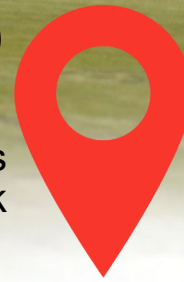




WAYPOINT

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



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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

EDITORIAL

Welcome to another Waypoint - my fourth issue. My, how time flies!

This month, the condition of the airfield, some aircraft coming on-line after engineering works and one or two going off-line for various reasons, some new member activity and some changes to air/ground radio rules.

The airfield is currently as dry as the rest of East Anglia. Bob reports that the flying and taxiing areas are more bumpy than usual due to the surface being so hard and dry, so those of you who fly aircraft that are sensitive on the ground take note. Our new ballooning member, Jo Scott has made a first flight from PF in her new balloon G-JOVE along with Paul Coman's, so congratulations to her.

The CUB's engine is back in and running and as I write, David Brown's yellow Sherwood Ranger is close to flying again. Bob & Reza are working on his Skyranger so let's hope that has air under its wings before long. Ed.

SAFETY MATTERS



The CAA have just issued some amendments to the Radio Station Operators Guide (CAP452) resulting from an incident at Dunkeswell where a Stearman landed on top of a Cessna on the active runway. One of the pilots received serious injuries. Both pilots were very experienced and one held a commercial licence.

In summary, the Stearman (N68427) claimed he called to join the circuit. It seems no one heard that call. He made a touch-and-go and re-entered the circuit. He heard the other aircraft also making circuit calls but assumed it was behind him. He continued his approach to land. The Cessna 182 (G-OMAG) was on the runway preparing to vacate after landing. The Stearman pilot did not see the Cessna and landed on top of it.

- The Stearman joined the circuit without an effective radio response to this procedure.
- The AGCS unit was manned by two qualified ROCCs but they may have been distracted by other things and consequently did not respond to the developing situation.

With no regular active radio at PF, this could happen to us!

- Keep a continual lookout and make blind calls in the circuit to minimise the risk.
- If at another airfield, make the correct circuit calls and respond to them appropriately.
- Read back of R/T information and data is mandatory.
- It confirms to the aerodrome radio operator you have the right information.
- It also tells any other aircraft on frequency you are there, have the right info and are likely to comply with it!

The CAA reminds AGCS unit licensees that:

- AGCS unit must be manned by qualified ROCCs during published operational hours
- Radio operators should work in an environment that has a minimum of distractions. Radio operators should 'maintain a good situational awareness' - know what's going on around them.
- AGCS operators must not issue commands or instructions under any circumstances, but may issue appropriately worded cautions and warnings.

MEMBER PROFILE



David is a well-travelled man with quite an aviation life-story to tell. Originally from County Durham, David's introduction to aviation was through flying models with his dad on the North Yorkshire Moors. I can think of many worst places! Both his parents were teachers and subsequently took up posts in Suffolk which is quite a change from 'oop-north'!

Shortly after this he applied to the RAF as aircrew which did not work out because of his history of Hay Fever – who'd have thought of that? A change of tack took him into mainframe computer programming for a major bank and finance companies. The income from this enabled David to do his PPL with a Night Rating, so he was on his way in flying.

The bank seconded him to the lovely island of Jersey for two years – where he stayed for 33 Years! Who wouldn't given the chance? Whilst there he flew PA28s and PA32s, which he put to good use by flying to all his UK and European meetings, in all weathers, with the support of staff who supported this means of transport! Lucky or what?



Around that time David won a raffle prize of a flight in an ex-Rothmans aerobatic team Stampe SV4 – a Belgian built classic biplane for those who are not familiar with the type - flown by the great late Neil Williams. After this experience he was hooked on biplanes and persuaded the owner – a Cathay Pacific training captain to let him fly it regularly, leading to 90 hours of amazing vintage aviating for David. He was later offered the Stampe to buy, but the fiscal demands of a young family precluded that, so he just had to relish an experience - one shared by few pilots I think?



After a long search for an affordable biplane, David found the Sherwood Ranger. A factory visit to Little Snoring and test flight followed and that was it – apart from the four years of building the aircraft back in Jersey! On the day

of the first test flight, the local media – press, radio & TV turned up in force as no-one had constructed a home-built aircraft there before. A few days later he was asked to display the aircraft at the local air show! The honour and thrill were (sensibly) overtaken by the fact that it had only flown a full 10 minutes at that point and he didn't want to hit the front pages two days in a row for the WRONG reasons! Because Jersey is quite autonomous – (they adopt the UK AIP but then do what they want) ... he was subsequently allowed to perform in two air displays without a DA ... he recalls going down to 250' in the bay as just awesome ... and a great experience in joining the pre-display briefings with the Red Arrows and WWII classics!



David's work in Jersey as head of banking IT for came to an end when the bank was taken over by another bank which meant a move to Edinburgh which was not to his liking, so after a five year stint for the local Government (he still does the odd undercover job for them - programme wise), he then worked a further 10 years in Finance in Jersey before returning to East Anglia to live and to Priory Farm for his flying.

Currently David is an operations Manager for Civil Air Support helping arrange and plan and track various recovery or blood and animal transportation. He has three sons: One works for Williams Formula One, another at TLAC at Little Snoring and the third spends his time looking for turtles around the World.

Back to the Sherwood Ranger. Some of you will know it has had a lengthy downtime when the Jabiru engine underwent a major overhaul. As I write, this work is almost complete so with a bit of luck the local skies will soon be graced with the yellow biplane wings of G-SWAB!



COMMITTEE MEETING

There was no committee meeting last month - so no minutes to publish. The next one will be at the monthly BBQ so the minutes from that meeting will appear in the next issue of Waypoint.

NEARLY THERE!



The group Cub had more engine runs last week so fingers crossed the long downtime of the aircraft is nearly at an end.

I'm also told that the tri-gear Europa in Hangar 5 is newly-permitted after a small door latch modification so that will be flying soon as well.

10mph...

...the maximum speed Bob Sage would like you all to adopt when entering and driving around the Priory Farm site.

He has become concerned that a few people are driving down the drive past the bungalow at rather more than this, so please keep to 10mph anywhere withing Priory Farm.

Speed limit signs will be in-place soon to remind you!

EVENTS



There was PFA fly out to Beccles on 6th August. It was one of the coolest we've had in the last three months but more than 50% of us still turned up in shorts and T-shirts. Beccles has an excellent cafe with views across an airfield where there's a constant flow of fixed wing, helicopters and parachutists.

COMING UP

You are all cordially invited to the 2022 September Fly-in at Hinderclay Meadows. Go to their website for PPR www.suffolksoaring.com. Booking is essential. They will be holding a "Book Exchange" in the hangar, so please bring a small collection of aviation-related books that you are interested in swapping. Any books remaining at the end of the event will be donated to the warehouse of the

long-established local charity, St. Nicholas Hospice, Bury St. Edmunds.

The almost completed Zenith Cruzer with glider aerotowing modification will also be on display.

There will be tea, coffee and bottled water available at the event, but sadly no food, as this becomes increasingly nonviable in terms of cost and surplus. Instead, you are most welcome to bring your own picnic food. There will be an abundant supply of disposable plates, cutlery and cups and glasses...oh... and loads of blue paper roll. Other good news is that the most luxurious toilets on the Light Aviation Events Calendar will be on site again.



...in her beautiful balloon! Jo Scott makes her inaugural flight from Priory Farm in G-JOVE alongside long-time member Paul Coman in perfect weather conditions. Quite a sight!

That's it for this month. Don't forget to tell me about ANYTHING going on at the airstrip, what's happening with your aeroplane, a recent trip or aerial adventure you've been on (Simon Stoodley take note!), maybe an interesting aviation story to tell, let me know and I may include it in a future issue of Waypoint. Don't worry about writing it - just tell me the story and I'll do the scribbling. Happy flying! Ed.