

September 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.

Airfield Matters

Not a huge amount to report this month. Bob continues to maintain the airfield nicely and there is fuel in the bowser. The two PA28s will be around for another month or so.

Club member Nathan Bibby kindly lent a hand by pressure washing the club hut balcony and outdoor furniture. Beautiful warm, August day when no one minded being caught by the odd 'accidental' water spray! ...

A Departure



Not just for a flight, but to a new home. Adrian's lovely Auster J1N, G-AHHH has departed to its new home airfield - Brimpton in Berkshire. I know this farm strip very well as I was based there in the late 1990s to early 2000s with my Robin HR100, (now at Prestwick) . The airfield is in many ways similar to Priory Farm, in form & function. I have fond memories of being at Brimpton, which is why I like PF so much. You can't beat a nice friendly farm airfield!



As I understand it, Adrian plans to replace the Auster with another aircraft of a type as yet to be decided. Watch this space.

Hot air in gusty air

A few days ago our intrepid balloonists attempted to launch a couple of balloons into the ether for a pleasant summer's evening flight. As it turned out, the wind was a bit gusty and only one got away successfully, a bit like a cork out of a bottle! The other stayed on the ground.....



The one that stayed at home,,,



The one that got away.

Fly-out to Weybourne & Cromer (Northrepps)



Weybourne and another two aircraft join us at Cromer Northrepps for lunch, later in the day.

I was so excited at taking photographs of the landing aircraft coming in over the sea that when I dashed across the grass to get closer, I managed to fall into a hole in the ground that was lurking behind the airfield caravan. Severe ouch ... but nothing broken. *(John Fielding)*





Steve Cattermole in the Cub was delayed leaving Weybourne because he was accosted by a military reenactment group who were keen to have pictures of their WW2 vehicles next to the beautiful Piper L4 Cub. *(Well worth the wait Steve - it could be 1944 in Northern France! Ed.)*

Editor's note: There were hundreds of L4 Cubs used in WWII all over the UK and after D Day, all over France, Belgium, Holland & Germany. They were the Jeeps of the air and used for every kind of aerial utility function. After the war, many were just abandoned on the continent when the Americans pulled out most of their forces back to the States.

Some years ago, when working as a GA aircraft broker, I handled a similar L4 Cub which had an interesting war service provenance. Together with others it was crated on the deck of a British cruiser off the Normandy beaches, whilst the ship took part in coastal bombardment prior to the D Day landings. After a beach-head was established, the crated aircraft were taken ashore, assembled in a field which became a makeshift aerodrome. This aircraft served Allied forces right through the rest of the war. It was abandoned in France and eventually found its way back to the UK and was still flying about twelve years ago. (I can't remember the registration or serial number - sorry chaps!).

On another WWII theme....

96th Bombardment Group (USAF) museum visit



Sunday 20th August was the annual Living History and Memorial Museum open day at Aurora Eccles School, formerly Eccles Hall School Quidenham. Opened in 1990 it is dedicated to those from the 96th Bombardment Group stationed at RAF Snetterton and part of the American Eighth Air Force.

Some of the buildings at the school served as the sick quarters. The museum is located in what was the ambulance garage. The project was brought to fruition whilst Sean Simington, a member of PFA, was Principal along with a large group of veterans and the local community working together. It is a museum

which has focused on collecting and displaying photographs and small artefacts along with personal recollections which are important primary evidence. Displays in dioramas and cabinets tell the story of the 96th based at Snetterton from May '43 till May '45 flying over 250 missions in B17 Flying Fortresses.



The museum is open on the first Sunday of the month from April to October. This particular Open Day incorporated living history displays in the grounds. Families of personnel who served were also present visiting from the USA. One or two members of Priory Farm Aviators were able to make it to the Open Day and enjoy the various exhibitions. (Sean Simington).



Committee Meeting minutes. 2nd August

Meeting held at PFA club hut - chaired by John Fielding

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

Minutes:...

1. Skyward Flight Training

The committee discussed the implications of having the flight school based at Priory Farm. Bob confirmed that they would be leaving by the end of September and that he would ensure that the school's instructors would become PFA members and that their students would be regarded as club member guests. In the meeting, David emailed the flight school operator to seek confirmation that they had proper commercial insurance to operate at Priory Farm.

One of the implications of the flight school's presence is their copious use of the airfield fuel. Bob agreed that he would put up a 'no fuel' sign on the fence in front of the webcam when the fuel bowser was empty.

Mik emptied the donation tins and found £32 in the landing fee tin and £12 in the coffee tin. This represented one month and was thought to be more than the usual monthly amount, possibly due to the donations from flight school clubhut usage.

2. Club membership

The committee agreed that anyone who has an aircraft or a share in an aircraft should be a member of the PFA. The argument that 'I hardly fly and rarely use the facilities' is not acceptable. John pointed out that it would be ridiculous to set a maximum number of coffee making or toilet visits per year before club membership was required.

Bob pointed out that there were currently 74 paid up members.

3. Finances

Mik Horne gave a financial report (which can be available to any paid-up club member on request).

4. Pylons

David reported on his work on behalf of the club, objecting to and providing information to the National Grid with regards their planned installation of pylons/cables close to Priory Farm. He has been in consultation in person and remotely with representatives of the National Grid, their consultants (Forbes Consultancy), their aviation 'expert', Norfolk County Council, the CAA and Norfolk Gliding Club. He has produced a comprehensive, multi-approach, professional looking document that has been presented to all parties. Club members and all Priory Farm Airfield users are indebted to David for the expertise and time he has given on our behalf.

5. Waypoint

David proposed a vote of thanks to Alan for his work in creating the fabulous monthly PFA Waypoint that has attained a very high standard. The committee unanimously and heartily agreed, expressing their appreciation to Alan. (*much appreciated, Alan*).

6. Winter meetings

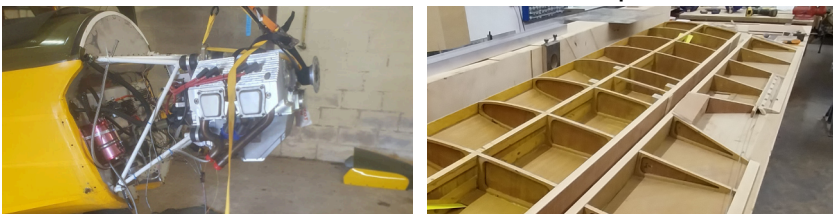
The possible locations for our winter meetings were discussed. Venues will be needed for October, November, February and March. Sean kindly volunteered last year to be responsible for this area of club life and is working on venues for this coming winter.

END OF MINUTES.

And finally

That's about it for this month. There is some good stuff coming up:- articles on the exploits of a PFA member's international flying adventure. Here's a teaser....

There will be a report on a member's build of an interesting new aircraft and much more so watch this space!



David Brown's Sherwood Ranger, after a long wait now has a new engine, which is installed and running as I write. Let's hope this will allow him to get into the air again soon in G-SWAB.

Finally finally...

My thanks to all of you who are responding so well to my never-ending pleas for information, stories & pictures on your aviation activities at & from Priory Farm. This input makes the difference between a Waypoint worth waiting for and one with just the committee meeting minutes for content! Keep it coming! Ed.

