



WAYPOINT>

The Priory Farm Aviators' Newsletter – November 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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Action *This Day*, as Churchill used to say. You need to respond to the Chairman to participate in the two PFA events coming up.

If you wish to join us at *The Old Ram* (A140, just south of the Pulham roundabout) at 7:30 PM on **Wednesday 3 November** for a meal **please e-mail the Chairman ASAP** (if you haven't already done so) in order that he can reserve a table of suitable size. There's no penalty if you suddenly find you are unable to attend. See <https://theoldramnorfolk.co.uk>



There are two car parks, North and South of – and accessed from – the side-road, Ram Lane.

The **Christmas Social** will be held in the Gliding Club on **Wednesday 1 December**; 6:30 PM for 7:30 PM sit down. The meal will cost £19.50 per head, payable on arrival; drinks extra. Please bring a raffle prize. **Let John Fielding know by 17th November** if you're coming.

Getting into the Christmas spirit early:

“... and this shall be a sign unto you”



Thanks are due to Roger Doggett for renewing the 'Control' sign adjacent to the Clubhouse door, its predecessor having become mouldy and tatty over these last few years.

And to quote a harvest-tide hymn, the hut has been covered with green, protective creocote by Jon Sage

“... 'ere the Winter's storms begin”



Meet the (New) Members:

Peter Osborn

A hearty welcome to our most recent recruit, who introduces himself thus:

I'm a 75-year-old retired B1 aircraft engineer now living in Harleston. In the past I was heavily involved in hang-gliding, including construction of my own Quicksilver from plans.

Have also done some flying in friends' GA aircraft whilst working overseas, but don't hold a pilot's licence. Whilst an engineer in the RAF, I was fortunate to get flights in Hunter, Buccaneer and Lightning aircraft. I have just taken delivery of a sub-70-kg powered hang Glider from Flylight at Sywell and am looking to add power rating to my BHPA 'hill pilot' rating.

My 16-year-old grandson is an aviation enthusiast having had air experience in Ikarus C42 (microlight) and GA aircraft.

Here's an old image of my plans-built Quicksilver in 1975 (not myself in picture):



And my current sub-70 wing, which is a later version of the PB called an Adam (better glide angle). See more at <https://www.bmaa.org/files/mf2101.pdf>



Following last-month's introduction of Michael Gibbs, Chris Jefferson added this:

It's good to see that Michael Gibbs has joined us with his Chilton—his is a name I remember from my days at Redhill. Although I can't recall ever meeting him, I did fly in his Tiger Moth G-AOBX on several occasions, and a nice example it was too.

As Tiger Moths go, G-AOBX has led quite an interesting life, having been owned by Leisure Sport in the 1970s and operated on floats from the lakes at their Thorpe Park amusement estate, along with their impressive Supermarine S.5 replica G-BDFF. At the time, Leisure Sport also housed a number of full-size Schneider Trophy racers and World War One replicas at Thorpe Park, but these were disposed of at an auction in the late-1980s.

Just prior to its floatplane adventures, G-AOBX was also something of a film star, appearing as a Fokker-Pfalz in the movie 'Aces High' that was filmed at Booker Airfield in the mid-1970s. Today, restored in a traditional yellow and silver scheme, G-AOBX is now owned by a syndicate of former Concorde pilots.



Minutes of the

PFA Committee Meeting held at Wreningham on 6 October 2021

Present: Alan McNeal, Bob Sage, John Fielding, Mik Horn, Paul Jackson

Apologies: Bill Scott, John Barker, Richard Flagg

1. Bank. John gave the committee copies of the bank statements for the previous five months. He explained that Bob and he now had copies of the keys so that they could collect money deposited in the donation tins in the club hut. John mentioned that he'd spent £8 for the purchase of cakes and paper plates for the recent fly-out. The committee agreed that he could be reimbursed for this.

2. Floodlights. Two of the three new PIR floodlights are fully working. John has bought a new one to replace the faulty one above the entrance to the club hut. Mik said he'd be able to fit it.

3. Fire extinguishers. Bob has booked someone to service them.

4. Insurance. Bill has renewed the liability insurance on the club hut. It was £156.80 which he paid using his own credit card for which the club has now reimbursed him. The cost and cover were identical to last year's.

5. Wood treatment. Alan has sprayed the entire hut with Wet & Forget anti-mould treatment and Bob's son Jon will be sanding and painting it using the new 25 litre container of Barrettine holly green protective treatment. This was purchased by Bob for £115.68 and he has been reimbursed.

6. Internet connection in club hut. The weather system and the webcam both rely on the internet and have recently suffered some periods of interruption caused by temporary failures of the Unicom-provided broadband. John suggested that we could consider a portable wireless 4G router as this would save money and not rely on cables and wires. Mik suggested that we could consider Wi-Spiar. Bob pointed out that our broadband service contract had another 11 months to run and that we should consider alternatives at the end of the contract.

7. Christmas dinner. John asked Bob if he could 'firm up' Wednesday 1st December with the Norfolk Gliding Club caterers. He would also ask if we could use their facilities for the AGM on [Wednesday 5th January](#).

8. UL91 provision. The committee discussed the possibility of using club funds to assist Bob to purchase the ability to sell UL91 fuel at Priory Farm. It was decided that there were too many unknowns to move forward with this, including the matter of who would take on the management and billing of the fuel. Whilst E5 'premium unleaded' was still available at petrol stations, it was decided not to progress the matter.



Members will recall the report in the Committee minutes last month of a donation to the Air Ambulance service. Those with long memories might regard this as a delayed appreciation of the helicopter's rapid intervention nearly ten years ago (28 January 2012) when our popular and capable member, Al Mathie met with a fatal accident at Priory Farm. It is impossible to claim the debt has now been repaid in full—but it is remembered. . . as Al.

In that connection, the Chairman has received this letter:

Dear John,

On behalf of everyone at East Anglian Air Ambulance (EAAA) it is my pleasure to thank you for your very generous donation of £2000.00. Please pass on my sincerest thanks to everyone at the club who has contributed to this amazing total. Your support is really appreciated by all of us, during what has been such a challenging time for everyone. Please accept this letter as your receipt.

Thanks to the generous support of people like you, we have so far weathered the effects of the pandemic, continue to be there for the people who need us most and have been able to push ahead with key projects, such as starting to fly 24/7 and now carrying blood on board every mission, to help our most gravely injured patients. Our pilot, doctor and critical care paramedic teams continue to make a huge difference to people's lives, taking the A&E department to the patient, wherever they are, when every second counts.

And now for the first time in our history, we are providing a 24-hour helicopter emergency medical service (HEMS) for the whole of East Anglia. Becoming a 24/7 service by air and by road has been a long term ambition of EAAA's, and we are very proud to say that we started flying 24/7 in June.

Thanks to community support, we can now provide the same level of care no matter what the time of day or night when someone needs our help. Reaching this goal despite the challenges of the last year and a half truly shows what incredible support we have in the region; from people like you. Everyone at EAAA continues to be immensely grateful to the community which keeps our crews flying and saving lives. We know none of this would be possible without that community.

Thank you again for your support which will help to keep our crews flying and saving lives, 24 hours a day every day of the year.

Yours sincerely,

BL Ashby

Supporter Engagement Team



Adrian's Auster fleet continues to diminish, the latest departure being G-JAYI, which relocated to Brighton in September and is now registered to Ben Hinsley of Snaith, near Goole.

And welcome back to Jodel D112 G-BOOH (Jon Bright's old mount)—although only for such time as it takes to find a buyer. 