

November 2023



WAYPOINT INT

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



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

Now that we are firmly into meteorological Autumn after a short 'Indian Summer', the rain and the temperatures are tumbling towards what we expect from this time of year. Apart from the serious flooding up north and Scotland, in our neck of the woods it meant postponing the exciting and very well supported PF Fly-out to the newly re-opened Great Yarmouth Heliport, otherwise known as North Denes, which sadly will not happen until April 2024.



A soaking Priory Farm



The waterlogged runway at Yarmouth

Airfield Matters

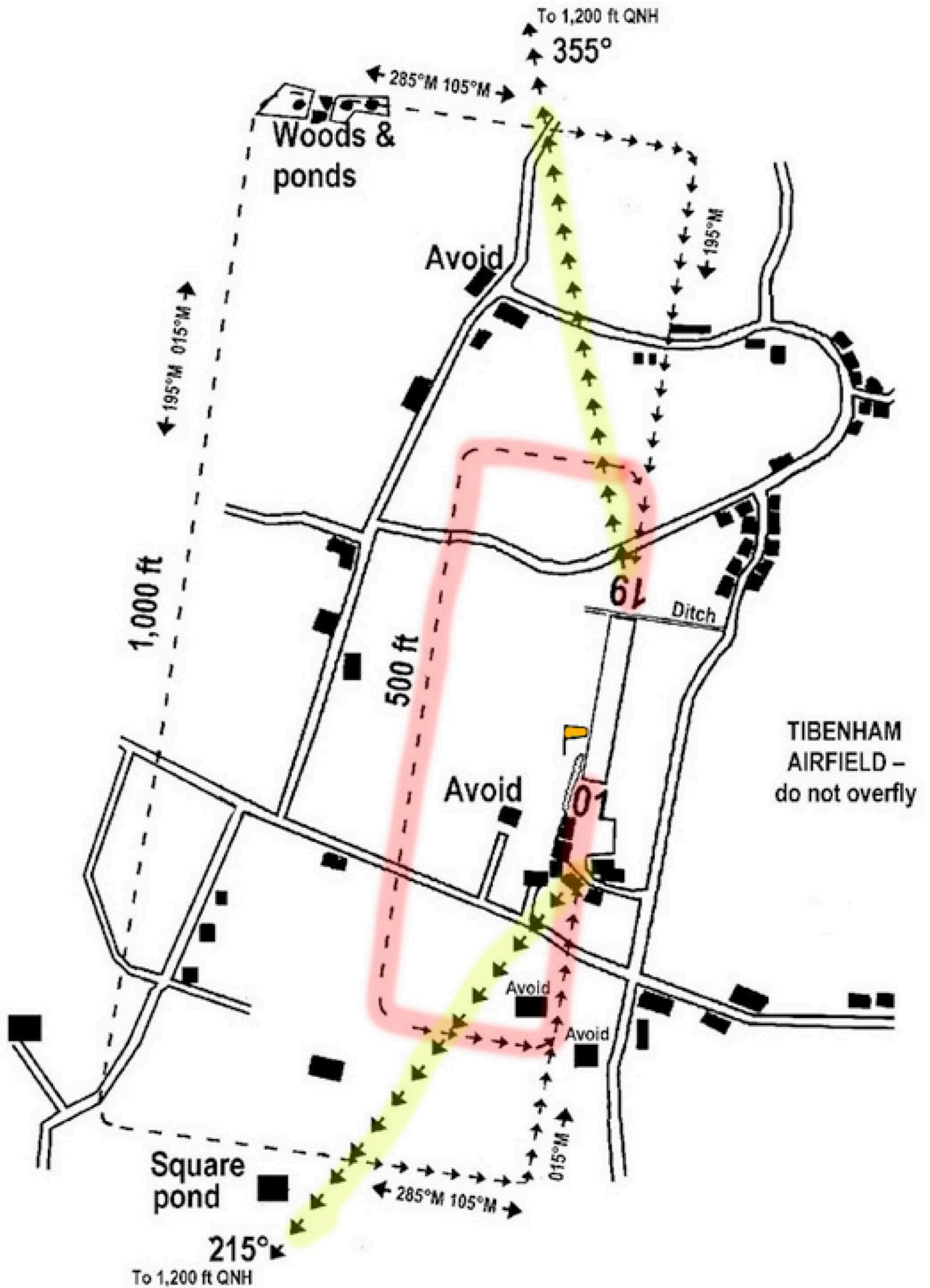
First, Skyward's two PA28s departed to their new home of Cambridge Airport at the end of September. That is good news for them after being kicked out of Rougham on its closure some months ago. I think most would agree that they probably still exist as a flying school due to Bob's generosity in allowing them to position the two aircraft here at Priory Farm over the summer months.

As I write, the 'Runway V wet' sign is up on the fence and the picnic tables are tucked away in their winter storage.

Complaints!

Less 'good-news' is that Bob has had complaints from Priory Farm's neighbours about non-compliance with the low-level 500ft circuit. Apparently, some pilots are flying the pattern in a rather loose & casual manner and have been over-flying local properties. We co-exist happily with our neighbours by minimising the noise of our aircraft over their properties. That is why there is a designated circuit pattern.

The message is from Bob - "*Whether you are flying the Class A circuit or especially the lower 500ft 'microlight' circuit, learn the pattern & follow it in the interests of Priory Farm & its neighbours. If there are further complaints, the low circuit may be withdrawn altogether.*" The PFA Committee endorse that and will be keeping a weather-eye out for those that do not comply.



Meeting held at The Ram in Tivetshall St Mary - chaired by John Fielding.

Present: Alan McNeal, Bob Sage, David Brown, John Fielding, Mik Horn, Nigel Hall, Richard Flagg, Sean Simington.

Apologies: Julian Campbell, Maurice Edwards, Paul Jackson.

1. Skyward Flight Training

The flight school left Priory Farm at the end of September. The committee acknowledged that Bob had been typically kind to the flight school operator but that their presence had evolved into something unintended at the outset.

2. Father's Day fly-in suggestion

Maurice has pointed out that Air Ambulance had been present at a fly-in that he had attended and the committee agreed that it would be worth exploring for a future PFA fly-in event.

3. Liability insurance

Nigel explained that he had been in touch with the insurers who had told him that the premium would be the same as last year. The committee asked him to proceed with the renewal.

4. Finance

Mik Horn gave a Treasurer's report. This can be made available to any paid-up PFA member on request to Mik Horn or John Fielding.

5. Membership

Bob reported that membership now stood at a very excellent 78.

6. Winter club meetings

David suggested that the provision of talks at future PFA winter meetings might be worth exploring. Matt & Simon have agreed to give a talk at the club's January AGM. Bob said he'd find out if we could use the NGC club hut which would provide more space and more facilities than the PFA club hut.

7. Maintenance

- a. David reported that he had replaced another PIR floodlight over the club hut door.
- b. Bob mentioned that the picnic tables need putting away into hangar 4.
- c. Simon Stoodley is planning to modify the club's barbecue by adding a third, castoring wheel to make it easier to move.

8. Share-a-Seat Day

The committee discussed inviting local people to join the flying on share-a-seat day in 2024.

9. 500ft circuit

Bob explained that some pilots have been cutting the corners on the airfield's 500ft circuit thereby causing a noise nuisance to the neighbours. John replied that he would send out an email to the members and Alan would mention it in Waypoint.

10. Visit to Norwich ATC

David has been speaking to Ian McDowell at Norwich to arrange a club visit. Ideally, it would involve the ability to land there at a reduced price but this has yet to be confirmed.

End of Minutes. The next Committee meeting will be on 1st November at a venue to be advised.

Now - what you've been waiting for... Simon & Matt's Nordkapp adventure...Part II...

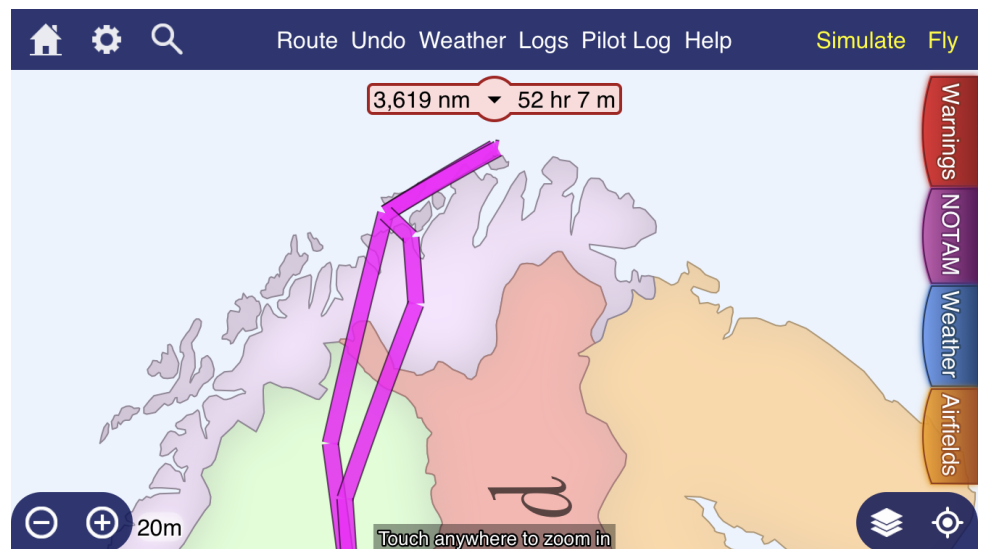
Did they make it to North Cape?

To remind you - our intrepid flyers are in Hasvik, having fuelled-up for the final push to North Cape...

Day 7.

We took off for Nord Kapp flying generally at 1500' we noticed the temps fall even more dramatically just by travelling north by 50 miles.. We then have the Cape in site.. We fly around it a couple of times then head back to Hasvik for more fuel as planned.

Having fuelled up we headed off the way had come earlier in the day. We were passed over to Polaris info. for Flight Information service.



We had just started to approach the mountains and we could see very bad weather ahead.

So we decided that is not a good plan. I called Polaris say that due to unexpected bad weather ahead, Could they give us a weather report to the East near Alta, Otherwise we will be returning to Hasvik.

"G-CETO Formation Stand By, We are contacting Alta for a weather report for you" - They came back and suggested we head East then to the South past Alta Blue sky and then to CAVOK.

We had planned on getting back to Alvsbyn, But we used excessive fuel working around our bad weather issue.

We called Sweden Control that we will be diverting to Gallivere for fuel and that we would close the flight plan there.

On arriving we were told there is no AVGAS - JET A-1 only.

Luckily between us we had 60 litres of spare fuel which we duly put in, then headed off towards Alvsbyn where unfortunately, Inger (the land lady of the B+B) was away that weekend, So no sauna that night lol.

So we had to slum it with the tents again and again with our stoves.

Day 8.

We headed off to the east coast 12 miles away to an airfield called Pitea for fuel. Once the instructor there had come back from his jolly, He was able to fill us right up with UL91/96 @£1.40 ltr.

We then headed south down to Mohed for fuel and for the night where there was a chap waiting to refuel us. We were given the club house key where there was a fully stocked freezer and oven. and beers too.

Day 9.

We set off heading down the east coast of Sweden and a relatively short flight for the day (150 miles) to the Finnish island of Mariehamn, where we were again welcomed. We parked for the night. with a smart hotel good food and a beer or two.

Day 10.

After a good hearty breakfast we gathered our stuff booked a taxi and made our way back to the airport. Filed flight plan back to Sweden where at the coastline we met horrendous weather. Enough to divert to the north for 50 miles and landed at Norrtälje-Roslagen allowing the storm to pass. Matt excelled his internet know how in arranging fuel that I thought we wouldn't be able to get. He managed to find a number for one of the club members, Sent him a text and sure enough along came this guy who filled us up.

We then set off again south past Stockholm Bromma to our west following the coastline down to the Microlight Airfield of Troslanda, where Matt had arranged for us again to stay at the clubhouse. After fuelling up again, we got a lift into town for a beer or two and an Italian meal. then walked back to the clubhouse to sleep.

Day 11.

We woke up to sunshine again.

Having packed up and ready to go, we again headed south, to an island just off the South East coast of Southern Sweden to an airfield called Borglanda again where fuel was notified as available.

Obviously unable to get that said fuel, we borrowed two bikes (two wheeled type) from the airfield, strapped our cans to them and cycled into town. Unfortunately it was down hill on the way there ! We managed to work out how to use the Self Service pumps. And had a bite to eat.

Cycling back in sweltering sunshine was demanding.

Fuelled up. Flight plan filed for the Danish Island Bornholm Ronne. Following the coastline down the South Eastern corner of Sweden and where we say good by to the fabulous country, full of forests, most of the mainland is un-landable in the case of engine failure and thousands of islands, we coasted out towards the Danish island although still in Swedish Airspace.

On landing. We find ourselves parked next to an F16 type plane that is on active standby to protect against the Russian threat to the west..

This was the first time We had to show our Passports, and first time ever that I had to produce my NPPL.

Having booked into a real dive of a B+B

Day 12

The next morning, We arrived at the airport, We had to pay our dues. Equivalent to £6.00 parking and £5.00 Start up fee. And some fuel that Matt was to be billed for.

We filed flight plans for Poland. We were given Clearance for a Formation Take off, Which was enjoyable. Having taken off and now in loose formation as all of our trip, we were passed over to Poland Control. We were en route to Szczecin Dabe. The Pols were very laid back with the communication until I wanted to descend to remain VFR and he thought I was a bit close to one of his Active danger areas.

But we all got under and around, again worsening weather threatened the last 15 miles to Szczecin.

Having landed. we made our presence known in the typically English fashion.

We were allowed to put our planes in the hanger for two days.





An Ex German Bomber hanger. Massive thing.

We got a taxi into town. booked a hotel for two days. and had another day off from flying.

Day 13.

Walking around Poland

Day 14.

We walked with our cans down to the local fuel station and purchased fuel. Another Flight plan to Germany. Our next stop is to be Mueritz Airpark . Where they are building holiday homes with aeroplane garages and taxi ways to the main runway. - a very different concept.

We put 10 ltrs from our cans in and then went over to Leer Papenburg for the night and fuel.

We put up the tents, and were welcomed by the local aviators with Frankfurters and beer etc.

Day 15.

We had breakfast at the Airfield restaurant. With the tents packed away, we headed off to the Mohnesee, Sorpe and the Eder Dams, in all their glory. as Matt had't seen them before stopping at Korbach for fuel and a coffee. We then set off for Aachen. This was to be our last night of the trip.

Aachen. A very spectacular city. We managed to find a very reasonable priced B+B right in the Cities square.

Had a great meal and a couple of beers.

We headed to bed.

Day 16

We filled our flight plan for Kortrijk (Belgium) to do customs for arrival back to the uk.

Having been directed to the centre apron we were met by the Belgian police who were very keen to process our passports, where he very politely bollocked us for not insisting on entry to NL. to have our passports stamped in. And that he would have no option but send us back to the UK.

Obviously, we we're heading that way anyway.

After a a snack and drink. We fuelled up for the last time on the trip. Filed our flight plans back to good ol' Blighty. This time via Cap Grinaiis to Dover as we have had enough sea crossings for one trip.

Apart from flying Dover direct to PF. As we had a stonking tail wind all the way to to end of our Down Wind for 19.



Texel Island

Great trip we both had.

All of the Countries visited were absolutely spot on very friendly.

Netherlands. Denmark. Sweden. Norway. Finland. Poland. Germany. Belgium. France. And of course. UK.

Simon Stoodley & Matt Hyde

What a trip and what an adventure! Well done both of you.

Note: Simon & Matt may be giving us a presentation on this trip at a winter club meeting - maybe the AGM. There are many more pictures than I have been able to use here, so that's when you will get a chance to hear the story direct from them and see the full set of images from the trip. Watch this space for more details.

That's it for this month. Just to remind you the airstrip at Priory is very wet right now. Also, the monthly dinner is on Wednesday 1st November at the Fox & Hounds in Great Moulton. 18.30 for committee members, 19.30 for dinner.

Cheers for now. Ed.