



WAYPOINT

The Priory Farm Aviators' Newsletter – February 2022

**Monthly meetings are held on the first Wednesday at 7:30 PM.
Summer venue (May to Sept): Priory Farm; Winter venue (Oct to April): Various**

Website: WWW.FlyPFA.co.uk

Chairperson: John Fielding

johnfielding001@gmail.com

Waypoint Editor: Paul Jackson

PaulJacksonAvia@BTinternet.com

You don't have to fly a Harrier, but do remember that the next PFA meeting is at the **Marsh Harrier** this coming **Wednesday, 2 February**. The Chairman has booked a table for 7:30 but, of course, you are free to arrive earlier for a drink, should you so desire.

Please advise John Fielding at the above e-mail address *right now* (Monday) if you're going to join us to eat so that he can give the numbers to the restaurant.

The Marsh Harrier is situated on the A140 Ipswich Road as you're coming out of Norwich, past the Holiday Inn on the left, but before Tesco. Postcode: NR4 6DX. Car parking at the rear.

More info at:

www.vintageinn.co.uk/restaurants/east/themarshharriernorwich

MEMBERSHIP FEES (£40)

are now due, and can be paid by BACS:

Priory Farm Aviators

Sort Code: 20-62-53

Account No: 33333094

BACS is the preferred method, but if that is not possible, you can still pay in cash or (as a last resort) by cheque made out to "Priory Farm Aviators" and handed to Bob Sage or posted to Priory Farm, Pristow Green Lane, Tibenham, Norfolk, NR16 1NY

PFA AGM

— and Chairman's Report on 2021

Given by John Fielding at the AGM held at the Norfolk Gliding Club, 5 January 2022

The Chairperson

Alan McNeal proposed that John Fielding be re-elected as Chairman for 2022. Tom Garnham seconded it and those present unanimously voted in favour.

The Committee

John Fielding proposed that the following committee members be re-elected for 2022: Alan McNeal, Bob Sage, David Brown, Mik Horn, Paul Jackson and Richard Flagg. This was seconded by Alan McNeal and unanimously voted in favour by those present at the meeting.

John Fielding's remarks:

Bill Scott had recently resigned as Treasurer and from the committee. Despite not having an aircraft at Priory Farm he had served on the committee for many years and his service providing energy and wisdom had been much appreciated. Likewise, John Barker was also standing down from the Committee and the club would miss his many years of contribution. I invite our new treasurer: Mik to say a few words.

Mik Horn: I have only taken over the job in the last few days and would be preparing a summary of the accounts for the club for 2021. However, the club is in a good financial position having received £28,000 of Covid-related grants over the past two years. The

club has no debtors or creditors and currently has a bank balance of £23,000.

John Fielding: It had been a challenging year for the Committee as it had to decide whether to accept the Covid related grants and how to spend them. Once agreed on how to spend it, there had been a great deal of work involved in making it happen. In the last year, the club had bought:

1. A new balcony. The club was indebted to Simon Stoodley for building the metal framework and providing it for just the cost of the materials. Other members had generously given their time to remove the old balcony and install the new one.
2. Davis Weather System. Alan McNeal has dedicated dozens of hours to the project, researching to find the most appropriate system, installing it and getting it to work. This had been made extra challenging by an intermittent fault with the broadband connection which took months to get to the bottom of. Alan has also produced a marvellous instructional video which has been posted on the PFA website. This explains the various aspects of the system which can be accessed from the PFA website but is best accessed via the Davis mobile phone app.
3. Balcony furniture.
4. Clubhouse furniture.
5. Kitchen water heater.
6. Club room wall-mounted space heater.
7. Three new external PIR floodlights.
8. Webcam. The old webcam had stopped working when the club had replaced the old wifi router. This led to dozens of hours of work, trying to make the camera function. Again, this was hampered by an unknown, intermittent fault with the broadband service. Mik Horn's effort and skills eventually got it working.
9. £2,000 donation to East Anglian Air Ambulance.
10. Paper towel dispensers, waste bins and hand sanitiser dispensers.

New ideas for club purchases are welcomed. For example, we will be buying a defibrillator for the club, as suggested by Trevor Villa. The club also anticipates that the clubhouse and toilet block will eventually require replacing so it will be prudent to save money for that eventuality

Maintenance. The toilet block's roof has been repaired by Bob and the whole building re-decorated inside and out by a members' workday in June last year. During this work, rotten beams were found. The club hired Jon Sage to replace and fix the rotten wood both under the toilet block and around the doors. Jon and Bob also worked on the doors to the clubhouse.

2021 hasn't been an easy year for the club. In fact, the airstrip was closed for three months from

January to March. Not only did we have to cope with the changing Covid regulations, but we were repeatedly unlucky with the weather affecting our fly-in and fly-outs. Nevertheless, we enjoyed a fly-out to Monewden in August and another to Hinderclay, plus two other private airstrips in September. In August we planned a 'flying day' and balcony opening party and were rewarded with dismal weather; however it went ahead ... without the flying. The year ended with a terrific Christmas dinner party held at the Norfolk Gliding Club.

At the end of the AGM, Simon Stoodley pointed out that we were very fortunate to have Bob provide and maintain such a wonderful airfield. Everyone present voiced their agreement. Anthony Moore also wanted it to go in the minutes that the outgoing Treasurer, Bill Scott's time and work for the PFA* was very much appreciated by the club. This was again met with support from everyone.

**In fact, it was Bill's idea to call ourselves the PFA when we separated from the LAA.*

The evening ended with a hugely enlightening and entertaining presentation from Alan McNeal and a highly imaginative quiz from Paul Jackson. Alan demystified the differences between a Flight Information Service airfield and an Air/Ground radio one. He also regaled us with stories of his work as a AFISO at Blackbushe and Fairoaks aerodromes. Paul provided a superb quiz where he projected images of objects that gave clues to the names of British civil and military aircraft. This was won by Chris Barnes with an unfathomably high score.



Chris Barnes (right) receives his bubbly first prize from recognition quizzer, Paul Jackson

Meet the (New) Members: Paul Archer Introduces Himself



I began flying at Teesside Airport in 1979 and gained my licence the following year. My fascination for aerobatics started with the sight of a Rothmans Pitts S2A taxiing past me. One look and I was smitten. I subsequently had aerobatic lessons from Bob Thompson, a very interesting chap who ran the Rothmans Aerobatic Team.

Since then, I have taken two breaks from flying, the latest ending in June last year when, after twelve years, I renewed my licence on a Cessna 140 and then went straight on to an aerobatics refresher programme in Extra 200 and 300 aircraft. I am now looking to get into an aerobatic mount and work on improving my abilities, perhaps for competition.

Although I possess relatively low hours, I seem to have accrued quite a list of aircraft flown: Bölkow Bö 209 Monsun, Beagle Pup, Cessna 140, 150, 152 & 172, Slingsby T67A and B, Topsy Nipper, Rollason Condor, DH Tiger Moth, Piper Cub, Pitts S2A & S1, Stolp Starduster Too, Aero AT-3 and Extra 200 & 300. I have never toured in an aircraft and would like to do that at some point.

I suppose my greatest claim to aviation fame was being presented with my solo certificate in 1979 by Ginger Lacey—a very nice chap, with whom I wish I could have flown.

Editor's note: James 'Ginger' Lacey was the second-highest-scoring fighter pilot in the Battle of Britain, being credited with a whole-career 28 destroyed, five probables and nine damaged. He was operational throughout the war – from the first day to the last – latterly in the Far East, where his final 'kill' was a Japanese aircraft in February 1945.

So why is he not better known? It might be because Ginger was an NCO. Sergeant Pilots were expected to shoot down the enemy like their officer fellows-in-arms, but had no officer perks, such as a batman to polish their shoes; wake them up with a cup of tea; or do their washing.



SHOCKING NEWS

A member was heard to suggest that it would be a good idea if the club bought a first aid set. The first aid boxes are in the kitchen area of the club hut. See image. The club has also bought a defibrillator which is located on the wall of the hut, opposite the main entrance. See image below. Please make sure you know where they are and read the instructions for the defibrillator.



You can't miss it. The defibrillator on the wall facing the hut's main entrance

It is an automatic type and simple to operate. You cannot get in trouble for trying to save someone's life with it. If the collapsed person has had a heart attack, they are going to die without defibrillation and if they have not had a heart attack, the machine will not deliver a shock.

If defibrillated within the first minute of collapse, the victim's chances for survival are **close to 90 percent**. For every minute that defibrillation is delayed, survival decreases by 7 percent to 10 percent. If it is delayed by more than 10 minutes, the chance of survival in adults is less than 5 percent.



We now have a plethora of First Aid kits, so please make sure you use the older box to treat minor injuries, such as split-pin cuts

CALLING IN AT CROMER



We had a beautiful day for the club's first fly-out of 2022, on 30 January. Cromer/Northrepps was buzzing with activity as a multitude of aircraft arrived and departed throughout the day. They clearly hadn't been put off by the club's recent increase in landing fees. The above group shot shows most of the PFA-ers, but unfortunately, Dot Mathie just missed the photograph—and the mob was too unruly to be called back for a reshoot.

John Fielding
✈