



WAYPOINT>

The Priory Farm Aviators' Newsletter – April 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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ONLY JUST LEGAL!



29 March, and mere hours out of Lockdown 3, Chris Barnes taxies out at Priory farm for a local flight in his Groppo Trail. A few resident aircraft have taken advantage of a relaxation in the no-fly zone to make essential test flights, but this one was the first in three months for pleasure only.



Our first visitor of 2021 arrived the following day, 30 March, in the shape of the above Sport Cruiser, G-CFUZ, all the way from Norwich. It is a moot point whether this counts as a 'visitor', for when the canopy was opened, the pilot was revealed as Jake Edwards from the Cub Group. Furthermore, the same combination of visiting aircraft and non-visiting pilot was Priory Farm's

last non-resident movement of 2020—on 20 December to be exact.



And, on 2 April, another rare sight: a helicopter. Robinson R44 G-CCIC (above) visited to refuel during a flight originating at Cheltenham. It is seen, here, carefully edging sideways towards the petrol bowser.

REACH FOR THE SKY

For any member not yet back in the air, the CAA safety notice

<http://publicapps.caa.co.uk/docs/33/SafetyNotice2021009.pdf>

might provide some informative reading.

PFA Committee Meeting

3 March 2021 on Zoom

Attended by: John Fielding – chairman, Alan McNeal, Bill Scott, Mik Horn, Paul Jackson, Richard Flagg.

Apologies: Bob Sage, John Barker.

1. Last month's minutes. Alan pointed out, and Bill confirmed, that the minutes for February 2021 had failed to mention that Bill had agreed with Alan when he had objected on moral grounds that the club was continuing to receive Covid grant money. John apologised and promised to make a correction in this month's minutes.

2. Bill explained that there were plenty of ways we could use the money but was uncomfortable with the size of grants we had received and that our bank balance was now over £20,000.

3. Bill had been in communication with Charlotte Henriksen at Lovewell Blake Chartered Accountants to ascertain the club's tax liability on the grant money. It was becoming clear that because the PFA did not undertake commercial or trading activities, it would not be liable for tax or need to file a tax return. (Since the meeting, this has been confirmed in an e-mail from Lovewell Blake.) Once the tax situation has been clarified, the committee agreed to hold another Zoom meeting to discuss options.

4. Letters from members. The committee discussed an e-mail from a member who felt it was morally wrong that any grant money had been accepted as they felt that the grants were for the support of small businesses. The member also thought that it was probably legally wrong which could have legal and financial consequences. John stated that it had been explained in previous minutes how he had gone to some lengths to ascertain that the club was entitled to the grants and that the Senior Economic Development Office from Broadland District Council had phoned and advised him that we were likely to be successful if we were to apply for the grants.

Bill stated that it was possible that other members might agree with the member's questioning of the morality of accepting the grants. Bill then addressed another e-mail from

a member who thought that the grant money should be used to subsidise the hangar fees of those members with aircraft at PF. Following his discussions with the accountants, Bill thought it was likely that if the club started paying towards members' hangar fees it would change the nature of the organisation and change its tax standing.

Currently, the club only pays for the running and upkeep of the club's facilities, ie, the clubhouse and toilet block. Paying out money to subsidise some members' hangarage might represent a distribution of profits to members. Alan pointed out that the club's constitution was clear in that the club's purpose was to look after the club's facilities and not to be involved in the running or finance of the airfield.

5. Dates for the AGM and Fathers' Day fly-in. It was felt that it would be unwise to fix new dates for these events until nearer the scheduled time. It was possible that the regulation for groups of people could loosen or tighten before then and that there was little to be gained by making a decision now.

6. Alan pointed out that it was possible that some members might be making Covid-regulation permitted flights and asked that the new weather system be reactivated. He thought that it would probably only be necessary for the router to be powered up. John replied that he may be going to the airfield soon and would try to turn it on.

7. The committee expressed their appreciation and thanks to Linda Smith who had very kindly written a concise and full report on the complex changes to pilot licences following Brexit.

Further actions

The committee held an e-mail vote on 22-23 March with the following result:

Q: *“Do we carry on accepting the Covid grant (Local Restrictions Support Grant)?”*

The votes were:

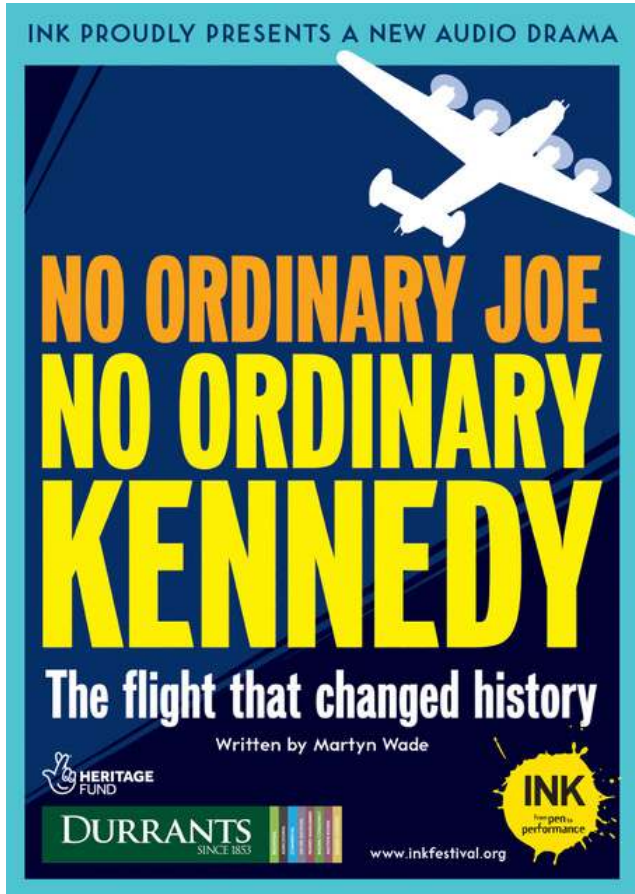
YES (5): Bob Sage, John Fielding, John Barker, Richard Flagg, Paul Jackson

NO (3): Alan McNeal, Mik Horn, Bill Scott

Accordingly, a future Committee meeting will address the question of how the money might be wisely spent.

Arts & Culture Column

Members interested in history might be aware that Joe Kennedy, elder brother of John F., lost his life in an unusual aerial accident when flying out of nearby Fersfield aerodrome during the Second World War.



No Ordinary Joe, No Ordinary Kennedy examines Joe's complex character, and traces events which led Joe to volunteering for a top-secret and highly dangerous mission, in which he was required to fly a Liberator plane packed with explosives and bail out before it crossed the Channel. Tragically his plane exploded over **Blythburgh, Suffolk** killing him and his co-pilot, Lt. Wilford John Willy (Bud). This play is to honour them both and all those who flew and lost their lives during WW2.

Originally planned last year to tour Suffolk airfields **No Ordinary Joe, No Ordinary Kennedy** will now be performed as an audio drama and **will be released from 8th April (the planned start date for INK Festival 2021)** at www.inkfestival.org — an optional small donation will be suggested to help raise funds for INK and The Halesworth Museum.

About INK

INK is a theatre company and registered charity, that sources, develops, and produces the best new short plays for stage, and radio, by writers from East Anglia and beyond. Each year we showcase the new work at The INK Festival which sadly has had to cancel in 2020 and 2021.

www.inkfestival.org

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More on Licensing ...

Thanks to Linda's valiant attempts to stay on top of the regulation situation, here is the latest episode:

Well, I did say in last month's magnum opus that things were changing quickly. There've been two significant changes this month (at least two that I'm aware of).



Licences after Brexit

What does your licence entitle you to do?

Last month, I told you that if you hold a UK National licence or an NPPL, you can only fly G-registered, non-UK Part 21 aircraft for which you hold a valid rating. This has now changed. On 5 March, the CAA issued ORS4 No. 1471 (caa.co.uk). It allows you to fly G-registered UK Part 21 single engine piston aircraft and touring motor gliders VFR within the UK, provided that the flight is not a commercial, training, cost-sharing or introductory one. See ORS4 No.1471 for the exact provisions. It is valid until 30 June 2021 and the CAA has indicated that this is a temporary measure which will be replaced by permanent provisions.

Medicals

Pilot Medical Declarations

Last month I told you that an exemption set out in ORS4 No. 1421 (caa.co.uk) allows holders of a UK Part-FCL PPL or a UK LAPL to fly with a Pilot Medical Declaration provided that they meet the conditions set out in ORS4 No.1412, but that the exemption only applies until 31 March 2021. It seems that Regulation 4 of The Aviation Safety (Amendment) Regulations 2021 (which came into force with effect from 28 January 2021) allows UK Part-FCL PPL and UK LAPL holders to fly both Part 21 and non-UK Part 21 aircraft in the UK with a Pilot Medical Declaration provided:

- ❖ you fly with three or fewer passengers
- ❖ the aircraft has a Maximum Take-Off Mass of 5,700kg or less
- ❖ you remain in VMC (unless you're exercising the privileges of an IMC/IR(R) rating)
- ❖ you fly by day (unless, if flying by night, you're exercising the privileges of a Night Rating and colour safety has previously been checked by an AME).

The CAA has issued a clarification notice CAA SkyWise Alert (mailchi.mp) which says that the information set out on its website is now correct. If that's the case, I don't understand why ORS4 1421 remains in force, but let's not go there.

Linda Smith
20 March 2021



Two departures of resident aircraft and two arrivals are on the cards for the coming weeks. The first change occurred on 3 April when Tom Twyman's CFM Shadow, G-MVFH (pictured below the day before), departed to a new owner at Darley Moor (109 nm away, the other side of East Midlands Airport).

Delivery was effected by Trevor Villa in a 2hr 5 min sortie through less-than-perfect weather.



Airfield Status

Priory Farm actual weather is again available for viewing. The problem proved to be simple to fix, as an unknown person decided to pull the connecting plug out of the weather station. Please don't fiddle!

The webcam is proving more intransigent, but will be sorted in time.

