



Fife Flying Club

Out of the blue

Issue 19 September 2008

Chairman's Welcome...

Hello Ladies & Gentlemen

Its with great regret that have to inform you that Les Murray passed away in June and we offered our condolences onto his family. Myself & Colin Robertson attended the Funeral at Kirkcaldy Crematorium. It was a lovely service - as the Minister was talking about Les's obsession with flying a Grob flew overhead totally unplanned - but fitting. Most of you may remember Les from the Fly-in last September when he helped with Health & Safety.

Although Summer is here I think there has been little flying due to guess what the Weather!!! We did manage to have a small Fly-in on the 21st of June which was entertaining as always with a hotly contested Flour-Bombing Competition . We also managed one Fly-out which should have been Mull but weather there was wet wet wet so the alternative venue was Fishburn and three planes made the journey – the Eurostar, a C152 & a C172.

Happy Flying Kate

auntycats@tiscali.co.uk

Fife Airport (SW view) 12:53:50 (local) Mon 18 Aug 08

Fife's New Webcam.

Hopefully you will have noticed a big difference in the quality of the webcam image on the Tayside website. Thanks to the efforts of Tim, the CFI, we now have a higher resolution webcam that updates every 10 seconds. The quality is so good, it even captured an image of the 18-foot spider that built a web across the approach to 25 and caught a couple of 152's the other day.

Work is still in progress to improve the weather data.....



Calendar of Events

We plan to have a regular series of fly-outs 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....

Leuchars Airshow - 13th September
– see report inside

Leonard Cheshire Anniversary Party
- 4th October - there will be a Marquee on the Heli Pad

Committee Meeting – 23rd September
– all welcome

Safety Evening – 21st October -
Tayside Flying Club.

Wings Dinner Friday 12th December
2008

Slow News Days

Some of you may have wondered why this Newsletter has been so long in appearing.... simple answer, we need you to help write the News! Let us know if you've been away flying somewhere (see the excellent article on the Berlin trip inside), send us your photos, etc. This is your Newsletter about your Club – let us know what is happening. Send material (and compressed photos) to the editor at alandi@globalnet.co.uk. Ta!

CHRISTMAS IS COMING!!!

Yes, it is that time of the year again – nearly. At least, it is close enough that you need to start thinking about it..... and stop denying it. The annual Christmas Dinner and Wings Night will be held on 12th December in the Topsy Nipper, as usual. Tickets will be going on sale soon, so grab 'em while you can. More details from June or Julia at the desk, or on the website

Airfield Closed

Please note there are **Airfield Closures** planned for the 7th & 8th October 2008 for Ultimate Cars events.

Midsummer's Day Fly-In

21st June 2008

Although a sedate affair this year, the day was enjoyable just the same. The BBQ was fired up early and burgers sold like hotcakes as usual. The Flour Bombing Competition was hotly contested as always - with new rules & supervised by Colin Robertson. Thanks to Colin for keeping everyone in check .

Winners - Nearest the Barrel - Andy Reid & Peter Ritchie.

Most Points Scored - Martin West & Stephen Russell

Many thanks to Richard Street for his sterling work as Head Chef of the BBQ and to Julia and all her staff for keeping us all in check and making a enjoyable day. KG

Aerobatic Diary

I wrote in the last Newsletter that I was flying with Syd Utting at Dundee on the Grobs to get through the AOPA aerobatic syllabus... Progress has been slow because of holidays, weather and my inability to tell left from right when upside down (amongst other things!). I have finally mastered this.... (left is still left and right is still right when inverted, believe it or not). I have managed to fly the beginner's sequence reasonably well, total height loss at the end about what would be expected, and have managed to get some inkling of how to barrel roll the plane. Spin recoveries are fine so after another long break if I fly ok the next time at the end of this month, I go for the "exam" with another aeros instructor. Again, I can't stress too much just how educational and beneficial for my general flying the aeros have been. I am much more aware of the envelope of the aircraft and can safely get a bit more out of the TB9 than I could before. If you haven't tried aeros, book a slot with Syd and get a demonstration. It's well worth it. AL

The CFI's Column

New Instructors at Fife

I would like to welcome William Temple, Mark Pendlebury and Greg Logan to the fold of Tayside Aviation instructors based at Fife. Willy and Mark are already working with us and Greg will join us on a full-time basis during early September this year. Please be patient with the guys while they get themselves established here.

I would also like to thank Adrian Baxendale for all his hard work as an instructor (and alien!) and for keeping us on our toes – he was very popular with the staff and students and will be missed by all of us! We wish Adrian every success as he starts his airline career with Eastern Airways at Aberdeen.

Prop-Wash

I am encouraging instructors and the other pilots at Fife to get into the habit of parking their aircraft "herringbone fashion" so that prop-wash created during start-up and power checks is blown over the unoccupied, grassed areas rather than onto other aircraft. Understandably, this will mean that aircraft will sometimes be doing power checks cross-wind rather than into wind but this makes no difference to the effectiveness of the checks.

Please consider the needs of other airfield users. Look behind you when you start your aircraft and when doing power checks. Please make sure that another aircraft will not get your blast of prop-wash. This is just good airmanship and good manners. I also suggest that, when runway 07 is in use, power checks should be done over on the Delta-Echo taxiway to get away from an otherwise congested apron. Thanks very much for your assistance in this.

Open Door!

I guess I might be setting myself up for an ear-bashing here but, with regard to airfield safety, if you have any beef about how we behave at Fife or suggestions about how we could improve things then please let me or the other instructors know. Many thanks.

Tim Humphrey
CFI – Fife

And a quick intro and resume from William (Mark and Greg to appear in the next Newsletter...)

Hi everyone my name is William Temple and I have recently started as a flying instructor at Fife. Having originally trained and worked as a Mechanical Engineer for Airbus, I left the office job to pursue my real passion; flying. In 2005 I completed my PPL at Fife and shortly after joined the C152 syndicate (based at Fife) in order to complete the hour building. After proudly achieving 100hrs p1 going back and forward to Errol!! I continued on with my ATPL's (through Bristol GS) after which I went on to do the MEIR and then in 2007 I returned to Tayside for the CPL. At the start of 2008 I went down to Durham Tees Valley where I did the FI rating.

I am working as an instructor on a four days on four off basis as I cant quite afford to give up my other job working for Menzies Aviation at Edinburgh Airport. I look forward to meeting and flying with you soon! Cheers, William.

COMMITTEE NEWS

Next Committee Meeting is on 23rd September 2008.

The AGM is coming soon – would you like to stand for the Committee??? Let Julia know at the desk.

AWARDS



August 2008

Henrik Zollner - PPL
Alastair McNaught - PPL
Donald Cowan - PPL
Lucasz Wisniewski - 1st Solo
Stuart Whyte - 1st Solo
David Dye - 1st Solo
Ed Murphy - 1st Solo
Alistair Wooton- ATPL

July 2008

Peter Crabb - 1st Solo

June 2008

Graeme Neillie - PPL
Andy Reid & Peter Ritchie -
Flour Bombing Champs
(contentious??)

Leuchars Air Show

The Leuchars Air Show was a long-awaited event this year, made somewhat special by the fact that the Vulcan, XH558, was going to be there and flying. Alas, the day dawned wet and claggy, with cloud right down to the deck and very little flew at all.

Tayside and Fife Flying Clubs were well represented, though, with a Grob and G-EVIE on the display line, and Kate Grant, Colin Robertson and Roger Archer were on strength all day talking to the crowds, and several other members did a stint on the crowd line.

The Red Arrows managed a low level display, and a Typhoon did a superb low level display (given the conditions) in the morning. Despite the conditions, the crowds were there and several members of the public will hopefully follow up their interest and come along to Dundee or Fife and get some flying in.

Tempelhof – Berlin, from Fife....

In May the Fife-based Cessna-182 G-WIFE went to Tempelhof for the fantastic Socata fly-in arranged by Thomas Borchert and Christoph Koch (TB10 owners from Germany who were at the Oban 2007 Socata fly in organised by Andy Reid when he still had shares in two aeroplanes!).

The trip was anxiously considered in great detail since we would be leaving our comfort zone of Scotland/Northern England and heading into the packed and unknown airspace of Southern England/ Europe. In the event, the most alarming part was meeting a Tornado near Alnwick - he was heads down and came in along the line of our wing so it was a little too last minute– and the whole experience instead showed that with prior planning trips like this should only be enjoyed, not feared.

The first outbound leg from Fife to Lydd was the longest single flight of just under three hours. Seamless handovers from Scottish Info, Newcastle, Durham Teesside, Linton on Ouse, and then the new experience of Humberside, Coningsby and Marham. All extremely helpful - the carpet simply unfurled before us with the next squawk codes pre-handover. Then onto the Americans at Lakenheath whose approach can only be described as novel. You radio them as normal and they reply as fast as it's possible to speak "QNH blah, Squawk blah with ident". Only when identified do you then get any rapid pleasantries, although to be fair they happily gave us a MATZ crossing over Mildenhall, lots of big grey aeroplanes. Then as soon as you leave their airspace they want rid of you, saying change frequency without any hint of to whom. We chose London Information which really must be an awful job. GA gibbering non stop from all corners of southern England, and from a pilot's point of view impossible to make much sense of. So serious look out time, particularly as it was becoming hazy, and then a happy change to Southend Radar, who despite a constant mix of calls provided a calm service with useful traffic info. Finally onto Lydd itself, an interesting join round/into danger areas but a lovely big airfield with decent services and staff. Very user friendly for flight planning, preparing and faxing flight plan\customs paperwork for crossing the channel, and discounted fuel. Definitely worth the stop.

Then along the coast to Dover, onto Manston Radar, and the excitement of leaving the White Cliffs behind as we cruised over to a hazy France at FL55. Hand over direct to Calais approach and time to look forward to a well deserved cold beer. Defences down we then naturally had our first real hiccup when told to call at Papa Charlie. Eh? What's he talking about? Nil on the chart so five minutes of confusion as messages repeated but still not understood, French maps getting pulled from boxes in the back seat, and then before we can get the answer ourselves he solves the problem by telling us it's Port of Calais. Doh! Moral number one – when on the French side of the Channel use French maps as they show the reporting points.

However, no real crisis as Calais airport very quiet, so much so that we managed to lock ourselves into and then had to force our way out of the deserted customs building, before meeting the helpful fireman on duty who took our money and got us a taxi into town. Delayed by traffic chaos caused by fishermen blockading the ferry terminal – we'd seen miles of lorries on the M20 and then all round Calais en route – but the beer was all the more welcome for it, as was the ensuing wine and French cuisine.

Day 2 saw us aiming to get to Berlin by late afternoon with a few stops on the way. Absolutely straightforward as it turned out although we'd been concerned about having all the right frequencies - the Jeppesen charts have frequency maps on the back which are very alien when first used. Plain sailing with ATC from Calais – Ostende Radar – Dutch Military (very laid back!) and then our first destination of Stadtlohn Vreden, just across the German border. A lovely flight keeping lowish to avoid controlled airspace with great views of very flat and flood defended countryside, including at one stage Arnhem under the left wing and Nijmegen under the right, showing just how close the Bridge Too Far was from friendly forces, only about eight miles.
pto....

Tempelhoff-Berlin from Fife – continued.....

.....If ever in Germany, Stadtlohn Vreden is a great place to start. Size wise it's not that unlike Fife, just lots more exciting. Maintenance on site, gliding and parachuting going on from the parallel grass strip, lots of aircraft including 3 Harvards, self service petrol pumps, easy taxiing, an enormous control tower with briefing services, universally helpful staff, and a restaurant you choose to eat outside at! We liked it.

Good lunch with the Nigel and Brenda from G-TYNE who'd arrived from Newcastle, and then off for the Mohne Dam. Sadly kept to 500 feet and didn't use a coat hanger to line up on the towers but did have the Dambusters march on the ipod so great fun and now only even more impressed by those who did it at night at 60 feet in 1943. The locals must be really bored of British aircraft chugging past, but there we are, and we did spare a thought for others including Christoph's grandmother who'd had to run fast up a hill near the Eder Dam. However, no ill will at the local airfield of Arnsberg Menden where we stopped for refreshment. Another interesting place, built on a hill surrounded by forestry. You approach with trees coming up towards you and squeeze through a gap to the runway. Again very impressive facilities with hotel, restaurant and maintenance.

And then finally on track to Berlin. Another long haul – about 225 nm - but faultless service from Langen and Bremen infos who, with radar and despite the number of aircraft heading for Tempelhof, remained patient and provided constant traffic info and warnings of controlled airspace. Frankly, it's the best service we've ever experienced and was summed up by their handling of an Englishman who wanted to career round all of the dams. He clearly hadn't given it any consideration and was repeatedly advised to change course to avoid busting class D airspace. After number three, the controller said in perfect English, and with lovely bite, "Really, these are the things you should have thought about in planning" and no more. No doubt pilots all over Germany were wincing, but we also wondered how a UK controller would have handled it.

However for a truly remarkable service, the prize had to go to the controller at Tempelhof who dealt with a constant stream of light aircraft and the occasional business jet arriving from the west and remained utterly unfazed. One after another planes were calmly allotted to either 09R or 09L having arrived via points Whiskey 1 and Whiskey 2. We were asked to orbit Whiskey 2 which allowed a grandstand view of Berlin itself and then it was off for 09R. What an approach Tempelhof has: in over the houses towards the most remarkable and colossal sweep of airport buildings sitting to the north of a large green circle in the middle of a city. Lower and lower over a dual carriageway, railways and then blocks of flats, before a belt of trees and the runway threshold is underneath you. Lovely landing by Andy and then the long taxi round past the former US military enclave to be met by a follow-me van who guided us to the front line, naturally, of a myriad of about 70 light aircraft. It was simply stunning, and the moment was added to when we were whisked over to arrivals, driving in beside a Bae 146 which was boarding passengers inside one of the enormous hangars which are integral to the terminal itself. Not something you are likely to see anywhere else.

Then paperwork completed, into Berlin for a tremendous weekend of sightseeing, overeating, the odd drink, and some great company and chat, all in wall to wall sunshine. Needless to say it broke just in time for the return journey but more of that in part 2!

Many thanks to the Andy's – Brown and Reid – for the above, and Part 2 will appear in the next Newsletter (once it's been written!?)

Not the Mull Flyout - 8th June

Unfortunately due to inclement weather on Mull (wet wet wet) an alternative was sought & decided on as Fishburn. 3 planes - Peter Ritchie & Kate Grant in the Eurostar, C152 Martin West (Instructor) & Craig Thompson and at the rear C172 Damian Colgan.

The weather was CAVOK for a change and the 3 planes set off for the journey down to Fishburn - Martin & Damian decided to pop into Durham Tees for a visit - Peter & Kate headed straight to Fishburn via the east Coast & Newcastle in time for bacon butties. What I didn't realise until we got to Fishburn was the interesting landing configuration & steep hill on the runway tricky landing definitely a learning curve for me. There are quite a number of interesting planes hangered there if you get chance have a look. The guys at Fishburn are helpful & gave us a brilliant welcome.

After Martin & Damian arrived another round of bacon butties & cakes it was decided to pop in to Eshott for a cup of char on the homeward journey via the Glasgow zone . Once we landed at Eshott we then decided to sweep round to Kingsmuir to see if they were para-dropping. We arrived back to base late afternoon - great time had by all.

KG