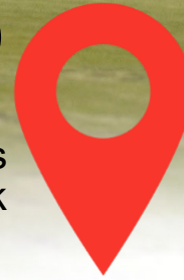


April 2023



WAYPOINT INT

Newsletter of Priory Farm Aviators
www.flypfa.co.uk



Committee Members

John Fielding (chair), Bob Sage (airfield owner), Mik Horne (Treasurer),
Alan McNeal (WX station, R/T, Waypoint editor), Paul Jackson, David Brown, Richard Flagg (webmaster),
Paul Archer, Sean Simington (social events booking), Julian Campbell, Nigel Hall (Club insurance).

Membership

A final reminder to those of you who have not yet renewed your PFA membership or paid your 2023 subscriptions, due on 1st January. You will get a final reminder at the beginning of April after which your membership will lapse. You will no longer get club information emails and will no longer receive Waypoint. So, if you want to continue your PFA membership, please act now!

Chairperson



Bad news! As shown in the committee meeting minutes below, our esteemed Chairman, John Fielding has decided to step down at the end of 2023 after seven very effective years in the role. There was much dismay and gnashing of teeth at this news, John being a much appreciated leader.

The Good News! We have a Chairperson elect. David Brown, a recent but very active club & committee member, a very experienced pilot & owner of G-SWAB has indicated he is willing to serve as Chairperson from 1st January 2024. This continuation strategy was unanimously approved by the committee, but the

election will be finally voted upon at the end of the year.



David will 'mirror' John's activities alongside his present role of the club's 'Airfield Facilities Officer'. It's a good job David is a bundle of energy! Having said that, for the rest of this year he will appreciate help from any PFA member in keeping the club facilities fully functional, so if you can help with expertise or just a useful pair of hands, please contact David to make his club life a little easier.

Airfield Woes...and some good news

Some of you will be aware that **Doncaster Airport** has recently closed. This Yorkshire airport had a long and prestigious career as RAF Finningley before serving the Yorkshire area as a civilian airport in 2005 as Doncaster Robin Hood airport. The name changed in 2016 to Doncaster Sheffield Airport, but its future was to be short-lived as the owners, The Peel Group deemed the airport uneconomic. Another valuable aviation facility seemingly gone for good.

Rougham Airfield

More sad news - Rougham Airfield near Bury St Edmunds is to close at the end of May! After ten years as an unlicensed grass airfield with a flying school and some privately-owned aircraft, Rougham Estates have announced that leases will not be renewed and that the land will revert to farming activity. Some sceptical people claim the land will actually be sold for housing & industrial development, but that remains to be seen. Sadly, another GA airfield bites the dust! It never seems to end.



Swansea Airport

A couple of years ago I was commissioned to train a group of radio operators at Swansea Airport as part of an investment programme to enable the airfield to get its lapsed CAA licence back. The CAA licence was subsequently reinstated and a major refurbishment programme followed with ambitious plans to attract private & commercial aviation back to this picturesque airfield right in the middle of the UK's first Area of Outstanding Natural Beauty. Sadly, a couple of

week ago Swansea Airport once again lost its CAA Licence due to safety management and manning failures. The future of this potentially superb airfield is now in the balance.

....better news!

Retford Gamston Airport



Gamston in Nottinghamshire has seen extensive civil engineering work over the last six months to create a unique facility - an active airfield with flying schools, commercial jet & turboprop operations, a gourmet restaurant...and now, an automotive test & research facility - right alongside each other!

Thatcham Research, the famous automotive test & safety research organisation, funded by the UK motor insurance industry now owns Retford Gamston and has pulled off what some might think impossible - aviation and vehicle research operations on the same site! Your editor is a consultant to the airfield, having carried out training & mentoring for the AGCS tower staff to enable them to comfortably handle airfield movements alongside automotive activity. Initially I was sceptical that it would work, but Thatcham has invested considerable resources in the project, through a very experienced airport operations consultant (who engaged me on air traffic ops) to make it all work seamlessly. A rare good-news story, where the airport owners have the foresight to see that both activities can work alongside each other. If you fancy going there and experiencing this unusual facility...and its superb restaurant, go to the Retford Gamston airport website for flying-in data.

RAF Honington

Some of you will remember a PFA visit to Honington several years ago to see the RAF Regiment Museum based there. Honington has not been a regularly active RAF airfield for some years, but that is about to change. I quote from their recent announcement...

'We are very excited to announce and give a warm welcome to 611 Volunteer Gliding Squadron as they return after 8 years of not flying and make RAF Honington their new home.'



'At the moment, this means lots of Staff Flying to bring everyone up to the correct standard, but the aim of the Unit is to provide flying opportunities to RAF Air Cadets and Combined Cadet forces; both with experience flights and also training them to fly solo and beyond at just 16 years old.

Currently the Squadron is operating 2 Viking gliders, 2 weekends a month, but this will soon be increasing to more (both aircraft and weekends) especially as the weather starts to improve!

PFA pilots - look out for them in the local skies and remember this will now be a designated Gliding Site, so watch out or remain clear!

Coming up...!

From Richard Flagg

This year's PFA trip is to the Thorpe Abbots Museum at 1800 on Wednesday 5 April 2023.



1800 to 1915 Explore Museum.
1915 Tea/Coffee and Cakes for sale at the museum.
1930s film show.
2030-2045 Film show ends.
Depart by 2100.

The shop will be open during our visit with a great range of books and other merchandise on sale. Restrooms are on site. No dinner provided so make sure you eat before you come!

A donation to the museum from each person would be greatly appreciated, we trust those who go will put donations in one of the many donation pots around the museum

Please can you advise me on reflagg@gmail.com or via text message on 07896 573704 if you are going so he can pass rough numbers on to the museum.

Museum details are as follows:

100th Bomb Group Memorial Museum,
Common Road,
Dickleburgh, Diss,
Norfolk
IP21 4PH

Precision Flying

Isn't that what we all do? Ermm, probably not! Now, here's a thing - if you want to test your flying accuracy both in cross country navigation, landings and have a lot of fun doing so, entering a Precision Flying competition event is a great way to do it and a terrific flying day-out too.



The good news...

There is an event coming up in April! An **Introduction to Precision Flying** will be held at an airfield near you - **Peterborough Sibson, on 22/23 April!** Even better news - one of its leading exponents and organisers is none other than our very own Chris Barnes, owner of the Red Chilton and one of the Groppo Trail aircraft here at PF. Chris has been organising & competing in these events in the UK & Europe for 40 years - and has won some of them.

Like so many other things, Precision Flying events have been knocked back by three years of Covid pandemic. This Sibson event is a laid-back fun weekend designed to regenerate interest in, and introduce the sport to pilots who have not had a go before. As fellow PFA-ers I think we should give Chris some support on this this don't you?

This is the first of two articles on Precision Flying. In this Waypoint is an outline of what its all about. Next month's article will go into more detail on the finer points of Precision Flying and some tips on how to do it well.

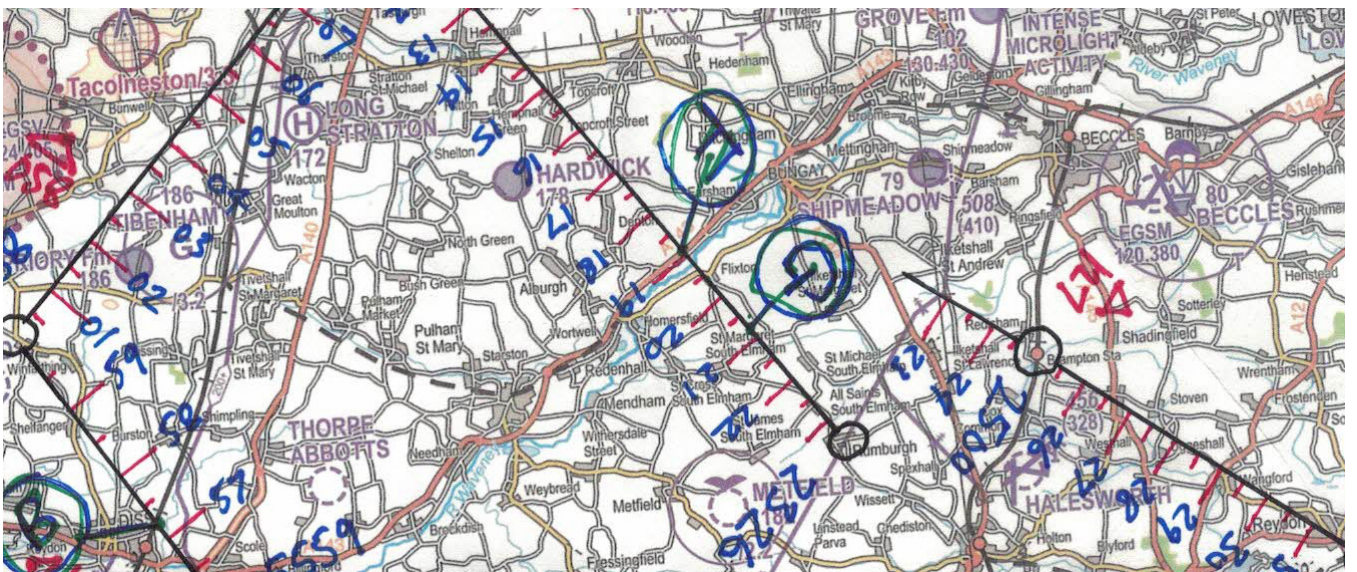
The Competition Elements

There are two parts to an event.

A Navigation exercise involving a cross country course of approximately 50 nm around waypoints, landmarks and ground markers, at a pilot pre-declared cruise speed, with times to & between waypoints logged. You will carry a GPS data logger that will show your course against the designated track on a map.

A spot landing exercise, involving four landings in various aircraft configurations onto a runway with markers to show touchdown accuracy.

So how does the Navigation Exercise work?



On entering for the competition, you indicate your aircraft type and the airspeed you want to fly at - between 65 and 90 knots.

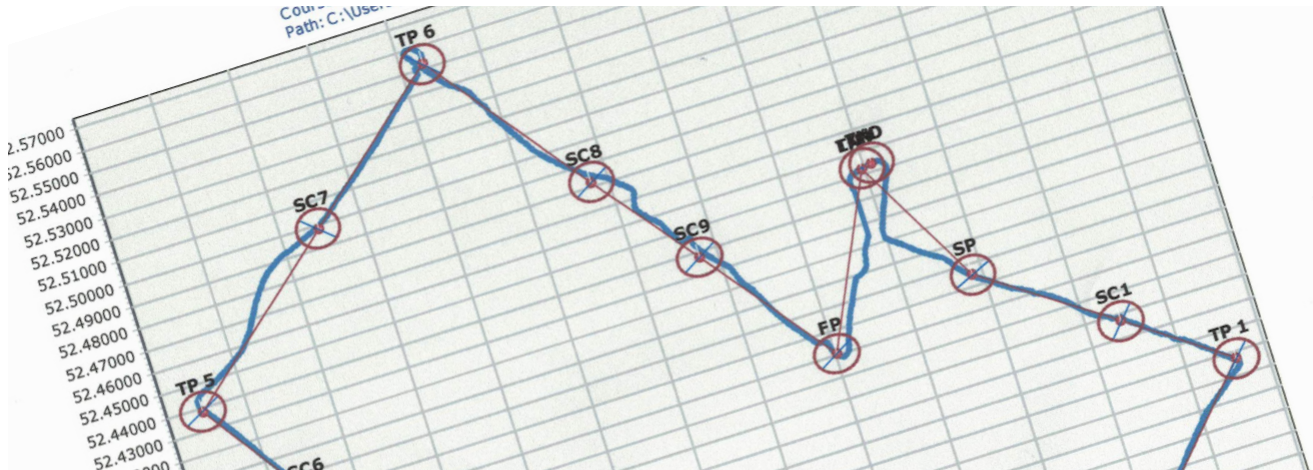
On the competition day, the Director will formulate a starting list with the fastest aircraft going first. An hour before your start time - your take-off time, you will be given an envelope of the flight details which includes a map with the turning points on the course shown on it and including a time schedule which you have to maintain whilst flying round the course.



It will also contain photographs of the turning points and objects scattered around the route for you to identify. There are also ground markers placed around the course. These will be large 3m letters. E.g. as you fly up to the starting point, you will have a photo of it to make identification easier. You have to show these markers on the map to indicate you have seen & identified them.

Whilst doing all this you have to maintain your time schedule given on your information sheet. On the day the timings given to you will have been calculated on your chosen cruise speed, allowing for wind speed & direction that the Director decides is sensible. If that proves to be different in the air you have to try to compensate in real time.

To help with all this, you will carry a GPS logger in the aeroplane that will show your course overlaid on the route and give your times at each waypoint and overall. Penalties are deducted for being early or late at turning points.



Simple! After landing you get a little time to tidy up your map. Then you get a debriefing with the downloaded GPS logger data to show just how good you were! Penalties will be applied as per the rules!

Turning to the Spot Landings...



The runway will be marked across with a number of lines including a Zero line. That's the one you will aim to put your main wheels on in a touch-and-go. There will be four landings.

The first landing is power-on with the aircraft in a normal configuration. You can use flaps or side-slip and as much power as you want.

The second landing will be a power-off approach from circuit height, abeam the runway threshold, so a glide approach with no power allowed except if you are dangerously short, but that use of power will attract penalties. Flaps & side slip are still permitted.

Your third landing will also be a glide approach but flap-less! If your aircraft has no flaps, landing 2 & 3 will be similar. The final landing is with power with use of flaps & side-slipping - but this time its over a 2m high obstacle. It's nothing solid - just a strip of bunting held by two brave volunteers to simulate a hedge.

Finally, what is the best type of aircraft? All sorts of aircraft take part, but obviously a high wing type gives easier visibility of the ground below.

Do you do all this on your own? Yes and no. There are two classes. The Open Class is single crew. The Sportsman Class is for two people. If your aircraft has two seats, having a friend or fellow pilot along will make it easier and maybe more fun?

That's it! The entrant with the least penalty points wins!

The real prize is how Precision Flying tightens up your navigation & observation skills and landing technique in ways that even an Instructor would struggle to do - and its a great fun day out! What's not to like!? Why not support the Sibson event and help Chris re-establish a challenging but great fun flying sport!

Go to the BPPA page on the Royal Aero Club website. [RAC BPPA](#)

Here's a link to the BPPA Facebook page...[BPPA Facebook group](#)

Here's a link to the Flyer Magazine supported BPPA event coming up at Sibson. Don;t forget the date....22/23 April.... [Flyer Intro to Precision Flying weekend](#)

Finally - last month's PFA committee meeting minutes - enjoy!

Committee meeting minutes

Meeting held at The Gamekeeper in Old Buckenham, 1st March 2023

Present:

Alan McNeal, Bob Sage, David Brown, John Fielding, Julian Campbell, Richard Flagg, Sean Simington

Apologies:

Mik Horn, Nigel Hall, Paul Jackson, Paul Archer

1. Works completed by David since last meeting. David has dismantled and rebuilt the cold tap cut off valve for the water hose. He's sourced a new pump spray for the club and used it to treat the wooden areas around the base of the club hut and the balcony decking with anti moss treatment. He has also amalgamated the club hut's three medical boxes and combined them into one.

2. Financial. Mik had provided a monthly report to John. *This is available to any paid-up member on request.*

3. Chairperson changes. David has volunteered to replace John as chairperson at the end of 2023 and the committee unanimously approved David for the new role. (Although there was obviously great gnashing of teeth and weeping amongst the committee at the prospect of John standing down.)

4. Membership. Bob explained that there were 45 paid up members plus another 34 who hadn't yet paid their membership fees despite them being due in January. It was agreed that reminders would be sent out in early April to those members who had not paid.

5. Father's Day fly-in. Will be on 11th June and NOT on Father's Day this year. John will be away in June so David will be chairing the June committee meeting and helping Bob to arrange the event.

6. Our 5th April PFA trip will be the Thorpe Abbots USAF 100Group museum. Richard explained that there will be a film show as well as the museum to look round. Meeting at the museum at 6.00pm.

Richard will be providing more details nearer the time. He will need to give numbers to the museum by 17th March. John will send out a note to all members with more information from Richard, before this. There will be tea and biscuits only.

7. The next committee meeting will be at the 3rd May PFA barbeque - the first of the summer. John will check/source coal and lighters.

8. Broadband. Bob explained that there were ongoing attempts to obtain an improved broadband service at the airfield.

9. Fire Extinguishers. Bob gave John an invoice for the servicing of the fire extinguishers. £137.40

10. Electrical testing. David has bought some PAT stickers and commenced testing the club hut's portable appliances.

End of Minutes.

That's it for this month. If you would like to support Chris Barnes' Precision Flying Introduction day, contact me or Chris direct.

Ed.