



WAYPOINT>

The Priory Farm Aviators' Newsletter – July 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

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Raise your hands all those who smugly thought that with the real Fathers' Day (20 June) a washout, the law of averages would guarantee that our Independence Day fly-in (4 July) would go without a hitch. A combination of Boris Johnson and Michael Fish – well, the Met Office forecasters, anyway – scotched that idea, so that even the private, PFA members only, DIY BBQ had to be called off. There were some heavy rainstorms during the 4th, so the decision was a valid one—but no less disappointing for that.

So; we are back to this **Wednesday 7 July** for the monthly bring-your-own-food and utensils evening BBQ. *Weather permitting.*

We might have another go at a daytime/weekend BBQ in a few weeks' time, so keep checking your e-mail for a message from the Chairman,

WORK DAY Saturday 5 June

Thanks all the cheerful volunteers who kindly gave their time to the club on 5 June.

Much painting, cleaning and tidying was achieved and a potentially serious structural weakness was spotted in the toilet block and rapidly rectified by Jon Sage, ably assisted by Bob.

In the group photograph are (L to R) Linda Smith & Laurence, Alan McNeal, John Fielding, Mik Horne, Sean Simington and George Baczkowski. In addition, Paul Jackson Pete Twissell were late on parade and just missed out on the snap.



JUNE BBQ – MISSION ACCOMPLISHED



A fine evening on 2 June took some of the sting out of the month's later disappointments, bringing no fewer than three visiting aircraft to partake in the BBQ.



The evening's festivities were rounded off by a balloon ascent by David Stagg in a Thunder & Colt 31A, G-MUTE — causing some surprise to the local spotters, as it is registered to an owner living near Edinburgh.



Welcome . . .

To two new members of the PFA:

David Brown – now of this parish, but previously of Jersey (and the story of how the one state of affairs became the other state of affairs is recounted in 'At the Hangar Door') and

Dorothy 'Dot' Mathie – a good and long-established friend whose Auster G-AIGF is kept at Burgate and whose late husband, Al, was known to many in the PFA

MONOWDEN — TWICE

But leesen very carefully, I will say this only wernse:

This year's Boxted Fly-In will be held by the Suffolk Coastal Strut at Monewden on Saturday 10 July. If you have not booked and received a PPR slot *Don't Go*, because it is fully subscribed. That said, you are free to check for cancellations in the days immediately prior.

However, on Sunday 29 August Steve Eustace will be holding his Monewden Airfield open-day/fly-in. The event is still in planning, but if you are interested in attending, information will be released by the Suffolk Strut.

The contact details for **both events** are available from Martyn Steggalls.

www.suffolkcoastalstrut.org.uk

Minutes from the Committee Meeting held at Priory Farm

2nd June 2021

Present: Bob Sage, John Fielding, Paul Jackson

Apologies: Alan McNeal, Bill Scott, John Barker, Mik Horn, Richard Flag

1. Construction of new stud wall in club hut. Bob pointed out that if we were to create a new room, it would not have the necessary two exits that it would need if it was to be deemed safe for emergency evacuation. It was decided to shelve the idea.

2. Work Day 5 June. John agreed to buy paint, brushes and sandpaper for the planned work day. He expressed his concern that it might end up as just him and a couple of helpers, particularly as he had originally suggested that the club pays for the work to be done. He would send out an e-mail to all members to ascertain how many members would be willing to help.

3. Fly-in 4 July. Volunteers had filled the jobs needed to be done

on the day. Paul suggested we buy a bottle of Jack Daniel's as the prize for the best American aircraft to visit on the day. John agreed to source it ... and an American Union flag. John pointed out that Simon had kindly agreed to unveil a plaque that he had made for the new veranda that he'd also built for the club.

4. Old computer. Rather than throw it away, the committee decided to keep it in the club hut so that those without smartphones/pads could still access the internet.

5. Defibrillator. Bill supplied the committee with a very useful article regarding the choices that need to be made when buying a defibrillator. It also made it clear that buying one was not straightforward and would come with a responsibility to maintain and possibly involve training.



Adrian Hall-Carpenter has bought a new aeroplane. Can you guess what it is?

All together now: Yes! It's an Auster.

G-BLPG arrived at Priory Farm from Dunkeswell on 1 June and was formally registered to Adrian on 25 June. It is a J1N Alpha and, in fact, seems to be the very last of the 'N' variant built by Auster. The official build date is 1959, but it was not registered until 1971, when it became G-AZIH, suggesting that it was initially stored, dismantled, for more than a decade. Then 11, years later – for no known reason – it was re-registered as G-BLPG.

It now flies in the markings of the Royal Canadian Air Force (see photograph), with which it never served. In 1948, the RCAF received 36 Auster AOP.6s numbered 16651 to 16686 and six dual control T.7s, 16687-16692, retaining them until the mid-1950s. Numbered '16693' it is clear that Adrian's aircraft uses the next vacant serial number.



The things people will do to get to Priory Farm! In welcoming David Brown on the previous page, we hinted at a story to be told. David built a Sherwood Ranger XP himself and registered it G-SWAB (reflecting the initials of family members) in 2014. By this time last year, it had flown some 80 hours, powered by an 80 hp Jabiru 2200 engine.

Transferring to a new base should have been no big deal, save for the slight technicality that this was all done on the island of Jersey. On 13 June, G-SWAB repositioned to Norfolk in an epic, eight-hour journey, stopping at Alderney, Sandown, Booker and Duxford—opting, it will be noted, for the long Channel crossing and not taking the easy way of Calais–Dover.

Obviously, all went well, and Bob Sage's photograph, below, shows the aircraft taxiing in upon arrival.



In a manner of speaking, the Sherewood Ranger was coming home for – despite being named after a Nottinghamshire public house when first flown in 1992 – Russ Light's design is now marketed as a kit by The Light Aircraft Company, based at Little Snoring.



'Priory Micro' Answers Back!

Don't be surprised if your 'blind call' elicits a response at busy times. Alan McNeal has

volunteered to operate the radio on an occasional basis and although he is qualified as a FISO, all pilots on-frequency should remember that – as before – no "air traffic service" is being provided.

