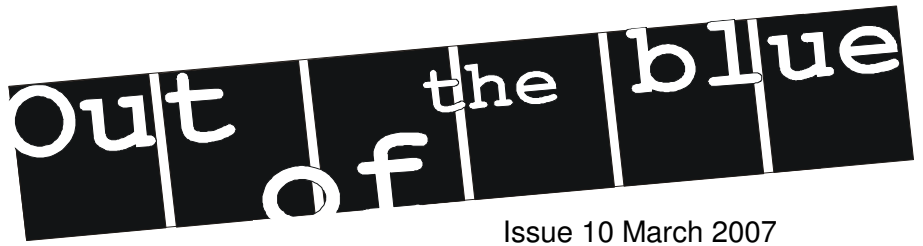


Fife Flying Club



Issue 10 March 2007

# Spring is in the air....

The light nights are approaching and there's definitely a feel of spring in the air. However the club have not been hibernating, far from it in fact. We've had our first 2 fly outs, albeit with mixed weather results – however if we don't try it will never happen. Our team did pretty well at the Perth Quiz Night and we've been working on a new website - more details inside.

I'm sure that many of you were disappointed that first social night had to be cancelled due to the weather. However this went ahead as planned on the 8<sup>th</sup> and the next one is scheduled for the 19<sup>th</sup> April. Also don't forget that we also have the CAA safety evening on the 13<sup>th</sup> March.

Onwards and Upwards! – **Andy Reid**

## What's On Guide.

This is now a separate flyer which you should receive with this Newsletter.

There's a lot happening so it's also worth keeping an eye on the website and notice board for updates.

## New Web Site Cleared for Takeoff

Several members of the club have spent the winter months building the new club website. Those who attended the club night on the 8<sup>th</sup> got a sneak preview.

However since then its gone live and can accessed at [www.fifeflyingclub.co.uk](http://www.fifeflyingclub.co.uk). Please take a look and don't forget you need to register to get maximum benefit.

## Membership Cards

The first batch of 2007 membership cards are available for collection. If you had a card last year then there will be one waiting for you. If you haven't submitted a photo please email one to: [membership@fifeflyingclub.co.uk](mailto:membership@fifeflyingclub.co.uk)

## Future Fly-Outs

The next two scheduled fly-outs will be to Oban on the 24<sup>th</sup> March and 22<sup>nd</sup> April to Carlisle.

Oban is looking great with its resurfaced runway and new aprons.

At Carlisle we plan to include a visit to the Solway Aviation Museum as well as one on the best Airfield Greasy Spoons around.

Registration is now open for the Mull Flyout on 5<sup>th</sup> & 6<sup>th</sup> May, see inside for more details.

## What's it called ?



**Cumbernauld !**

The Cumbernauld fly-out was a relatively small affair, with three aircraft participating – the two Tayside 172's and the TB9 G-BKUE. Three students and four PPL's took part, the latter sharing the flying and swapping students for the return trip. The trip was notable for the vast quantities of bacon, bacon and egg, bacon and egg and potato scone rolls consumed in the restaurant at Cumbernauld, leading to rapid weight and balance recalculations for the return trip. The food was good, (but not as good as the fodder in the Tippy!). One thing to watch out for at Cumber are the long lengths of blue nylon rope they have permanently tied to the tie-downs on the apron – watch where you taxi....

## News In Brief

**Open Day – July –** following the success of last year's Open Day, another is planned for July this year.

*We are updating the Club's emailing list – please let Julia know your up to date email address.*

Congratulations to **Stewart Webb** who has landed a job with Aberdeen airline CityStar, flying Dornier 328s. Good news for Stewart but a loss to the Flying Club as Stewart has supported it enthusiastically for some time now.

*The Highlands and Islands Council will be taking over the running of Dundee Airport. This should be a beneficial change for Tayside and help them run Dundee more efficiently.*

**Twin News – two Senecas have been inspected by Tayside and it's hoped one will be on strength by the end of March. The aircraft will be available at weekends for twin and Instrument Ratings.**

# EASA Certificates and CoA's

The CAA have written to flying clubs pointing out the upcoming changes to the Certificate of Airworthiness process. If your aircraft holds an EASA type certificate, in future the CoA process in practice at the moment will be discontinued by the CAA. The changes are coming from Europe and the CAA are obliged to implement them. In future the CoA will be non-expiring, however to revalidate the CoA your aircraft will need to be issued with an Airworthiness Review Certificate (ARC). The CAA will issue the ARC based on the current national system, and current fees and charges. Staff from the Stirling office of the CAA are planning to hold a series of workshops in the spring of 2007, to be held in Aberdeen, Belfast, Inverness and Perth, subject to the level of interest shown. You are asked to phone 01786 478802 to register your interest. The phone number connects to an answering machine and if you leave details the CAA will get back to you. Changes in airworthiness regulations will be posted in Airworthiness Notice 7 and on the CAA website at [www.caa.co.uk/camo](http://www.caa.co.uk/camo) and the CAA recommend that aircraft owners monitor this site for changes that may affect their aircraft.

## CAA Safety Evening

**The CAA will be at the Topsy Nipper on the evening of 13<sup>th</sup> March, running one of their well-known safety evenings. Attendance will be acknowledged by a stamp in your logbook, so remember to bring it along. These evenings are always popular so arrive early. Let Julia know please if you will be attending.**

## How Many Planes Should There Be On An Active Runway?

As Fife gets busier, getting on and off the runway at busy times is getting harder. Stop and think before you enter the active runway – has a landing aircraft been able to get clear of the runway? Are you at the head of a queue that will keep a landed aircraft stuck at Delta for a while before it can get back to the apron? If you enter while someone is backtracking, is that sensible? Should you really be nose-to-nose with another aircraft while the props are spinning, on an active runway? Give other folk a chance to backtrack and clear before you enter – if they call before you, wait and let them get off first. Any members have views on this? Please write to the Editor via Julia at the desk and we'll publish your thoughts next time.

## The Mull – Glenforsa Fly-Out.

This fly-out planned for the 5<sup>th</sup> and 6<sup>th</sup> of May is a repeat of the same last year when a good time was had by all. Hotel rooms at Glenforsa have been reserved and if you would like more details please speak to Andy Reid, Club Chairman. Mull is a great base for a weekend's fly-out and the Glenforsa Hotel comes highly recommended. A good chance to do a bit of flying out to the west of Scotland, with short trips to the Isles possible before returning to Fife on the Sunday. Book your plane now, and make sure you've got a bedroom as well.....

## Scottish Aero Club Quiz Night



A team of 4 from FFC attended the Scottish Aero Club quiz night at Perth on January 24<sup>th</sup>, and came a creditable 4<sup>th</sup> overall considering the number of PFA-related questions that were asked. Would you know the name of the founder of the PFA and what it's original name was? We didn't. The quiz was well attended, including two folk from Tayside FC, and was rounded off with a chance to meet and mingle with the various folk there. A good night out – thoroughly recommended.

## Exams to Sit?

There are now a set of practice papers for all you budding PPL's to get your teeth into. Kate Grant or the Instructors can tell you what papers there are and what you need to do to get practice on sitting the PPL exams.

## COMMITTEE NEWS

Next Committee Meeting will be April 3<sup>rd</sup> at the Tippy Nipper.

### AWARDS



### PPL PASSES

None in Jan/Feb

### FIRST SOLO

Colin Robertson  
Gary McLuckie  
Craig Nicol  
Alastair Wooton  
Ian Thorogood

**Well done to those above.**

The Easter Egg Fly-In was a great success last year with umpteen easter eggs for charity being brought to Fife in place of landing fees. It's scheduled for the 7<sup>th</sup> April this year.

Cumbernauld Fly out  
Aircraft Involved  
G-BURD C-172  
G-BBTH C-172  
G-BKUE TB9

~~Prestwick~~ Dundee Fly-out  
G-BVHE (aborted)  
G-BBTH  
G-BURD  
G-GBHI  
G-BKUE (aborted)

### Aircraft Shares

Two Fife Flying Club members are planning to establish a small group around a Cessna 182 and are seeking further interested members. If you are interested please contact Andy Reid or Andrew Brown.

Two Shares Available in the TB9 G-BKUE. If you are interested, contact the gentlemen above.

A share is available in the TB10 based at Fife. For more details contact Keith Farquhar.

### Volunteers wanted:

Following the success of last year's Open Day, another is planned for July this year. If you'd like to help out, tell a Committee Member.



## Oshkosh Report – Richard Street

America, the land of the free, has always been the place where there just seem to be no limits. The cars, the food portions the shopping malls all take it to the extreme. And aviation doesn't escape this simple fact that if you are going to do something do it HUGE! The Experimental Aircraft Association, EAA) has been the driving force behind the development of General Aviation since way back in 1953 when Paul Poberezny helped to set up a flying club to help support other homebuilders.

Through the past half century the EAA has built itself to the largest GA Organisation in the world and is pivotal in helping shape the aviation legislation in the US that has helped to advance the hobby significantly. The purpose of the EAA is very similar to that of the PFA but due to the strength in numbers, and the EAA has a membership of around 170,000, it has a lot of financial and on the ground support. Recently they have supported the introduction of the Sport Category, similar to the Microlight/NPPL legislation of the UK. They have worked to support elderly pilots through working closely with the FAA Medical Examiners office ensuring that medical legislation accommodates the change in the GA population as pilots get older and they closely monitor and work with local airfields to try to halt the great decline seen in airfields due to the demand for real estate.

The reason why I am introducing you to this organisation, for those of you who have not heard of it, is because the EAA is the organisation responsible for the world famous Oshkosh Airshow. Now for those of you who sometimes despair at the state of UK Aviation weather, legislation, fees and bureaucracy it may not be a good thing to go see how it could be done! After my first visit I came home quite frustrated at how they do it so well on the other side of the pond! On the other hand it really is a celebration of all things that fly that we should all enjoy at some point in our flying life. From the smallest single person homebuilt helicopter and ultra-lights to the latest composite glass-cockpit complex twin and beyond Oshkosh is a place to see it all.

The EAA Oshkosh Airshow, known as "Airventure Oshkosh", takes place at the Wittman Regional Airport in Oshkosh, Wisconsin. It is held the 3rd Week in July and runs from the Monday to Sunday. Facts and figures include 600,000+ attendees; 10,000+ aircraft fly in; 2,500+ showplanes; 800+ exhibitors; 500+ informational forums and hands-on workshops along with 3hr flying displays rides in classic helicopters and the Ford Tri-Motor and B17 and the airfield is also home to the EAA Museum which has wide ranging exhibits covering all aspects of ground breaking aviation.

On my first visit to Oshkosh it took 5 days out of the 7 to start to feel I had seen the majority of the display aircraft, exhibitors and taken in some forums and seen the airshow. It really is a mind blowing experience. The vastness of the experience has to be seen to be believed. Forums cover all aspects of GA with classes on starting your own homebuild to general topics that are taken in to detail by EAA staff, volunteers or guests such as NASA. The airfield also has a "Theatre in the Woods" with a regular nightly agenda which this year included "chat show" style events with Burt Rutan and Mile Melville of the Space Ship One fame, Will Whitehorn from Virgin Galactic and even Harrison Ford, Chairman of the Young Eagles (the EAA charity that tries to give every youth in America a free flight experience). Cessna used Airventure to launch its proof of concept LSA design and there was even an evening concert by the Beach Boys! Aircraft activity makes it the busiest airport in the world during the week and it is quite common for 30-50 aircraft on one type to fly in en masse. Quite amazing to see.

So who wants to go? Oshkosh takes place 23-29th July 2007. Easiest way to get there is to fly in to Chicago and drive up. Accommodation is very hard to get hold of if you want a hotel but from March 07 you can call the Oshkosh Tourist Board and get contact numbers of residents that are happy to accommodate for a fee. I stay with Muriel who lives a stones throw from the airfield and charges \$80/night but even if you are further out the traffic operation is slick and there are no Leuchars type delays getting in and parked. If you want more information then visit [www.airventure.org](http://www.airventure.org) or email me [rich@richard-street.co.uk](mailto:rich@richard-street.co.uk).

Maybe a Fife Flying Club Fly Out (In a big plane ;- ) could be considered??! (sandals and white socks essential !)  
-RS

**Fife Flying Club Mugs and Polo Shirts still available – ask at the desk....  
Spring is here – time for a Polo Shirt....**

# Apron Etiquette – and Hangar Manners

As we've said in previous issues, Fife is getting busier and busier. This is leading to congestion – at times on the runway (see other article) and more often on the apron, particularly in front of the hangars. If you are removing other aircraft from one of the hangars – hangar 3 or hangar 4 especially – to get your aircraft out, please either put these aircraft back in the hangar before you depart, or leave them parked into wind on the far edge of the apron, to allow other aircraft to pass. The Ximango motor-glider, for example, has a sign on it specifically asking that it should not be left outside – it's a big aeroplane and light, so prone to being moved by the wind. Other people may want to get their aircraft out, and they should not really have to move aircraft left out on the apron by others. Aircraft left out of hangar 3 block access to and from hangar 4 – just because no-one is there when you get your aircraft out doesn't mean there won't be movements from that hangar later in the day. Many of the aircraft that are being left out are being left at all angles to the wind, with no brakes set, meaning that if the wind freshens we could have aircraft wandering about all over the place. Always park a plane into wind....

There have also been a number of cases of damage to aircraft in the hangars recently – mainly due to high wing aircraft wings impacting with windscreens. Please be careful and pay attention when moving aircraft. If necessary, there will always be someone hanging around in the Topsy Nipper who can mind the wing tips for you when you are moving aircraft. And if you do dent or scratch another aircraft, **please let the aircraft owner know** – you could leave a note at the desk, or in the cockpit – because the damage you do might have implications for flight safety (a scratched windscreen could crack and fail in flight, for example). The bottom line is this – let's treat other people's planes the way we would want ours to be treated, and show some airmanship on the ground, as well as in the air.



## Caption Competition

Some of the offerings for the above so far include:

“You've flooded the engine, I think”.

“Runway is “wet wet wet””.

“Quick Heggie, get your water wings blown up”

## Dawn to Dusk to Duxford?

Just a thought – how would you fancy a fly-out all the way to Duxford, or some other exotic location “abroad”? A bit of a longer trip, maybe there and back in a day, through some interesting airspace?

If you're interested speak to Andy Reid or Jim Watt.

## Meet the Committee – Part 2 Concluding our introduction to the Committee... the (extra-) ordinary members are below.... Stop them and have a chat if you see them....

**Ian Thorogood:** My first experience of flying was on a commercial flight in a Trident aircraft (wow) to London in the 70s. For a large part of my working life I was involved on navigation systems at Ferranti which gave me a general interest in aviation. A friend took me up on my first small plane flight where I wobbled over Aberdour golf course much to the concern of my wife who was in the clubhouse at the time! I was just really wagging my wings in salute! A gift voucher took me up on my 1st gliding flight which I also thoroughly enjoyed and then another gift voucher took me up on my 2nd small plane, Katana D20, flight when I decided I wanted to continue flying and aim for a PPL. Unfortunately last year serious illness with associated eye problems took me out of flying for a while, but I have more or less managed to catch up. So far I have completed approx 26 hours and recently completed my 1st solo. Hopefully the weather will improve so that I can complete more flying hours.



**Kate Grant:** As far back as I can remember I have always wanted to fly - The opportunity presented itself in 2005 - Started with a 5 Hour pack and haven't looked back - After many hours in the Circuit (everybody's favourite I know) & with perseverance & patience from the Instructors - Finally on 23rd December 2006 I achieved my First Solo flight..... WOW!!! at last I hear you say – I'm the process of sitting the many exams which are required to attain My PPL & Solo Navigation etc - even though I have had a few scary experiences while flying I'm still enjoying myself - All going well I will have my Licence by the end of 2007 – Cheers! Kate.



**Andrew Brown:** - Hello – I'm a 40 year old lawyer and I live in Edinburgh. I first flew Chipmunks at school but then waited another 20 years before finally completing flying training at Fife thanks to (or despite!) the efforts of my instructor Duncan Kennedy. I still fly with Duncan at the annual treasure hunt. I now have about 250 hours logged and in 2006 I became a member of the TB9 (G-BKUE) syndicate. My idea of flying fun would be a low level weekend in Orkney CAVOK with a 182 capable of doing all the island strips in one go.



**Richard Street:** – Having been obsessed with aviation since a kid I have built up a superb collection of aircraft from a Super Decathlon, an aerobatic Extra 300, classic Piper Cub and a share in a gorgeous Socata TB9. Of course the first 3 are Radio Control models and the last being the REAL THING! I started my PPL way back in 1999, completing 25hrs before the purchase of a new house/being made redundant cut short the training! I got back in the saddle in the late months of 05 and hope at some point to actually complete the full PPL(A) Syllabus. Buying in to the TB9 was premature though motivating by getting to know the syndicate members and be more involved in impromptu fly outs and jollies. This has given me a push to finish the training before the decade is out and is a highly recommended way to make flying more affordable and certainly more social! Having being nominated on to the Committee I am hoping I can help build on the clubs social success. I look forward to the events, fly outs and general get-togethers of 07.



**Fraser Scott:** - Hello! This is my second year within the Flying club committee. I started my PPL training during my application to the RAF. Despite passing the aptitude tests, my application was unsuccessful, due to eyesight limitations! I passed my PPL skills test in July 2004. I then spent a great deal of time looking for Commercial Sponsorship. This was hard to come by and I found little joy and started the ATPL theory studies in Jan 2005, with successful completion in March 2006. I continued to fly with a share in an ex-Tayside 152 G-BITF. Along with a friend we flew as far north as Orkney, as far south as Bristol and decided on a trip to Belfast for good measure. I passed the CPL skills tests in Bristol in 2006 and returned home to Edinburgh and returned to the office job. I then got a job at Edinburgh Airport as a Dispatcher. I'm still flying and have been extremely fortunate to secure flying time with Skydive St.Andrews, operating a Cessna 206 from Kingsmuir. . If you see me at the club, come over and say hello!





# 2007 Calendar of Events

March		
13 <sup>th</sup>	CAA Safety Evening	Tipsy Nipper
24 <sup>th</sup>	Fly Out ( 11:30Z - 16:30Z )	Oban
29 <sup>th</sup>	Quiz Night	Tipsy Nipper

April		
3 <sup>rd</sup>	Committee Meeting	Tipsy Nipper
7 <sup>th</sup>	Easter Egg Fly In	Fife Airport
19 <sup>th</sup>	Club Night, 7pm for 7.30pm	Tipsy Nipper
* 22 <sup>nd</sup>	Fly Out ( 11.30Z - 18:00Z )	Carlisle
28 <sup>th</sup> / 29 <sup>th</sup>	Chipmunk Experience Flights	Fife Airport

May		
5 <sup>th</sup> / 6 <sup>th</sup>	Spring Fly Out #1 (14.30Z - 12.00Z +1)	Glenforsa
8 <sup>th</sup>	Committee Meeting	Tipsy Nipper
10 <sup>th</sup> May	Club Night, 7pm for 7.30pm	Tipsy Nipper
12 <sup>th</sup> May	Treasure Hunt	Fife Airport
* 20 <sup>th</sup>	Fly Out (09:00Z - 12:00Z)	tbd

June		
5 <sup>th</sup>	Committee Meeting	Tipsy Nipper
8 <sup>th</sup> - 10 <sup>th</sup>	Air Expo 2007	Wycombe Airpark
* 9 <sup>th</sup>	Fly Out (09:00Z - 12:00Z)	tbd
* 14 <sup>th</sup> June	Club Night, 7pm for 7.30pm - Speaker: Caledonian Seaplanes	Tipsy Nipper
23 <sup>rd</sup> / 24 <sup>th</sup>	Mid Summer Fly Out	Kirkwall

July		
3 <sup>rd</sup>	Committee Meeting	Tipsy Nipper
7 <sup>th</sup>	Fife Airport Fly In and Open Day	Fife Airport
12 <sup>th</sup>	Club Night, 7pm for 7.30pm	Tipsy Nipper
! 14 <sup>th</sup> or 15 <sup>th</sup>	Fly Out (09:00Z - 12:00Z)	tbd
! 28 <sup>th</sup> or 29 <sup>th</sup>	Fly Out followed by BBQ (11:30Z - 18:00Z)	tbd

August		
! 7 <sup>th</sup>	Committee Meeting	Tipsy Nipper
! 9 <sup>th</sup>	Club Night, 7pm for 7.30pm - Speaker: to be confirmed	Tipsy Nipper
! 11 <sup>th</sup> or 12 <sup>th</sup>	Fly Out (09:00Z - 12:00Z)	tbd
! 25 <sup>th</sup> or 26 <sup>th</sup>	Fly Out followed by BBQ (11:30Z - 18:00Z)	tbd