority until June of this year. The approach was by a telephone call to me and I was then informed that the Ministry of Defence had suggested a meeting here in an attempt to break the deadlock which then existed between the Board of Trade, Civil Aviation Department and the Ministry of Defence.

I am most interested to learn that as a result of the meeting here the Ministry of Defence will shortly be putting proposals to the Board of Trade - which I trust will be communicated to my Authority - which the Ministry of Defence hope will be acceptable to all and which will solve the problem without imposing any restrictions on the civil use of Dornoch Airstrip.

Thank you for your kind help in this matter. It is deeply appreciated here I can assure you. Kind regards.

Yours sincerely,

Town Clerk.

My Ref: 5B

29th November, 1967.


D.P. Shaw, Esq., B.Sc.,
Scottish Council (Development & Industry),
3 Union Street,
I N V E R N E S S.

Dear Mr. Shaw,

Dornoch Landing Field

I refer to your telephone call yesterday afternoon. I confirm that Mr. G.W. Reynolds, Ministry of Defence for administration has written to Mr. Robert Maclennan, M.P., for this Constituency ~~copy~~ as a result we will shortly be putting proposals to the Board of Trade which we hope will be acceptable to all and which will solve the problem without imposing any restrictions on the civil use of Dornoch Airstrip". I will get in touch with you as soon as the proposal has been made.

Yours sincerely,



Town Clerk.



J. B. RODGER, MA.LL.B.
COUNTY CLERK

COUNTY COUNCIL OF SUTHERLAND

YOUR REF.

OUR REF. RM/EL

COUNTY CLERK'S OFFICE,

Golspie

Telephone Nos. 392 & 393

22nd December, 1967.

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

Dear Sir,

Dornoch Airfield

I have been instructed by the County Council to write and inform you that the County Council offer their full support to your Town Council for the extension and development of Dornoch Airfield.

I am,
Yours faithfully,

J. B. Rodger
County Clerk.