

Fife Flying Club



Issue 18 June 2008

## Chairman's Welcome...

### Hello Ladies & Gentlemen

The Summer is definitely here - at last! We had our first fly-out, to Carlisle, which proved to be a great success. We took four aircraft, crewed by a mix of students, PPLs and Instructors. I did the trip as a Nav exercise as I hadn't flown for about 5 months. It was really great to be back in the "driving" seat again.

The Midsummer's Day Fly-in is nearly upon us – Saturday 21<sup>st</sup> June. We'd like to see as many FFC members there on the day as we can. Check the website for up-to-date information on what is happening. The hotly contested Flour-Bombing and Spot Landing competitions from last year are going to be repeated. (The controversy from last year still hasn't died down!).

We are looking for volunteers to help on the day – if you can help, come along to the barbecue on June 12<sup>th</sup> and we'll allocate the tasks for the day. Let's make Midsummer's Day a day to remember!

*Up, up and away! Kate Grant Chairman/woman/person/lady [auntycats@tiscali.co.uk](mailto:auntycats@tiscali.co.uk)*

### Get Yourself Noticed

You will probably all have seen the letter from Tayside regarding the wearing of high-visibility clothing whilst airside at Fife and Dundee. Highlands and Islands Airports, who run Dundee Airport, have made wearing of hi-vis mandatory at Dundee. This is the norm at most airports these days anyway, so Tayside have implemented the requirement at Fife as from 1<sup>st</sup> June. If you are accompanying passengers, only one in your party needs to wear hi-vis – but remember that you must accompany any person who doesn't have hi-vis at all times – don't just abandon them at the aircraft!

### Photo Identification

Airports are looking for photo ID more and more these days – eg, Dundee will be shortly. Log onto the FFC website and follow the instructions there so we can get new photographic FFC membership cards made up **asap!!!**

[www.fifeflyingclub.co.uk](http://www.fifeflyingclub.co.uk)

### Airfield Security

Private owners are reminded that they should not leave hanger doors open if they plan to arrive back at the airfield after the Ops staff have left. There has been a break-in at the Airport recently, and intruders were seen in one hanger during operational hours. If you are going to be late back, don't assume that the hanger doors will be closed for you. And don't leave other aircraft outside if you know you will be late back – put them away and secure the hanger door so that the

### Cut Price Pooleys...

James, the Pooleys rep, was at Fife recently and he has set up a discount for members of Tayside and Fife Flying Clubs. This 10% discount is for 'on-line' purchases from Pooleys only. The member must quote 'tayside' when placing their order.

### Calendar of

We have a regular series of fly-outs planned – see inside for the Elvington 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....

**June 8<sup>th</sup> – Mull Fly-out**

**June 12<sup>th</sup> – 7pm Barbecue Night at Fife.**

**June 21<sup>st</sup> – Midsummer's Fly-In - see inside**

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

**July 5<sup>th</sup> – Elvington Fly-out. See Colin Robertson for more details (and article inside).**

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

**16<sup>th</sup> August – Duxford Fly-Out ...TBA.**

### Ground Communications

FFC members are lucky in that we have access to a well-known, popular and respected public restaurant where we can sit, swap flying stories and plot our next trips. What we need to remember, though, is that the customers who come for the food and the atmosphere may not be as used as we are to the colourful language that some of us engage in from time to time. So next time you're chatting to fellow pilots in the Tipsy Nipper, spare a thought for the restaurant customers and maintain a gentlemanly (or ladylike!) tongue in yer heid!

# Midsummer's Day Fly-In

Planning for this event is well advanced and the **Barbeque Night** on June 12<sup>th</sup> is also the night when we'll be looking for volunteers to help on the day to come along for a briefing. So we'll see you all on the 12<sup>th</sup>, please.

Proposed schedule for the day:  
0900 - start of the "day".

11am - 12 noon - practice sessions for flour bombing and spot landing competitions.

12 noon to 2pm - Paradrup and other special flying events.

Judging of best-turned out aircraft.

2pm - 4pm - flour bombing and spot landing slots.

End of "day" - 5pm

There will be a barbecue running from 1130-ish. Visiting aircraft will get their landings for free.

The Tayside Seneca twin may be on show and there might be the chance to have an aerobatic slot in a Grob....

## Tayside News

**-As mentioned last time round, 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. Why not get together with a fellow pilot (or student) and split the cost of an hour - only £33 each – and practice some radio navigation on the ground? The AOPA Radio Navigation Certificate is available to PPLs and takes 5 hours to complete. A good addition to your flying "CV"....?**

**-The sim will be CAA-certificated for Multi-Crew Training at some time in June.**

**-The second commercial IR course has now started at Dundee.**

## Aircraft Owners and Pilots Association

**Did you know that student pilots are entitled to free membership of the Aircraft Owners and Pilots Association? That when you get your PPL/NPPL you are entitled to the AOPA Bronze wings – for free. Whether you're a member of AOPA or not? And then can go on to earn the Silver, Gold and Platinum wings? AOPA promotes your right to fly and aims to: increase General Aviation awareness, increase your freedom to fly, combat increases in costs, remove or amend unnecessary regulations and restrictions, improve aviation safety, protect airfields, improve flying training, evaluate and publicise proposed changes in legislation, fight for your rights, and make it's members better pilots. Have a look at the AOPA website at [www.aopa.co.uk](http://www.aopa.co.uk). The excellent AOPA magazine "General Aviation" is published regularly and is free to members.**

**AOPA have established a network of local reps at airfields and Alan Laing has volunteered to fill this role for the foreseeable future. He's still waiting for the information packs, etc from AOPA but information will be going up on the noticeboard soon. Don't wait for that – join AOPA on-line at any time!**

## Flying and Thinking in Three Dimensions

Most of us who fly probably all imagine what it would be like to be flying something fast and furious like a Phantom, dogfighting, or an Extra 300, looping the loop and defying gravity and all that stuff.

AOPA have an 8-hour aerobatics instruction syllabus that lets PPLs and NPPLs get checked out on basic aerobatics so that they can go off and practice the basic manoeuvres on their own.

Having always been a latent jet-jockey, I decided that I had to give it a go – a good way of learning more about how to fly an aeroplane, and to get the more out of my day-to-day straight and level flying as well. Syd Utting is Tayside's current aerobatic instructor, and is based at Dundee, flying the Grob (and occasionally the Topsy Nipper based there). Syd has considerable experience in normal flying instruction and aerobatic instruction and has an infinite patience with folk like me who listen attentively and nod sagely in the classroom and promptly forget everything when I climb into a cockpit.

We've all experienced the "which hand is left/right?" effect when being flown under instruction (I could never figure it out) but imagine the added confusion when you are upside down, pulling (sorry, pushing) negative-g and trying to figure out which way to go next. The human body was designed to work "this way up" and aerobatics open up a whole new way of having to think – not just upside down, but in all the "unusual attitudes" that you're taught to cope with and escape from without panic. Interestingly, much of the aerobatics is taught on how the aircraft "feels" rather than by the numbers, and this is a fascinating part of it for me. The seat of your pants does actually speak to you in the air\* – albeit subtly and without words – and as each manoeuvre begins to come right and "click", it's very satisfying to know you got it right because it felt right. Even the dreaded spin and spin recovery become familiar and fun after the first few. So far, I've not had any significant "stomach awareness" as NASA euphemistically calls it, and I've learned more in the past 6 hours (plus 6 in groundschool) about flying than I have in a long, long time. Go onto the AOPA website and have a look at the aerobatics syllabus. The test at the end is a sequence of aros with a second instructor. I'll let you know how it goes.....

**AL**

\*shame on any of you for suggesting that this is where most of my vocalisation usually comes from.....

## COMMITTEE NEWS

Next Committee Meeting  
is on 12<sup>th</sup> June 2008.

### AWARDS



May

**Craig Nicol – PPL**

**Andy Reid – IMC  
Rating**

### Safety Pilot's Course

Do you fly regularly with someone who isn't a pilot, and wonder what they would do if they had to land the plane? Ask the instructors or at the Tayside desk about the Safety Pilot's course – designed to help in just that sort of situation.....

### Prospective Professional Pilots

Rumour has it that some former Fife Instructors may be coming back to give a talk one evening on their experiences of working their way up to getting a job with the airlines. The talk will be of particular interest to those of you thinking of becoming professional pilots, or those who have already started on the long slog, but also to students and other pilots in general. We'll give you more details when we get them. Heckling and abuse of the speakers will, of course, be mandatory!

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) Go on **NOW** and upload a photo of yourself for you membership card – it will come in handy!!!

## Elvington Fly-Out – July 5th

On the 5<sup>th</sup> of July it is hoped that the club can manage to get further than before with the summer weather and reach the old RAF and Free French base at Elvington, Yorkshire. It promises to be an interesting and challenging trip, and the museum at the airfield look to be well worth a visit. It will also be an ideal opportunity to gain some valuable long distance flight experience which can be used for awards such as AOPA wings, and is a brilliant practise run for the club flyout to Duxford in August. Most importantly though, it gives everyone an opportunity to make new friends and go flying together. If you're a student, why not try and convince your instructor to fly down with you, or if you can't do that, see if you can hitch a ride with some PPL's. It's a brilliant way to get to know the other members of the club. Flyouts are also a great way for PPL's to cost share a longer flight. As will be the norm for club flyouts, some information regarding the trip follows.....

**Routing:** Suggested routing for the trip at present is as follows: Fife - Earlsferry - North Berwick - Duns - Rothbury - Hexham - RAF Leeming overhead - Elvington This gives a distance of around 170 nautical miles which should take around 1 hour 45 to 2 hours depending on the wind on the day. This routing keeps clear of the danger areas near Spadeadam and the busy controlled airspace at Newcastle, although there may be a chance of a zone transit. To get to Elvington it is necessary to get a MATZ penetration through Leeming, Topcliffe and Linton on Ouse air bases which Leeming ATC deals with.

On the way down and back up there is Eshott to visit if you do so wish, and around Elvington there is Pocklington, Sherburn and Sandtoft.

**Landing fee:** is £12. Take a look at the airfield online at [www.elvingtonairfield.co.uk](http://www.elvingtonairfield.co.uk) - there is a briefing for pilots to read. Note that in Pooleys the airfield is listed as York. Just to save you the frustration I had trying to find it!!!

**The Yorkshire Air Museum:** The museum and Allied Air Memorial are situated right next to the apron. The museum has toilet facilities and a restaurant for the essential cups of coffee and sandwiches. For further information look at [www.yorkshireairmuseum.co.uk](http://www.yorkshireairmuseum.co.uk) which has a great virtual tour.

Further details on the flyout will follow later. Until then join in the discussion in the Elvington thread on [www.fifeflyingclub.co.uk](http://www.fifeflyingclub.co.uk), speak to me in person (Colin Robertson), or send me an e-mail at [cjirober1@aol.com](mailto:cjirober1@aol.com).

## Carlisle Fly-out

**Four planes ventured out for the fly-out to Carlisle – two 152s - G-TAYS, G-TFCI and two 172s - G-BBTH, G-BURD, with three people in each of the 172s and two in each 152. The route taken was down through the Edinburgh zone. After landing at Carlisle and some folk making very loud aeroplane noises in the Vulcan cockpit in the museum there, the four aircraft then went to Kirkbride and landed, before heading back home. The two 152's followed the M74 north, in formation. Could this have been because Kate was navigating, preferring to read the road signs rather than use her whiz-wheel?**

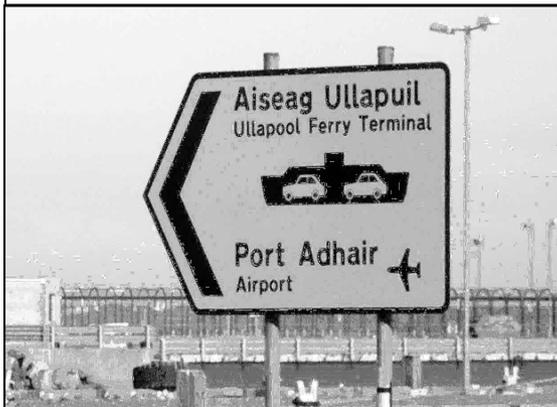
**See next Newsletter for her reply.....**

**Anon(!)**



# Breakfast, Lunch and Dinner in a TB9

Last year Rob Swinney and I attempted to fly round the UK in the TB9, G-BKUE. This year, I was getting itchy wings so I thought I'd better plan a wee trip on my own, just to stretch my own envelope a bit. So after a bit of planning (on company time, but I was bored), I settled on Fife – Benbecula - Stornoway - Kirkwall – Fife - over two days, as I needed to be back on the third day of my time off work for an appointment. I took off in UE at 1030 local on Monday 19<sup>th</sup> May, intending to route direct from just north of Falkland to the western tip of Skye. However, the cloudbase, 6/8<sup>ths</sup> of it, was at 3,500 feet and I couldn't get on top of it (I knew the west coast was clear as I'd phoned Oban and Benbecula). So I went low by Loch Earn, Crianlarich, Dalmally, NE of Oban then via Loch Sunart, over Eigg and Rum (in clear blue skies by this time) then followed the SW coast of Skye to the lighthouse at the westernmost tip, then coasted out for Benbecula. I was on the ground at Benbecula at 1240, had a cup of tea and an all day breakfast... I took off again at 1400 for Stornoway, and landed 35 minutes later. The runway at Benbecula was 17, and the runway at Stornoway 36. Stornoway wondered why I queried their runway. The wind was that different between the two places (and about 10kts) although still with sunshine and fluffy white cumulus. I stopped for the night and had the best part of the afternoon and evening in the sunshine in Stornoway, then scoffed the best meal I've had in ages in The Arts Centre on the harbour, with it's glorious views over the harbour. The following morning, I got up and had breakfast and headed out to the airport. I'd refuelled UE the day before. I took off at 0945, climbed west over Lewis to FL70 and coasted out east for the mainland, 25nm away.... it was in clear view and didn't look like it was 25nm away, but I was conscious of all that cold water below. (I had the club's ELB with me, and knew how to switch it on!) I filed my first ever VFR flight plan for that leg, and the chaps at Stornoway Tower helped me out with that. I was determined that I'd be found quickly if I had to force land somewhere up there, and was reassured to see the SAR helicopter already out of the hanger at Stornoway when I taxied out..... I waved so they would remember what I looked like, just in case. I routed via the south of Scourie (well south of Cape Wrath as the ranges were active) then to Tongue, Douneray, John O'Groats and on to Kirkwall, landing at 1130. I had my lunch in Kirkwall Airport, and met and chatted to Neil Thane, the duty Airport Manager, who took photos of UE for the website: [www.spottersblog.com/kirkwallairport](http://www.spottersblog.com/kirkwallairport). He hasn't updated the site as I write, but have a look, he might have done by now.... I took off (still in glorious sunshine) at 1315 and circumnavigated the Orkney mainland, passing the Old Man of Hoy on the way south. I would have gone lower for a closer look but there was an RAF Tornado doing exactly the same as me, but dodging the wavetops somewhere below. I never did see him. As I went south, the cloud got worse near Inverness – so bad (and with showers about) that it would have been impossible to go under it to the east of the A9, but was clear enough to the west. I landed back at Fife at 1550, and had dinner with a friend in Kirkliston at 1800. After 30 or so frequency changes, avoiding Danger Areas and Restricted Areas and the odd seagull, my only real cock-up in the whole trip? Calling Leuchars from south of Perth on the way home on 125.60 and wondering why they wouldn't speak to me! Doh! 6 hours 55m total time flown, 3 new airfields in the logbook, over 600nm flown, amazing scenery, tons of photos taken and the TB9 behaved perfectly, as ever. With the long range tanks, (over 6 hours endurance) G-BKUE is ideal for these sorts of trips. Watching the poor souls fighting over the reduced items counter in Tescos on the way home from the airfield (I was ok, I elbowed my way in and got two pizzas for 75p each – a result!) I wanted to tell them how I'd had breakfast in Stornoway, lunch in the Orkneys and home in time for tea! They should be learning to fly! What a trip. What a privilege, to be able to do such a thing. All in a wee plane. Priceless, as they say. **AL**



# Quiz Night

Yet another Club Quiz Night has come and gone and a good night was had by all. Five teams took part and with the "Roger Rogers" losing top place to the "Pan Pans" there will no doubt be a return grudge match duel in the future. The Pan Pans benefited from the vast knowledge of one person who shall remain nameless in case he/she is poached by another team next time. Questions as ever were set by the devious Ian Thorogood and included:

- Chronophobia is the fear of what?
- How many years are celebrated in a demisesquicentennial?
- On a clear day, from the top of Ben Nevis, how far can you see?
- If a static port becomes blocked, what instruments are affected?
- Which aviation pioneer was killed by a charging buffalo?

Answers can be found on the Club website. **RS**

# Easter Fly-In

We've had an Easter fly-in these past few years now and with a lot of success. The weather wasn't so kind this year but we still managed to collect 20 eggs from visiting pilots and donations for the Rachel House Hospice in Kinross, and auctioned off some biscuits (believe it or not!) and raised another £30 for the Hospice. Thanks to all who helped, and it seems Lawrie's guys at the garage got the benefit of a lot of the biscuits! **KG**