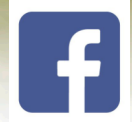


October 2022



WAYPOINT

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



Committee Members

John Fielding (chair), Bob Sage (airfield owner), Mik Horne (Treasurer), Alan McNeal (WX station, R/T, Waypoint editor)
Paul Jackson, David Brown, Richard Flagg (webmaster), Steve Foreman, Sue Foreman

After a long hot summer, it's beginning to feel a bit like autumn, but there are still lots of good flying days left I am sure. Let's hope so.

A bit of a format change this month: Instead of two columns, I am trying just one page column to make it easier for those of you who read Waypoint on a computer screen to scroll down without having to jiggle up and down and left/right to view two columns. Let me know if you prefer this?

NEWS

**October's club dinner will be at The Old Ram pub on Wednesday 5th October.
See emails from John Fielding to book and choose menu!**

No member profile this month, but there is another bumper profile on its way for a future issue. A couple of new members to report & welcome:



Alan Bales of Titan T51 Mustang fame has re-joined and Michael Duncomb, owner of a very nice Europa, G-CCUY has joined us. Welcome both.



Contrary to what I reported last month, the ex-Paul Jackson/Adrian Hall-Carpenter Aeronca Chief is not going to Anglesey. It has been bought by PF's own Trevor Villa, so it's staying at Priory Farm after all - a nice result as it's been based here for about thirty years!



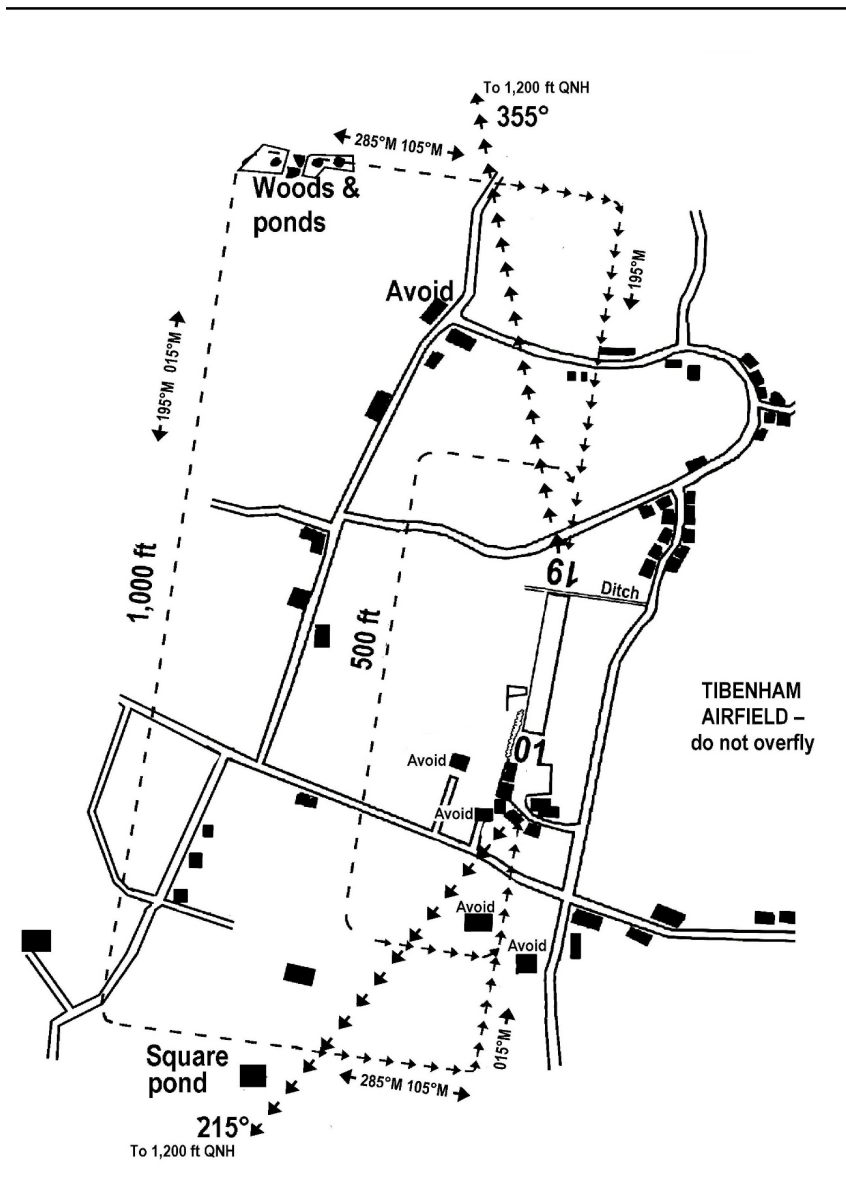
Memories of Paul Bennett

SAFETY MATTERS

Last month's piece on the CAA CAP452 changes resulting from the unfortunate accident at Dunkeswell, when a Stearman landed on top of a Cessna, got me thinking about circuit flying in general and small strip flying in particular.

There's a CAA 'Safety Sense' leaflet that comprehensively covers every aspect of airstrip flying. Safety Sense leaflets will be familiar to you...or maybe not? If not, there are 30 of these available free of charge to download from the CAA as PDFs. They cover every aspect of GA flying and make really good reading for conscientious pilots. Type 'Safety Sense Leaflets' into Google to get to the downloadable list from the CAA.

This month I suggest reading No 12 - 'Strip Flying'. I have attached a PDF copy in the Waypoint distribution email this month, so you don't have to go searching for it!



The **Rules of the Air** (and in **The Skyway Code**), state that *'if an airfield has a published circuit, pilots are expected to conform with or avoid the pattern (the aerodrome traffic circuit)'*. Prory Farm HAS a published circuit! Yes, its on the clubhouse wall and on the website!

PRIORY FARM PLATE & PROCEDURES

It is all pretty straightforward.....OR IS IT? Let's look at the similarities & differences between the PF Plate and a typical small airfield plate - (accepting that there is no such thing as a 'typical' small airfield plate)!

The Prory Farm circuit and procedures are anything but 'standard'! So what are the best ways to fly in and out of the airfield? There are no published PF 'rules' to cover these points, but there are some well-used precedents which are a good guide.

- There is no Dead Side available as the airspace to the East is Tibenham Airfield, so no 'standard' overhead joins are possible.
- There are TWO designated circuits - a large one at 1,000ft QFE, a smaller one at 500ft QFE.
- Which to use? - that is at the pilot's discretion.
- There are Angled Departure Tracks for noise abatement to avoid overflying local properties.

- The radio at Priory Farm is not usually manned, so blind calls should always be made to request information from other aircraft or to announce your identity, your position and intentions.

First, every departing & departing pilot needs to remember we are next to a gliding field operating both winch launches up to 1500ft and tug launches up to greater heights, so keep well away from their airfield and keep a good lookout for tugs & gliders in the overhead.

Then, to be good neighbours we need to fly the requested departure off-sets - 15 degrees to the left of the runway centre-line for a northerly departure and 25 degrees to the right on a southerly departure. These are often not adhered to, but they should be.

When approaching the strip, call "Priory Farm Micro" on 129.830 (the Air/ground microlight frequency) with your identity and intentions and request airfield information, if any. If there is no reply make a 'blind call' - *"Priory Farm Traffic, G-DOME, 10 miles southwest, request joining information, or joining downwind", Priory Farm*".

There is a snag here. You may want to look at the windsock from above to decide which runway to use. You cannot always see the angle of the windsock from a downwind position and the runway direction could be critical. Tricky isn't it? There are no set rules at Priory Farm to cover this situation and it is not specifically covered in the Rules of the Air either. However, it is established practice at PF to fly the runway centre-line at well above the 1,000ft circuit height to look at the windsock, then descend towards a cross wind to join the circuit in the normal way. This is neither right nor wrong but seems to work in practice.

Once in the circuit, give position reports over the radio. These are important as they tell other people what you intend to do and they warn others where you are.

IN SUMMARY:

- Make radio calls for info, intentions and position.
- Fly the established circuits - radio or non-radio.
- Follow the designated flight paths.
- Don't overfly local properties.

Other than all that - it's a piece of cake! Happy flying!



COMMITTEE MEETING

Committee Meeting, 7th September Minutes.
Held in the Priory Farm Airfield clubhouse

Present:
Alan McNeal
Bob Sage
John Fielding
Paul Jackson

Apologies:
David Brown
Sue Foreman
Steve Foreman
Mik Horn
Richard Flagg

Minutes:



1. Christmas Dinner

Steve and Sue have booked The Gamekeeper in Old Buckenham for 7th December. The price is uncertain. We will be looking for an arrival at 6.30 and sit down at 7.30. We will have our own room and they are reasonably flexible on numbers. There will be a vegetarian option. Sue and Steve hope to have more information by the October committee meeting.

2. Liability insurance for the club hut and toilet block.

Our policy expires on 3rd October. Sue and Steve are waiting to hear back from the insurance brokers.

3. AGM venue

John suggested that we hold the AGM in the PFA club hut as the numbers attending in the past could comfortably sit within the available space. The committee agreed.

4 Fire extinguisher inspection.

Bob said he would be checking on the due date and arrange for them to be serviced/inspected.

5. Wood surface treatment.

The committee felt that the surfaces were not in need of treatment this year.

6. Circuit discipline at PF.

A member had expressed their concern at the occasional lack of circuit discipline by some pilots, particularly non-radio traffic. Alan said he had partly covered this area in the recent Waypoint but would write more on the subject.

7. Venues for PFA winter meetings. Provisional plan:

October - the Tivetshall Ram
November - Wreningham Bird in Hand
February - Norwich Marsh Harrier
March - the Old Buckingham Gamekeeper.

8. Medical boxes

David reported that all the medical equipment boxes had been reviewed and were up to date.

9. Club hut door PIR floodlight.

Mik reported that he had sent back the faulty lamp for replacement. John said he would chase up the replacement.

10. Finances.

Mik reported that the club held £22,564.93 including £570.22 in cash.

11. Valuation Office Agency

Bob gave John a demand from the HMRC Valuation Office Agency to complete an online form.

12. Membership

John agreed to send a bank statement to Bob showing recent membership bac payments. Bob asked John to put new member Nick Sheldrake onto his mailing list.

AOB. None
