



WAYPOINT>

The Priory Farm Aviators' Newsletter – May 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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Forget Fathers' Day; this year Priory Farm hopes to beat the Lockdown by celebrating Uncle's Day—Uncle Sam that is. It so happens that by postponing for a fortnight from 20 June, we arrive at 4 July.

There will be the usual BBQ, while the aircraft flavour will be subtly changed (we hope) by the offer of a modest prize to the best American aircraft to fly in.

Minutes of the

PFA Committee Meeting

held via Zoom, 7 April 2021

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

Apologies: Bob Sage, John Barker

1. The club currently holds £21,000 in the bank. The committee agreed that we should start using the new funds to improve club facilities, but that a sensible amount should be kept in reserve for the time that the clubhouse needs replacing. It was thought that around £10,000 might be required but Alan volunteered to obtain an approximate price of replacement Portacabin type building.
2. Heating. John agreed to seek advice from an electrician in order to ascertain a safe replacement for the two portable fan heaters currently used in the club hut. Suggestions included a permanent, wall-mounted fan heater (limited in duration with a timer) plus a low powered radiator—sufficient to keep the hut above freezing in the winter.
3. Exterior lighting. John volunteered to buy a third PIR floodlight and ask the electrician to fit the three floodlights: two to the club hut and one near the toilet block.
4. Toilet block. Paul explained that the condition of the building was reasonably good having

Independence Day Fly-in & BBQ
Priory Farm
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 Titcham
Contact: Bob Sage 01210 671334 in advance
07789 065146 on the day
*First time visitors MUST PPR
Essential: Check event status

recently received attention to the roof by him and Bob. The interior and exterior walls are in need of painting. Alan suggested that the club hold a 'work day' so that all club members could lend a hand. This would need to be done no earlier than 21 June. A date would be agreed at a future meeting.

5. The Fathers' Day Fly-in date was due to be 20 June, but seeing as this was a day before the Covid restrictions might be lifted, it was decided to delay the fly-in date to Sunday 4 July which John would check with Bob before proceeding. Paul suggested it could have an American theme and would produce a new flyer sheet once the date had been approved.

6. New exterior furniture. It was agreed that we should buy new furniture to go on the veranda.

Arriving in two weeks!

Two tables and up to eight chairs, in a resin or other hard-wearing material. Mik volunteered to investigate price and availability.

7. Hot water. Paul has fixed the old hot water heater in the club hut but the outlet currently does not reach the sink. John will ask the electrician about moving the current heater or buying a replacement.

9. Weather system. Alan explained that in order for the current weather conditions to be displayed at the radio operator's desk, a data logger would be required. The radio operator would need to use their own tablet or laptop. It was agreed that Alan could proceed and buy the device.

10. Webcam. Mik pointed out that he had the same type of webcam at home and that it operated through his router, without a computer. He agreed to get ours working. The committee agreed that this would also provide an opportunity to dispose of the old desktop computer in the club hut.

11. Defibrillator. Trevor Villa had suggested that the club purchase a defibrillator. Bill and Alan agreed to investigate the cost and feasibility and report back.

12. Interior furniture. It was agreed that it would be nice to replace the old furniture and that this should be discussed at a future meeting.

13. Pilot Aware Atom Station. Alan knew of this device but explained that it would only be useful if Priory Farm had regularly manned air/ground radio service.

14. Facebook. Alan pointed out that more could be made of the Facebook group page and that all members should be encouraged to make postings that are relevant to Priory Farm aviators.

John agreed to monitor the group page and to ensure that any new, relevant airfield and flying information is posted onto the page. More mentions of the Facebook page will be made to members.



Something for All You Sharp-Eyed Aviators

Observations by Alan Morris



This is a matter that has had me thinking about aliens since the autumn of 1952. I do, clearly, remember the year, as it was a few weeks before I joined the Navy (Fleet Air Arm) and started to work on aircraft.

It was a bright autumn mid-afternoon when I was sitting in a van in Buntingford High Street, looking north into a clear sky. I saw something travelling at a very high speed, from west to east, at an estimated height of about 30,000 feet.

I remember thinking, "That's going fast," and would have promptly forgotten it, but for the fact that it changed direction 90 degrees. Yes; a sharp right angle, putting it in a northerly direction.

Then it changed again, to resume an easterly heading. Anything that I have ever met would have broken up making such a move.

So; has anybody any thoughts?



PFA membership is ballooning, so please welcome our newest recruit, Sean Simington, who has penned this aeronautical introduction to himself:

I am a retired teacher and headmaster and ideally suited, therefore, for an aircraft involving hot air.

My first experience of balloon flying was way back in the summer of 1982 when a balloon flew over the school I ran at Eccles Hall. They



New PFA member Sean Simington needs no following recovery team. The bicycle provides transport from the balloon landing site back to base to collect his vehicle

contacted us a few days later to ask permission to fly from the grounds.

I had my first flight in the July of that same year and having the presence-of-mind to take one of those rather heavy, cumbersome (portable?) video cameras with me, I can still bore people with my first flight film—all set to music!

We flew, on a beautiful summer morning, from the school and landed up near Swaffham. The pilot was Tom Holt Wilson. By the time I landed, I had caught the bug. The following year the Eastern Region Balloon Club started organising an annual weekend balloon meet at the school and that ran for twenty-five years.

My own career in ballooning continued after that first flight with crewing and retrieving and in 1989, after training for two years, I achieved my PPL in balloons. In 1992 after taking further examinations at Gatwick and building my flying hours in various conditions I checked out as a commercial pilot flying small advertising balloons of which there were many in those days. Foot-and-mouth in 2001 put an end to many of those contracts.

Subsequently, I obtained my ratings for flying the larger commercial passenger balloons and currently I fly for Broadland Balloons out of Norwich and Eye – on a part-time basis with sixteen paying guests – to help pack away. It is not really work, as I am sharing an interest with so many people who are new to it. The funds I earn help to pay for my private passion in ballooning.

In the mid-nineties, I qualified as an instructor and have helped a good many local

balloonists get into the sky over the years. The sport has taken me to a few countries, over the decades, for flying experiences: Turkey, Germany, Canada, USA, Switzerland and on many occasions, France. Back in 1992, I flew across the Channel, taking off from a little way north of Dover and landing 15 km in France, near the town of Arges. No major feat in a fixed-wing aircraft, but more a leap of faith in a hot air balloon!

During Covid19, when permitted by the rules, I have flown solo in my balloon, taking my fold up bicycle with me—cycling being my other great interest. Flying for about 30 minutes, packing up and getting myself back to the take-off site for my vehicle and trailer. “Billy no mates” ballooning and no crew to blame when things go wrong.

Funnily enough, I have done more private flying during the pandemic than I have done for many years. The experience has enthused me.

My private balloons are a Cameron Concept (two person) 60,000 cu ft, G-BTZU, green with rainbow coloured inserts and I recently acquired a Linstrand Balloons Airchair 34,000 cu ft one-person balloon, G-NLCH. With the latter there is no basket, the fuel tank is strapped to the chair. It is a new flying skill which I have yet to develop fully.

I do not hold any other flying licence. In fixed wing it all happens to fast for me!



Please be seated. Sean and his solo balloon—a novel flying skill he is still working on



Remaining with the gasbags a little longer ...



Paul Coman (second from left in this picture taken by Keith Sowter) and helpers staged a 'last inflation day' on 24 April for four of the time-expired hot air balloons he has kept at Priory Farm.



Final chance to underline it in your Ian Allan registrations book. The knives were, literally, out for Cameron A-250 envelope G-OBUN moments after this picture was taken.

0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0



Bob Sage snapped Auster G-AHHH 'Ginger' arriving from Sleaf on 14 April to become a new resident at Priory Farm. The owner is – who else but? – Adrian Hall-Carpenter, who also has G-JAYI and the similar Taylorcraft Plus D G-AHSD to his name (although rumour has it that the Plus D has been sold).

Triple-H was first registered to Auster in May 1946 as a J1 Autocrat, but was later converted to J1A and, ultimately, a J1N Alpha (as indicated by the rudder horn balance). Its varied life has included a spell in France as F-BAVR from 1950 to 1970.

Little Sir-Occo How Do You Do?

It looks like a tie-breaker in an aircraft recognition contest, so n-squared points go to any member identifying the Jurca MJ-5 Sirocco as the type illustrated below.



This plans-built example from France, F-PYPR, was photographed by your editor while visiting Rochester in October 2011, but communal PFA recognition skills will be sharpened when we have one based at Priory Farm.

First, however comes the small matter of building it—a task which can confidently be left in the skilled hands of Chris Barnes, the constructor of (amongst other things) our based, scratch-built Chilton DW1. Chris has already put a tick in the first box—the one marked "Order wood".



DW1 duo: Chris (right) and David Reid of Felthorpe in their homebuilt Chiltons at Northrepps on 17 April

And a Different Echo

A Tecnam P92-EA Echo, to be precise—delivered in on 29 April and now resident in Hangar 2. A change of ownership to Daniel Nutt (formerly flying Jodel D112 G-BAUH) has been initiated. The Italian-designed aircraft (G-CBGE, the first of type for Priory Farm) was built from a kit in 2002 by Tom Robson of Kings Lynn.



WEBCAM UPDATE

The webcam is now working again on a 'probationary' basis. Once proved reliable, it will be linked to the flyPFA. co.uk website.

