



WAYPOINT>

The Priory Farm Aviators' Newsletter – June 2021

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

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Waypoint Editor: Paul Jackson

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Gradually getting back to normal, we will be preparing for our fly-in with a

WORK DAY on Saturday 5 June

Please come along in your old clothes to do a little light cleaning, weeding or painting.

The fly-in is still on, at time of going to press:

Independence Day Fly-in
Priory Farm & BBQ
Sunday, 4th July
www.flyPFA.co.uk 2021

I WANT YOU to fly in!

Prize for the Best American a/c

Subject to virus regulations

N52° 27' 09.24" E 001° 07' 51.30"
 188 ft AMSL Priory Micro 129.826
 R/W 01/19, 800 m grass
100LL (cash/cheque)
 Remain clear of intensive gliding at Tiberham
 Contact: Bob Sage 01273 67334 in advance
 07789 085148 or the day
 *First-time visitors MUST PPR
Essential: Check event status

WEBCAM UPDATE

The new webcam has passed its reliability assessment and is now displayed on the "Weather" tab on the flyPFA.co.uk website. Thanks to Mik Horn for the modern equivalent of cracking the Engima code to get it to display properly and the Richard Flagg and Alan McNeal for their assistance.

The picture is wide-angle, so can't be tracked left and right like the former one. However, it can be blown up to full-screen by clicking on the large arrow in the centre to bring up a tool bar along the bottom of the image, then clicking on the extreme right icon thereby revealed. To return to normal display, hit the 'Esc' key on your keyboard.

Priory Farm Aviators are all cordially invited to the 2021 Fly-in at

Hinderclay Meadows on 19 & 20 June.

If you wish to visit, please respond so we can book your PPR. We are hoping for 60 visitors this year, so booking is essential. There will be opportunities for trial flights in Pipistrel aircraft.

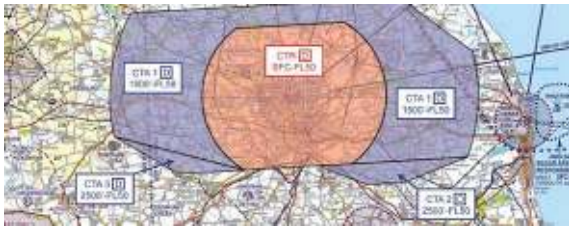
Please note that the wires have gone!

Kind regards

Terry Slater

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Being as close as we are to **Norwich's Cat D** airspace, it may be worth mentioning that the rules regarding VMC in Cat D airspace have reverted to what they were a few months ago:

From 20 May 2021, pilots will be deemed to have complied with the requirements of SERA.5001 when operating at or below 3,000 ft AMSL, or 1,000 ft above terrain, whichever is the higher, if they are flying:

Within Class D airspace:

- a) During day only;
- b) Indicated airspeed of 140 kts or less;
- c) Remain clear of cloud with the surface in sight and;
 - (i) For aircraft other than helicopters, with a flight visibility of at least 5 km;
 - (ii) For helicopters, with a flight visibility of at least 1,500 m.

<https://www.caa.co.uk/Commercial-industry/Airspace/Rules-of-the-air/Standardised-European-Rules-of-the-Air/>

One of the benefits of leaving the EU!



Minutes from the Committee meeting held on Zoom, 5 May 2021

Present: Alan McNeal, Bill Scott, John Fielding, Mik Horn, Paul Jackson, Richard Flagg

Apologies: Bob Sage, John Barker

1. Bill explained that the club's funds stand at £28,908, less a number of unpaid purchases.
2. John stated that the outdoor tables had arrived and that the outdoor chairs, indoor chairs and tables would arrive shortly.
3. Electrical work. John has met Dave Ramstead, the electrician, at the clubhouse and that the planned works will be done in June.
4. Flooring. It was felt that the floor and wall covering in all parts of the club hut was good enough as it is, for now.
5. New lobby area. The committee thought that it would be a good idea to erect a new stud wall in the hut so that a hall space would be created. John agreed to speak with Bob to see if he'd be able to do the job with his son, Johnny.
6. Locking the club hut. Richard suggested that we should consider locking the club hut overnight. Bill

pointed out that this wouldn't stop a determined thief but the noise might deter a less determined one. Mik volunteered to source a keypad lock to the main door and a bolt to the back door. Richard agreed to help.

7. Webcam. Mik has done considerable work on the webcam. It now works but the instructions are complex to follow. His objective is to provide the PFA website with a simple link to the webcam. *[But see the update on page 1.]*

8. Work day: Saturday 5 June. This date was agreed to ask members to attend to paint the club toilet block inside and out. Alan said he had a mastic gun that he would bring to seal cracks and holes in the fabric of the building. Paul agreed to advertise the occasion on Waypoint and John would list it on Facebook, nearer the time.

9. Christmas dinner. Rachel and Ed no longer work at the Norfolk Gliding Club. There are new people replacing them who will hopefully be able to cater the PFA Christmas 'do'.

10. 4th July Fly-in.

Catering: Mik and Helen Horn agreed to provide the catering. The committee agreed to pay for Helen to renew her food hygiene certificate.

Radio: Alan will be providing an air/ground radio service. He's also kindly offered to provide this at the club on occasional weekend days.

Welcome tent: John said he'd email Lorraine and Roy to see if they would provide their normal assistance. *[They have since agreed.]*

Bunting: Mik and Helen offered to bring along bunting to help decorate the 4th July occasion.

Fire Safety: John said he'd email John Dunnett to ask if he'd help. Bill agreed to assist.

Marshalling: Bob usually provides the ground management and Richard agreed to assist.

Sanitizers: John would ensure that plenty of sanitizer dispensers were provided on the day.

11. Replacement of club hut. Alan had been tasked with investigating the cost of replacing the hut, when time comes. He reported that it would be in the region of £10,000.

12. Weather system. Alan suggested that he could create a video that would explain to members how to make best use of the new weather system that he had sourced and installed. The committee agreed that this would be an excellent idea.

13. Defibrillator. Bill had looked into the cost and found that it would be approximately £800 and agreed to investigate further to provide the committee more information regarding associated costs so that a decision could be made as to whether to proceed with the provision of one.



Ultramagic H-77 hot air balloon G-CKKO will be seen from time to time at Priory Farm, now that its owner, Ian Steward has become one of our newest members. Two other balloonists have also just

signed-up: David and Robert Stagg. Welcome, Ian, David and Bob!



Blink and you'll miss it. RAF Chinook ZH892 made a two-minute training stop at Priory Farm on 26 May, as this picture taken by Bob Sage attests.

In terms of empty weight, the Boeing CH-47 Chinook is far and away the heaviest aircraft to land on the airstrip, being in excess of 11,000 kg before fuel and payload are taken into account.

The record for a resident aircraft is held by John Dunnett's Antonov An-2 at 3,200 kg, a figure fractionally less than the heaviest twin to visit: a DHC-6 Twin Otter at a Fathers' Day two decades ago.

Going, going . . .

Paul Coman confirms the fates of the 'final inflation' balloons illustrated in the previous Waypoint: G-MERC went to Bristol Balloon Collectors on 22 May, while G-BZRZ, G-OBUN and G-CCSG are in the barn awaiting scissors.

Of the remainder of Paul's 'harem', G-LAZR is in the workshop; G-BNMX and G-DURX are stored in a trailer; and G-BUYD is at home.

- ❖ Following arrival (last month) of his Tecnam P.92, Daniel Nutt has sold the Jodel D112 G-BAUH, and it departed to its new owner at Wattisham on 10 May.
- ❖ Also in fresh hands is Taylorcraft Plus D G-AHSD, which left on 14 May on the first leg of a delivery flight to the Netherlands.
- ❖ And an update on a former 'resident' from Peter Twissell:

"The Clutton FRED, [G-BGAH] which resided as a part-built project for some time in the workshop at Priory Farm, has now gone to Eshott.*

Eshott are operating a program to offer students an introduction to aviation.

The FRED will be built up into a flying aircraft by the students.

I took the opportunity to have a look around a couple of the hangars when I delivered the aircraft. They have an assortment of interesting aircraft there, including a tiny SDR biplane project which I found especially attractive."

The biplane remains unidentified, but one wonders whether it will become Peter's next project.

Members might recall that the incomplete FRED was acquired by Jon Bright in December 2010 and brought to Priory Farm, where it was hoped it could be reunited with a set of wings—the original pair having been sold to another builder by the first owner.

That was not to be, so Jon sold the airframe to Peter who, it seems, was also suffering from 'FRED fever' and removed it to his home, the better to start work there.

We close with a picture of G-BGAH at Jon's home with empennage attached (which is as complete as it ever was while in Norfolk):



*"Why the capitals?" you ask. Eric Clutton, the designer, called it the Flying Runabout, Experimental Design.

