

August 2023



WAYPOINT

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



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Committee Members

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



Editorial

August already? Where did the year go? It seems only a short time ago we were all complaining of a long & chilly spring! Now we can see Autumn ahead on the horizon.....I'm not depressing you at all am I?

Did you know?

On your PDF copies of Waypoint, you can click on the **PFA logo** in the header to go direct to the PFA website Home Page. Click on the **Facebook** logo and you go to the PFA Facebook page! Click on the red waypoint map symbol in the header and you'll fly off to the PFA website page that has all the past issues of Waypoint on it! To return to Waypoint, just use the 'back' button on your browser. Handy, eh?

Roger Burroughs

Roger's funeral was held on 5th July at Scoulton. It was well attended by the many people who knew, liked & respected this aviation stalwart who will be missed personally & professionally by our flying community.

Picnic tables

Our well-worn but characterful picnic tables need some protection work while the weather is dry. Our ballooning pilot & committee member Sean Simington has volunteered to do this work with a few of his ballooning crew so well done Sean!

Pylons development

You have all had an email from John Fielding on this, but here it is again as a 'call to action'.

*If you've completed the latest feedback form, objecting to the pylons, thank you. If you haven't ... get off your a***.*

National Grid will start building the pylons in 2027 and they will be operational by 2030. The current planned route runs north/south approximately 700 metres to the west of our runway.

Three reasons to object to the close proximity of the pylons are shown below. Please note that if you rent hangar space from Bob, you are a "Potentially affected landowner or tenant/occupier."

LINK TO THE FEEDBACK FORM: <https://norwich-tilbury.participatr.io/>

Click on the link to go straight to the Norwich - Tilbury public Feedback Form! (Ed)

1. Should an aircraft suffer power loss on take off or landing in the airfield's circuit configuration, a safe emergency landing would be compromised. It is not possible to change the circuit pattern to the east side of the airfield because this would take the circuit over the top of neighbouring Tibenham Airfield where there is cable launching of gliders.

2. The Civil Aviation Authority document CAP 793 states: 'The runway should, wherever possible, be designed such that trees, power lines, high ground or other obstacles do not obstruct its approach and take-off paths. It is recommended that there are no obstacles greater than 150 ft above the average runway elevation within 2,000 m of the runway mid-point.'

3. There are around 30 aircraft and balloons flying from Priory Farm and the airfield frequently has visiting aircraft. It is particularly busy at weekends. Our recent fly-in was attended by over 50 visiting aircraft.

National Grid recently appointed an 'aviation specialist'. We will be trying to arrange for this person to visit PF to make them aware of the dangers of installing pylons so close to Priory Farm Airfield.

These pylons won't lead to the closure of PF but they will have a negative effect on operational safety. Other interest groups and home owners will be campaigning to have the pylons moved away from their properties. The louder and more reasoned our objections, the further the pylons are likely to be positioned from us.

Events

In response to my plea for info & pics from fly-outs you may have visited - or just interesting airfields you have visited, Tom Twyman and Victoria flew the blue Tecnam Echo G- CBGE over to the Heveningham Country Fair and by all accounts had a good time.



Some of us went to this last year. Adrian in Auster G-AHHH, John Fielding and I in his Skyranger and if memory serves, a few others. There was a Lynx helicopter stuck on the balcony at the back of the house!



Les Ballons en France

Balloonist Paul Coman reports that he and friends are currently away at Chambley in France at the balloon meet which happens every there two years. They have flown more than is possible in England due to our inclement weather and the rather more reliable French version!



The Balloon Meet hosts approximately 300 to 400 balloons from many different countries. Here are some pictures for your d e l e c t a t i o n ...



Airfield Matters

We balloonists are used to being told that we talk a good flight but the weather in recent weeks has really kept us grounded despite our best efforts. Despite the hot air(sorry) we do have our uses.



We are pleased to report that volunteer balloon members of PFA David Stagg, Jo Scott and Sean Simington managed to complete the coating of the clubhouse picnic benches with preservative paint. Despite the fact it is summer and the middle of July we had to take shelter in the barn to complete the job and ensure they had time to dry completely before the next downpour. They certainly look better and will last a few more years no doubt. *(Report from Sean Simington)*

Visit to RAF Marham

The East Anglia Airspace Users Working Group arranged a day at RAF Marham for local pilots to interact with Marham based RAF units and USAF units based at Mildenhall & Lakenheath with a view to enhance flight safety and avoid aerial conflicts. John our excellent Chairman was contacted and kindly passed on an invitation for pilots to fly into Marham for this meeting last week. Seeing it was a chance to fly into RAF Marham it was too good not to follow up!



Various emails followed between us and the ever helpful Steph at Marham, the main issue being they needed something called AVN95 to appear on the insurance documents to ensure that you had something like £7m worth of insurance ... so .. probably enough to cover a left aileron if you bumped into a marked F35 !

With my Sherwood down ... blown Jabiru engine, I searched around for a switch of aircraft and insurance docs and Skyward kindly came up with both of their PA28s ... so I was able to fly 'MY' into the Dam Busters home airbase.

Arrival slots were handed out and the wind on the day meant around 16 min flight time .. so I got airborne nice and early and orbited Snetterton to 'space' my arrival time ... called approach 10 mins out .. then switched to Tower for a low sweeping approach .. touching down within 60 seconds of my slot .. short so I could exit with a gaggle behind me jostling for positions ... meant I ran over the RHAG arrestor wires .. pretty flat ..but Tower asked if I had 3 greens and arrestors down!

I think some had challenges on arrival due to their calling the tower directly instead of approach .. some came in directly instead of positioning so there were a few close arrivals .. but Marham said that we would all learn from this and make it better for the planned family day fly in at end of August.

The meeting itself was pretty well attended ... a big mix of say 50% GA and the rest RAF and USAF operational people covering all airfields in East Anglia ..even a very young looking F35 pilot who was very chatty and very GA aware.

We covered all sorts of inter operational aspects including jet recovery (IE in-bounds from the coast E and N) and operational areas planned large exercises in September ..the knowledge from all the on hand specialists was amazing and they were very inclusive to us from GA.



One of the GA attendees did a very truncated presentation on conspicuity and we then chatted about IF the F35s could see us ... not 100% but yes .. some of the time ... the reverse not being true as the F35s don't transmit out so we can't see them..for obvious reasons.

We talked about why people do and do not use their radar services and we're generally encouraged to call them for a service to help increase awareness.

A short presentation from proximity board and chilling stories of CFIT in Scotland for 2 US jets was followed by a human factors from an ATC chap.

All in all a great day and we were bussed back to our aircraft and then exited fairly quickly to clear the base by 1630.

David S Brown

Committee Meeting 5th July 2023

Meeting held at PFA clubhut - chaired by John Fielding

Present: Alan McNeal, David Brown, John Fielding, Julian Campbell, Maurice Edwards, Mik Horn, Nigel Hall, Paul Jackson, Richard Flagg, Sean Simington.

Apologies: Bob Sage

1. 'Father's Day' (Or 'Summer'. Ed) fly-in review and lessons for next year. David expressed his appreciation for all those who helped prepare the airfield on Saturday and Sunday. He explained that there had been a great team of people who helped with every aspect of the day to ensure that everything went smoothly. The committee felt that David had done a fabulous organisational job with Bob to make the day a terrific success. The new 2-way radios were a great help maintaining control and the new catering provision from Tom Garnham received very favourable comments.

Aspects for next year:

1. Consider making PPR essential for all visiting aircraft and limiting numbers. Provide Bob's plus an alternative phone number for PPR.
 2. Concerted effort to contact and invite all appropriate influencers and content makers on all social media. Consider giving them something free to entice them.
 3. Give free and cakes to club members who help set up the site on Saturday
 4. NOTAM the event if possible.
 5. Mention the experienced air/ground radio service in any posters/leaflets as some pilots are hesitant about flying into non radio airfields.
 6. Designate and mark an area for engine run-ups and take-off checks.
 7. Warn of bumps/dip at runway threshold and ensure runway start line is clearly indicated.
 8. If busy, try to move parked aircraft, post engine shutdown according to how long they intend to remain at PF.
 9. Assign someone in a high viz jacket as flight line security so that spectators are not wandering unescorted airside.
2. Membership. John expressed his concern that if slow or non-payers of club membership fees were removed from mailing lists, they would 'escape' under the radar. He wanted to avoid a situation where there were any PF based aircraft owners, syndicate or otherwise not paying their membership fees. John felt that it would ease administration and record keeping if all members paid their membership by BACS only. This was unanimously agreed. Membership fees will only be accepted by BACS from the end of 2023.
3. PA28 school aircraft from Rougham. It was pointed out that there had been times when the clubhouse was busy with visiting flight experience customers and pupils using the club's facilities. John would ask Bob what (if any) arrangement had been made with the flying school owner to compensate the club and if this was to be a long term situation.
4. Pylons. National Grid are holding their second round of public consultations. John has sent an email out to all members asking them to attend the consultation event at Tibenham Community Hall, 10th July. He has also asked members to complete the new feedback form: <https://norwich-tilbury.participatr.io/>

John asked Sean if the currently proposed position of the pylons would cause an insurmountable problem for balloonists. Sean replied that they would not. John felt that the proposed location of the pylons would not be an existential threat to PF as there were other airfields operating with far closer pylons however David and Maurice pointed out that we should keep the pressure up on National Grid as we do not want the pylons any closer than they are proposing and that any such construction in the airfield's vicinity does compromise operational safety. Maurice pointed out that the latest report from the National Grid does mention Priory Farm Airfield.

David will be leading the PF efforts to oppose the close proximity of the pylons. He mentioned that he was liaising with Tibenham gliding club and would be attending the 10th July consultation.

5. Financial report from Treasurer Mik Horn will be made available to any paid-up member on request

6. Wood treatment. Sean volunteered to organise the painting of the club's picnic tables.

7. John McLeod trophy. John asked the committee to think about who to award the prize to this year.

8. Club fly-outs. David said he had been in contact with Ian at Norwich ATC with a view to having a fly-out to Norwich Airport and a tour of the control tower. The 16th July fly out to RAF Marham has received much interest.

9. Flying into PF from abroad. The National Frontiers Unit has been in touch with Bob, requiring an Economic Operators Registration and Identification number and other information for Border Force. This has been responded to and actioned.

End of Minutes.

...and finally

Pylons update

Your committee has been very proactive in making a solid case for highlighting that the proposed track of the pylons route runs too close to Priory Farm for safety. In particular, Bob Sage, John Fielding and David Brown have been working constructively in cooperation with Tibenham airfield in making a solid case for flight safety.

There has been a presentation of our case to all the authorities involved at Tibenham. The CAA are actively involved in this to protect small airfields. A further meeting with the local Council will be held around the time you receive this copy of Waypoint to substantiate our case, with our estimate of annual aircraft movements. More to follow as things evolve!

That's it for this month. Ed.

