



Fife Flying Club

Out of the blue

Issue 16 February 2008

Chairman's Welcome...

Hello Ladies & Gentlemen

As you may well know I have been nominated and taken on the post of Chairman (Chairperson to be PC) this year. I have to say I am looking forward to taking up the post and working to make sure we have a very enjoyable year with hopefully many Fly-Outs (weather permitting). I would like to take this opportunity to thank the previous Committee and outgoing Chairman Andy Reid who have done a sterling job in the past few years and I hope to continue in the same vein. We have had our first Committee Meeting of 2008 and have come up with a few ideas (the Usual Suspects) Fly-Outs, Fly-Ins, Club Nights and some interesting Talks, and of course a few surprises. All will be revealed in good time in the newsletter. If there is something that is not on the Events List that you think the members will enjoy please let me know by email or if you are at the Club lets have a chat.

Roger & Out

Kate Grant

Chairman/woman/person/lady

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ESHOTT FLY OUT

Sunday 19th December dawned – the day of the annual Xmas flyout to Eshott. And you've guessed it. The weather was winning.

An intrepid bunch of adventurers arrived at the airfield, looked at the low cloudbase and thought - Yuk? It was at about 3000 feet, with patchy rain and a few clear patches. A quick phone call to Eshott to check the weather, which was better, although there was still a lot of cloud around. Down the east coast looked reasonable so 6 pilots and their passengers, about 12 in total, headed south. Most took the coast route - Earlsferry, North Berwick then due south (or thereabouts). The more adventurous (no names but think of bigamists) decided on the scenic route through the zone, along Princes Street, full circle of the Castle, head for Peebles, watching out for the landing ERJ on 33 (?) and then follow the Tweed. Nae chance after Dalkeith, though, so plan B - head for the coast.

Everyone arrived and enjoyed soup, sandwiches, mince pies, coffee etc all put on by Pat, the long-suffering lady who always feeds us on these Annual jollies.

A quick phone call to Fife for a weather update and we all head back up by the coast. Still low cloud so nearly everyone under it, cruising along at about 2000 feet and watch who is passing them by!

Although the weather was not great everyone enjoyed the trip and we were made very welcome at Eshott and invited to visit anytime.

Future fly-outs, of which a number are being planned, will be posted on the website, in the newsletter and on the board in the greenhouse. Everyone is welcome to join in either as a pilot or passenger or both, fly there and relax on the way back.

Those of you who haven't been to Eshott should try it – it's a nice wee airfield just an hour south of Fife with an east-west and a north-south runway. Easy to find if you follow the A1 south of Alnwick, and you can count the castles on the coast on the way there, as well as taking in the sights of the Holy Island and Berwick Upon Tweed. **IT** (Andy Reid reckons it's pronounced "ehhshott" not "eeshott" by the way – Ed...)

Missed Slots

Last year we had an article in the Newsletter entitled “**No More No Shows**” – alluding to the fact that many students (and some PPLs) either fail to turn up for their booked slots, or phone with very short notice – sometimes mere minutes – to say they won’t be coming to fly after all. We warned then that Tayside were thinking about introducing a charge for no-shows without sufficient warning (or good reason) – and it’s happened. The situation has not improved, so Tayside will charge you £20 if you fail to give reasonable notice – ie, 24 hours – or if you don’t turn up at all. There’s a Charter that Tayside have drawn up, with do’s and don’t’s for folk who want instruction or to hire Tayside aircraft – copies will be available soon. AL

How’s your R/T?

Colin Rodger, ATCO at Edinburgh, and oft-seen in the greenhouse at Fife, has offered to run R/T classes for students and PPLs who want a refresher. Possible dates are available at the desk in the Topsy Nipper. The student courses will take place over three weekday evenings, 2 hours per night. The PPL day will be a weekend day – possibly the 1st or 2nd of March. Again, ask at the desk.

Midsummer’s Day Fly-In

Over the past few years we’ve had a “big” fly-in in the Summer. The weather hasn’t been totally bad to us, and the past events have gone down well. Looking at the calendar, and everything else that’s going on, we’ve plumped for the 21st of June for this year’s event. The longest day of the year. Watch this space for more information – and if you have any ideas for the day, let the Committee know.

The New Committee

The AGM saw the election of a new committee. Hangers-on from last year include Richard Street, Alan Laing, Kate Grant (now Chairlady), Ian Thorogood (Student Rep), Jim Watt and Julia Grant. New members are Steven Hepburn, Stuart Chapple, Martin West (Instructor rep), Mark Brady and Colin Robertson. As we did last year, we asked the new members to supply a photo and some biographical details. More next Newsletter!



Colin Robertson: I’ve been hooked on flying for as long as I can remember, and began at the controls of a Tiger Moth just after my 18th birthday. Two months later I was taking off from 25 on the road to my PPL. Flying the 152 around the circuit and cross country was great fun and, in August last year,

I gained my PPL. Ever eager to get more types into my logbook I converted onto the 172 and Grob and very recently also the Robin 400. I’m now well into the ATPL exams and will be starting the night rating soon on the road to my CPL, but I also hope to get back out to Australia this year to learn some aerobatics and fly the P51D Mustang.

Steven Hepburn – I have been a member of FFC for 6 years now, whilst also being one of the youngest members of the Club, others may know me better from my working behind the desk at Fife. Flying-wise, I have had my PPL for 2 and a bit years, achieved the national IMC rating, amassed 160-odd hours so far and I am a very part-time ATPL ground school student. I am also at the University of Glasgow studying Aeronautical Engineering with the ambition to hopefully join the airlines in a fair few years. (Steven was too shy to supply a photo).

Stuart Chapple - 'Stuart lived 3 miles NNW of Biggin Hill Airport for many years, well within radio range. He was able to start learning to fly when the NPPL was introduced and obtained his licence in May 2004, shortly after retiring from work in the IT Department of the British Library. In total he has clocked-up about 165 hours, initially in PA38 Tomahawks & PA28 Warriors and latterly in Cessna 152 & 172, since he moved north (Stuart’s wife was born in Fife). Stuart hopes to be able to visit many more Scottish airfields in future, though the weather seems determined to try and stop him. He hopes sometime to learn to land properly!'

Frequent Flier?

Tayside have introduced a “Gold Membership” to the Fife and Dundee clubs which will be of benefit to those of you who continue to fly Tayside aircraft a lot – for a fixed, £20 a month standing order to Tayside, you’ll get 10% off the hourly rates for the aircraft, so if you fly over 13 or so hours a year, you will be saving money on the standard hourly rate. Have a word at the desk for more information.

Club Nights and Future Fly-Outs.

There is a fairly comprehensive series of fly-outs planned this coming year. See the calendar of events enclosed with this Newsletter. Each fly-out will be organised by an individual, who will act as the point of contact for arranging the event. Club nights will be arranged on an “as-needed” basis and will be advertised in advance in the Newsletter and the FFC Website. Have you got something you’d like to see in a Club night? Let the Committee know. We’ll also be holding impromptu barbecue nights when the nights start drawin’ oot!

COMMITTEE NEWS

Next Committee Meeting is the 4th March 2008.

AWARDS



December 2007

John Punteney – PPL
Greg Logan - IR

February 2008

Glen Gardiner - Solo
cross country
Qualifier
Graeme Neillie - Solo
cross country
Qualifier

The delightful December and February weather didn't stop the folks above succeeding but January was a bit blank! (Info correct to mid-Feb).

Membership Renewals. Have you renewed your club membership yet this year? If not speak to Julia or June at the desk.

Have you logged onto the Fife Flying Club website yet? If not, why not? Get on line and check the website out – there's a lot of useful information on there now. Go online at www.fifeflyingclub.co.uk

Flying Order Book

Have you read and signed the Flying Order book for this January? If not, make a point of making the time to do so the next time you are at the airfield. Note that there may have been some additions made since some of you read the book this January. Have a word with one of the instructors...

Christmas Dinner Dance and Wing's Night.

As the year comes to a close its time for a Celebration for those who have successfully completed and obtained their "Wings", and also the Students that made that first massive step to becoming a pilot - the first solo. To commemorate this we as a Club have an Award's Evening which usually coincides with Christmas – a time for us all to get the gladrags on & let our hair down and show how we can Party - not that we need much excuse. The venue was the Topsy Nipper, with disco and all.

The Instructors make sure that we know how many Certificates are required for new PPLs & NPPLs together with those that have completed solos. Trying to collate this was a bit of a nightmare as not many of us can remember what happened last week let alone who has attained Pilot status but we got there eventually.

Last year we had a theme Black tie but was voted this year to be slightly less formal - have to say all the Gentlemen did look very handsome in their DJs & dicky-bows, but just as attractive in their smart suits.

The night finally arrived and we all turn up at the allotted time - its amazing how different we all look when scrubbed & dressed - and with make-up on (even the women!). Getting introduced to wives, partners & parents who have put up with students & pilots who are obsessed with flying, you realise they deserve medals.

Julia & her team had done a sterling job of organising seating plans and providing welcome drinks. Julia's idea of sending out details of the menu and having us decide on what we want to eat makes life so much easier although most of us can't remember what we wanted but she sorted us out.

After the meal was over & many drinks partaken it was time to get down to reason for us all being here - the handing out of the Certificates. Andy Reid (last year's Chairman) had the task of presenting them together with Student of the Year Award. This year there was 13 Wings Presentations & numerous Solo Certificates presented. These are all on the Hall of Fame page on the Fife Flying Club website.

Student of the Year was Les Soutar who was unable to attend but I was asked to collect his Award on his behalf as outgoing Student of the Year.

Once the formalities were over time to get down the Party-dancing & drinking not necessarily in that order. I have to say we know how to enjoy ourselves!!!! Let our hair down. As always happens we don't want the night to end so time to get ourselves organised to party the night away - which a few of us did and get home at some ungodly hour of the morning. Only thing was I was on refuelling duty next morning - not a good idea.

Must take this opportunity to thank Julia & her Team for providing us with a fantastic meal & keeping us all in check.

Hopefully next year I will be getting my "Wings".....!

Over & Out - Kate.

GPS and the GA Flier....

The Royal Institute of Navigation is holding an evening seminar on "The Uses and Abuses of GPS – A Talk for the GA Pilot" on the evening of 11th March at the Two Bridges Hotel in South Queensferry. If you want to attend you can book in with Martin Lawrence on 01738 624 074 or email him at martin@erraid.fsnet.co.uk. Bar Suppers available from 18:00, talk starts at 20:00.

Tayside News

The Alsim simulator is up and running at Dundee, with the first IR course on the go using the facility. The simulator is now fully approved for use on IR and Multi-Engine courses. A multi-crew course based on the simulator is in preparation and will soon be available. Several Tayside aircraft will be put up for sale shortly – three Cessna 152's (G-BHDS, G_RLFI and G-TFCI) and the 172 G-BURD. The latter aircraft would make an excellent syndicate aircraft – Tayside invested a fair amount in tidying the aircraft up when they got it, and it has been well looked after since. Old faithful Cessna 152's G-FIFE and G-TAYS will be remaining on strength and still be used for flight training at Fife. Some time in the future new aircraft will be acquired.... Watch this space for more information.

Two new instructors will be arriving at Fife in mid-February, and a new senior instructor will come on strength at Dundee to help with the various courses there.

Departures, Approaches, Joins, and Ground Movements at Fife

I've been asked to express my opinion about what the correct way to leave and join the circuit should be, along with prioritising ground movements at Fife, so here it is. I would welcome any input to these subjects since I think it most beneficial to flight safety to gain consensus amongst the majority of airfield users to get pilots' buy-in rather than unilaterally imposing restrictive practices and creating resentment. A few assumptions first then: -

- Aircraft already in the circuit have priority over inbound traffic.
 - Landing aircraft generally have priority over other aircraft **including** those on the ground.
 - Fife has no Air Traffic Control, so no instructions or clearances can be given by, nor should be asked of, the air-ground radio operator as to who should be doing what, where or when.
 - At Fife, separation from terrain and other aircraft is each aircraft commander's responsibility, despite who may be perceived to have priority over whom at any particular time.
 - No single joining method can be 100% safe on its own application. All pilots must remain vigilant and maintain an awareness of the position of other airfield traffic at all times.
- 1) Overhead departures can be risky since they put departing aircraft in direct conflict with those on approved Standard Overhead Joins.
 - 2) Departures can be made from any part of the circuit at circuit height, but the position of joining traffic must be established first to eliminate any conflict.
 - 3) Standard overhead joins are preferred to straight-in arrivals or joins at circuit height. However, they will usually result in cross-wind joins onto the circuit's downwind position; therefore, the proximity of other circuit traffic must be understood before commencing a dead-side descent, to prevent conflict on the downwind leg.
 - 4) Practice Forced Landings into the airfield may be started from overhead but only after very careful consideration of other airfield users' positions.
 - 5) Joins at circuit height can result in earlier landings but are riskier than standard overhead joins due to the difficulty of deciding how to blend in with, and then seeing, other traffic already in the circuit.
 - 6) Accurate reporting of position in the circuit is critical for everyone's situational awareness. Pilots are often heard to report "downwind", which means abeam the upwind end of the runway, when they have actually just turned downwind from the crosswind leg.
 - 7) There is no such thing as "extended base-leg". Any aircraft joining from the south-east (for instance from overhead Thornton) has no right-of-way over circuit traffic since they are **not yet in the circuit** and must not barge onto base leg with disregard for other aircraft.
 - 8) Similarly, an aircraft on a straight-in approach to runway 07 from the west, is not yet in the circuit, has no priority over circuit traffic and **MUST**, therefore, give way to it.
 - 9) After landing, the runway should be vacated without delay especially when other aircraft are on final approach.
 - 10) ALL after-landing checks and actions should **ONLY** be carried out: -
 - (a) when clear of the runway, i.e. when the aircraft has passed over and is clear of the yellow taxi-holding markings at holding points Alpha, Charlie, Delta or Echo, and not blocking that exit for other aircraft vacating the runway
 - (b) with the aircraft stationary, i.e. not during taxiing
 - (c) in accordance with a current checklist
 - 11) Once vacated, the runway must **NOT** be re-entered (e.g. for back-tracking) when other aircraft are on final approach
 - 12) With another aircraft on final approach for a touch-and-go, an aircraft waiting to enter the runway to line-up or back-track must not do so until the other aircraft has become airborne again.
 - 13) Only with the express agreement between their pilots can more than one taxiing aeroplane be on the runway at any one time.
 - 14) With two aircraft taxiing towards each other, each one should turn to the right of the other to avoid conflict.

OK, this is a long list but I hope provides a basis for discussion on these important subjects. Your feedback is very welcome since it is essential to gaining a common understanding and agreement between all of us about how to go about flying safely at Fife.

Thanks for reading!

Tim Humphrey - Flying Instructor - Fife

(Your views, please to Tim, or the Newsletter Editor at alandi@globalnet.co.uk.....)

Hangar Rash?



You will no doubt have seen Lawrie Hogan about at Fife – flying his immaculate Zenair 601 G-CDMT. Or at least, for the last few months of 2007, you might not have seen him flying. Lawrie's aircraft was involved in two serious incidents of so-called "Hangar Rash" that left the aircraft unfit for flight. Damage to one wing caused by another aircraft being pushed into the Zenair, and a hangar door being blown against the other wing, meant that Lawrie spent a good part of the Christmas break drilling out over 1200 rivets on the leading edges of both wings, and the upper surface of the port wing, before drilling over 1200 holes in the three new panels, cutting openings for lights, fuel tanks fillers, etc, before having the whole lot painted, then refitted. Lawrie reckons that over 140 hours of labour (assisted by Alec Hastings and Ian Fraser), over £2000 and a lot of frustration and sweat went into getting the aircraft airworthy again.

If you get a chance, have a look at Lawrie's aircraft. The quality of the finish is as good as new – a real credit to the work that's been done on the aircraft. It's good to see Lawrie back in the air again. "Hangar Rash" is a poor euphemism for damage caused to aeroplanes when they should be at their safest. Lawrie's experience shows just how fatal that simple - and avoidable - "rash" can be.

AL