

Fife Flying Club



Issue 17 May 2008

## Chairman's Welcome...

Hello Ladies & Gentlemen

We are just about into to May and hopefully Summer will be with us shortly and we might just get some flying done.

A little reminder please - can I ask that you check for future events - they will be posted on the Fife Flying Club Website and also on the Noticeboard which is in the Greenhouse behind the door. We do try to let you know about these events by email, but can I ask – PLEASE - that you make sure all your email addresses are up to date. This time, we tried texting everyone about the recent ATC Night at Fife. That was a feat in its self, and it was disappointing that not many of you got back to us to let us know if you were coming or not..... It was an excellent night, and I'd recommend that all pilots and students attend one of these ATC "roadshows" if they can.....

Remember Flying is only a part your flying experience try and join in the social side of the Flying Club too – plenty of opportunity to meet the other flyers at Fife who have a really varied bag of flying experience and are willing to help and share their experiences in any way.

*Roger & Out*

*Kate Grant*

*Chairman/woman/person/lady*

*auntycats@aol.com*

### Opening Hours....

With the longer days now with us, Ian Heggie, Operations Manager has asked that you take note of the following operational hours for Tayside Aviation at Fife Airport. The airport will continue to be open for it's licensed hours: the following hours apply to the operational staff. Note that fuel will only be available up to 30 minutes before the closing times below, to allow staff time to put away the Tayside aircraft, etc.

Monday	0830 to 1700
Tuesday	0830 to 1830
Wednesday	0830 to 1830
Thursday	0830 to 1830
Friday	0830 to 1700
Saturday	0830 to 1830
Sunday	0830 to 1830.

### Airside Access

Following an unauthorised runway incursion, vehicular access to the airside of the airfield will only be allowed when Operations Staff are on duty. Any vehicles airside prior to the operations activities finishing (see closing times) will need to be removed as the crash gate will be secured by a chain and padlock. Vehicles not removed before the gate is locked will have to remain airside until the following morning.

*Paddy and Mick decide to go flying – and do some aerobatics. "If we go upside down, will we fall out?", says Paddy. "I don't see why we should", says Mick. "We've been friends for years". (With apologies from Richard Street)*

### Calendar of Events

We have a regular series of fly-outs planned – see inside for the Carlisle fly-out – and a range of activities for Club Nights and the like. If there's anything you would like to see us do, let the Committee know....

May 15<sup>th</sup> - Quiz Night – Teams of 4 needed.

May 18<sup>th</sup> – Carlisle Fly-Out (Alternate is Inverness or Oban)

May 19<sup>th</sup> – Committee Meeting – all welcome. (At the airfield)

June 8<sup>th</sup> – Mull Fly-out

June 12<sup>th</sup> – Barbecue Night at Fife.

June 21<sup>st</sup> – Midsummer's Fly-In.

July 1<sup>st</sup> – AIRFIELD CLOSED.

July 5<sup>th</sup> – Elvington Fly-out.

July 17<sup>th</sup> – "Planes 'n' Flames Barbecue.

14<sup>th</sup> August – TBA.

## Tayside News

The new simulator at Dundee is available to Flying Club members at £66 per hour – a chance to fly a twin turboprop in a very realistic situation for a fraction of the cost, or a chance to practice Instrument flying in complete safety.....

Tayside have completed two IR courses and their first MEP ratings at Dundee.

**G-EVIE** – is a Piper Warrior that you may see at Fife on occasions. This aircraft has been donated to Tayside by the family of Evie Saunders. Evie was a lady who always wanted to learn to fly, and eventually did in her 60's. She bought the Warrior but due to illness, was never able to fly it. When she passed away, Evie left some of her estate to the care and maintenance of the aircraft, and to help young people to learn to fly. Through the Air League Educational Trust, Tayside has formed an operating agreement to assist with Air League scholarships. As a result, **G-EVIE** will be coming out of a repaint and refurb period shortly, and will be going on a tour of the UK before coming back to operational duty at Tayside.

## Midsummer's Day Fly-In

This event will be held on the 21<sup>st</sup> June. Perth are having their summer event at the same time, so we're hoping to share visiting aircraft with them. There will be no landing fee at Fife that day, so hopefully people will fly in from far and wide with the double attraction of Fife and Perth to visit. As happened last year, there will be spot landing and flour bombing competitions, Watch this space for more information.

## 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. Mark Brady chickened out on the photo:

**Mark Brady:** My first flying experience was with the RAF University Air Squadron, whilst studying at university in Edinburgh. They taught me to fly the Bulldog at RAF Leuchars. On leaving university I then began training for my PPL at Fife Airport, completing it in May 2005. Having moved to Newcastle for a few years I was a member of Newcastle Flying Club for two years– the challenge of flying out of a busy international airport was quite a change to Fife airport! I currently work as a Project Manager in the NHS and am slowly studying towards my ATPLs in my spare time. I recently completed my AOPA aerobatic certificate at Dundee airport and am now a huge fan of the Grob!

## ATC Roadshow

On 28<sup>th</sup> April, "Sandy" Sanderson and our own Colin Rodger, both ATCO's at Edinburgh Airport, came along and spoke to an audience of more than 20 club members on the topic of Air Traffic Control. Sandy and Colin are touring local airfields to spread the message of good navigation and R/T to local pilots, especially when flying in or near the Edinburgh Zone. This is part of a NATS education programme to try to help reduce the number of zone infringements that are occurring. Figures for 2004 showed there were 223 infringements. In 2005, there were 400. More recent figures weren't available – but the point is – infringements are on the rise, and this is having an impact on safety, and the economics of flying big jets – the disruption caused by an unauthorised infringement by a small aircraft can be significant on the aircraft using an international airport. If you want to see what this looks like, have a look at the website [www.flyontrack.com](http://www.flyontrack.com) - they have actual radar recordings of zone infringements which show just how serious these can be. Sandy and Colin had some tips for flying in or near the zone....

1. As a pilot (student or otherwise) Practice Navigation – make sure you can get from A to B properly, safely and accurately
2. Even though you plan for a Zone Transit – don't assume you will get it – have an alternative, around the zone, as a back-up plan.
3. Plan routes that have a wide buffer between you and zone boundaries – if your attention wanders, you might too – into the zone.
4. Think about the weather in advance – and if you get into bad weather in the air, tell ATC as early as you can – again, before you wander into controlled airspace.
5. On the radio – Think before you speak, and keep it brief.
6. ATC at Edinburgh may be busy even though there's no traffic on the radio.
7. "Standby" means just that – don't respond to the instruction with a call and stay where you are. It is not a clearance into the zone.
8. If uncertain of position, ask for help.
9. If cleared to the Bridges, this means the North Tower of the road bridge unless otherwise advised...

AL

## COMMITTEE NEWS

Next Committee Meeting is on 19<sup>th</sup> May 2008.

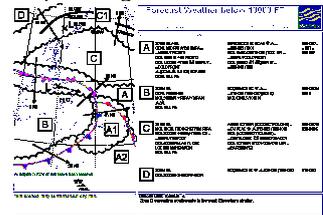
### AWARDS



**April –**  
Alec Smith – Solo Nav Trip

**May –**  
Daryl Mackie – First Solo.

Not much to report for the past couple of months as the weather hasn't really been cooperating.....!



**Pilot's Charter - You should have received this through the post recently – remember to sign and return it to Tayside Aviation or hand it in 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](http://www.fifeflyingclub.co.uk)

### Flying Order Book

Have you read and signed the Flying Order book for this year? If not, you're well overdue - make a point of making the time to do so the next time you are at Fife. Note that there have been some additions made since some of you read the book earlier on. Have a word with one of the instructors...

# Carlisle Fly-Out – 18<sup>th</sup> May

The Committee is planning a programme of Fly-outs for 2008. The first one will be another attempt to reach Carlisle on Sunday, 18th May. The plan is to visit the Museum and return after lunch. The Company Secretary of Solway Aviation Society, which runs the Museum, has provided the following information:-

"The Museum is open from 10.30 until 17.00 hrs on that Sunday and a visit to the Vulcan needs to be prebooked when you buy your Museum ticket. As you will appreciate the number of people in the Vulcan at any one time is limited to 5 visitors and one guide. Museum Tickets are £3.50 for adults with reductions for children (none under 8 in the Vulcan) and seniors. Your Museum tickets also entitle you to a Vulcan pass which you obtain at the reception in the Museum. Please let your members know that if they go straight to the Vulcan without a pass they will not be admitted. We also serve coffee and tea and have toilets in the building - maybe a couple of essential necessities after flying from Glenrothes!" If you would like to take part in the Fly-out, please put your name on the list in the Greenhouse or notify Julia Grant. Students are welcome to join-in, but if they wish to fly themselves, they will need to arrange for an instructor to accompany them in the usual way. If the weather to the south is very poor, but it looks ok to the north, we will try going to Inverness instead.'

**For more info, speak to Stuart Chapple.**

## Edinburgh ATC Visit

Recently, FFC members were given the chance to match faces to the voices we all know at Edinburgh as visits to the tower were arranged by Colin Rodger. The tower itself is a very impressive structure from the outside but is even more so on the inside.

First, we were taken upstairs to a briefing room to be briefed of safety issues etc, and we met Sandy Sandford, Colin's boss. Colin then led us downstairs to the Approach area where the controllers on Edinburgh Approach frequency sit. It was surprisingly small compared to what I expected, but the technology is awesome. Along the whole of the wall were banks of radar screens, met displays and anything and everything you would want if you were a controller or pilot. All the information needed is right at the controller's fingertips.

The RADAR displays were spectacular, the range stretches for miles and miles, it can easily see to Aberdeen. The display is full colour and shows all the airspace you have on your chart, with little dots that are commercial airliners, each with their call sign and transponder code attached. Many of the airliners were just passing by onto other destinations, and you could also see the traffic at Glasgow and those going into Prestwick. It was fascinating to watch the little dots getting guided onto the ILS shown on the screen in turn and then passed onto the tower.

Paper flight strips are used to record and follow the progress of aircraft. These form a back-up as well, should the radar screens fail. Colin explained there are so many backups in place it is almost impossible to lose the radar displays. The Approach room is quite dark, which gives a brilliant view of the screens and all of the lights. All too soon it was time to leave to go upwards to the tower.

We took the lift up to the top of the tower which is a considerable distance, and it feels even taller than it looks from outside. This is where the controllers who are on the tower and ground frequencies work. The all-round 360 degree view is nothing short of spectacular, and even at night you could see for miles.

I would certainly recommend that you go if you have not been already the next time the visits are on. I'd like to thank Colin, Sandy and all the staff at NATS Edinburgh for being so welcoming and for their first class tour!

**CR**

(More ATC tours are planned for later in the year – Ed)

## Dundee's New Simulator.....

On a gusty Tuesday night in February, a few club members headed up to Dundee airport for a couple of hours flying. The weather was low cloud and high winds by the time we met at 7pm. Under normal circumstances these sort of conditions would lead the best of us to turn around and head for home but not this time!

This was going to be no ordinary flying and for once the weather was to have no impact on whether we flew or not! We were here to test the new Tayside Aviation Alsim FNPT2 flight simulator. Weather, time of day or even inexperience of the pilot are no barrier to getting 'virtually' airborne in the simulator - as we soon found out! When we stepped inside the simulator, we were already on final approach to Brussels International Airport. After a quick explanation of all the features of the simulator which included the ability to change the weather, time of day and even the aircraft that could be flown - it was time to have a go ourselves.

Despite not having a multi-engine rating to rub between us, we chose to fly the Beech 200 King Air. After a quick circuit demonstration by Jim Watt, it was our turn to have a go! Taking it in turns to be captain in the left hand seat and co-pilot in the right hand seat, we each had a go at a takeoff, circuit and landing – some of us with more success than others, but fortunately no crash landings!

The Sim is capable of simulating a whole range of weather conditions from winds, turbulence, rain, cloud and low visibility all to excellent realism. Selecting low visibility, Jim demonstrated an ADF approach as would be used in Dundee Airport. All of us found this really interesting and to see the runway approach as we reached 200 feet AGL and then land, was really amazing!

Having mastered the basic circuit and having carried out an introduction to instrument flying, it was time to have another go at the circuit, and this time Jim offered to make things more 'interesting' for us. Feeling confident, we each took another shot at the controls to fly the circuit only to find out to our horror, just how many emergency procedures could be simulated quite safely in the simulator. All of these would get your heart racing were you to try them in a real aircraft – but thankfully this was only a simulator! The first emergency was an engine failure in one engine. Jim very calmly explained the procedure for compensating for yaw, identifying the correct engine and closing that engine down. To aid the process you could even see the engine which had stopped out the side of the cockpit window! After a safe landing with one engine, it was time for the next pilot to have a go, this time with both engines failing while downwind! Again thanks to the calm instruction from behind, another safe landing was achieved.

After the final landing, we taxied into the airport terminal and parked up next to a British Airways Boeing 747. I think it is fair to say there was a slight relief around the room as we closed down the engines and switched off the electrics – even if there was disappointment that it was all over. We had certainly been put through our paces and had the opportunity to experience a whole range of emergency procedures in a turboprop, as well as some instrument flying which we would not normally have been able to practice for real.

The whole experience was not only hugely entertaining but extremely valuable to our flying experience. I think all of us could think of uses for the simulator to help us improve our own flying in the future. Whether from practising instrument approaches in low visibility situations, to practising a whole range of emergencies or just having a go at night flying for fun, all of these can be carried out quite safely in the Simulator. It offers a completely safe environment for anyone wanting to practice just about anything, with the reassurance that if anything does go wrong, you just restart and go again!

The simulator is available to rent in the same way as you would rent an aircraft at Dundee. Simply call Tayside flying club and book. The cost for club members is £65 per hour. If you are thinking of going along, why not advertise on the fife flying club website, and share the cost with other members? Alternatively another club visit is due to take place on..... names can be added to the sheet in the club house.

**MB**

## Get Your R/T Right

Colin Rodger, ATCO at Edinburgh Airport, and a regular on the radio at Fife, is also an R/T Examiner (as many of us will have experienced!). A few tips from him...

- When abbreviating your callsign, remember to use "Golf" – ie, G-FIFE is "Golf Foxtrot Echo", not "Foxtrot Echo".
- ATC works in Zulu time not BST. So if you are asked for your ETA, either give it in Zulu or add the word "Local" after your estimated time in BST.
- The word "Standby", when said by an ATS means that you have to wait until that ATCO gets back to you. You don't acknowledge the call, just wait. If you have just requested a zone transit and are told to "Standby", you must not enter the zone, as you haven't received a clearance.....
- As Edinburgh is pretty busy these days, you should always plan to "standby" for a bit before getting a response – orbit safely outside the zone until you receive further information. If Edinburgh ATC haven't got back to you after 5 minutes, you may call again to remind them you are there.
- When you call "runway vacated at hold xx", this should mean that you know that your entire aircraft is over the hold line, clear of the runway.
- There are no 5-digit radio frequencies – there are 4-digit ones and 6-digit ones. So 121.2 is said "one-two-one-decimal-two" and 130.450 is "one-three-zero-decimal-four-five-zero". This has been the required procedure since May 2006....

**AL**