



Fife Flying Club



Issue 20 January 2009

Chairman's Welcome...

Hello folks – Happy New Year to you all....

Welcome to the first Newsletter of 2009. Many thanks to those of you who made it to the AGM in January. And thanks too to Colin Rodger of Edinburgh Air Traffic (and often of Fife Radio!) for his talk on the upcoming changes in services outside controlled airspace – ATSOCAS to those of you in the know (and if you're not, you should be!).

We have a new Committee, with some new faces and a few stalwarts still with us from last year. We've met already, and started sorting out what we'd like to do this year. See inside for the provisional Club Calendar.

This year, I'd like us to focus on getting more Club members involved in Club events. With this in mind, you'll find a letter in with the Newsletter explaining the "Buddy Scheme". This is an attempt to give all members access to the names and phone numbers of other Club members, so that when fly-outs are planned, or other Club events, you will have a list of people you can contact to see if they want to share a plane with you – or, in the case of the Students, they can see if there is a PPL or NPPL taking an aircraft with spare seats. What we need is you to agree to this Scheme – by emailing me, Julia or the Club website, or returning the tear-off slip on the letter to the Desk in the Topsy Nipper. Once we get a few folk keen to use the Scheme, we'll issue lists of maybe half a dozen names and phone numbers to each of you, and the rest is up to you.

As well as this, we'll be running a Student/(N)PPL Quiz night – where **there will be prizes of vouchers for money off flight training** – and the idea is that we'd like two students plus one pilot per team (well, we had to handicap the students somehow...). Rather than just a straightforward quiz with single answers to the questions, one or two of the questions might need a chart, CRP-1 and a ruler and some brain power to solve, hence the need for the pilot.

We're keeping the earlier fly-outs short and simple this year in the hope that the students will persuade their instructors to participate. A vision for a Summer's evening though involves a few planes (including Tayside ones), with no empty seats, some disposable barbecues, burgers and buns and a trip to Crail, to set up the barbies in front of the old World War II control tower there, then fly home replete, into the sinking sun.....

Here's hoping for a better year's worth of weather this year! All the best Alan Laing alandi@globalnet.co.uk

NPPL/PPL Challenge - 2009

How many times have you flown to Crail and back since you got your licence? How many zone transits over Edinburgh have you done? Are you stuck in a rut with your flying? Why not try something a bit different this year? Spread your wings a bit? Stretch the rubber band that attaches you to Fife? Expand your envelope as a pilot? Stretching yourself as a pilot will help you keep your piloting skills fresh and current – and give you a sense of achievement. Why not have a think to yourself and decide on what it is you are going to do in 2009 that you've always wanted to do but always shied away from as it's just a wee bit more than you are used to? Have you ever been to Inverness? Or Plockton? Or Kirkwall? Or tried a session of aerobatics under instruction. Or planned a whole trip around VOR navigation. Tried flying to Oban or Eshott or somewhere else with the GPS switched off, using map and ruler and whiz-wheel? (Could you still do it?). Done a PFL and a stall once in a while? Some steep turns like you did in your training, with no height gain or loss? Go ahead – set yourself a challenge, and see what it does for your flying. If you're not sure about how to go about it, speak to one of the Instructors for advice. If you do do something, tell the Newsletter Editor about it – get some photos – and we'll publish your stories. You might even want to log onto the AOPA website and look at their Wings Scheme which rewards you with Bronze, Silver, Gold or Platinum wings as you progress through their set list of achievements - (Students get free AOPA membership, new PPLs get the Bronze wings for free!) Or why not do the PPL Refresher Course offered by Tayside? (See supplement in the Newsletter for details)

For more details speak to Alan Laing (Silver wings, working on Gold this year!). <http://www.aopa.co.uk/scripts/awards.php>.

Fly-Outs 2009

A number of fly-outs are already in planning (see Calendar) but in addition we will be preparing a set of fly-out information sheets which will be available to print off at the desk in the Topsy Nipper. These pre-prepared briefing sheets will allow all members (including students) to decide on a destination to fly to, and the basic info they need will be on the sheets as a primer for the trip. Pilots will still be responsible for on-the-day checking and planning. Initial destinations in preparation include Cumbernauld, Eshott and Sherbourne-in-Elmet.

Private owners planning fly-outs are encouraged to put up posters in the greenhouse advertising their trips so that others can join in. (Or see the website forum for information on other fly-outs).

Student – PPL Quiz Night

We are looking for teams of two students and one PPL or NPPL each to form Quiz teams for a Quiz Night in April. We didn't want it to be too easy hence the handicap of a (N)PPL on each team!!!! Prizes will include money-off vouchers towards flying training for the first prize and second prize.

Talk to your instructor, Julia or June and other members of FFC and get your team together. See the letter in with this Newsletter about the Buddy Scheme – that might be the way to get your team together.

As well as the usual Quiz questions, there will be one or two that might need a bit of flying knowledge to work out. Quizmaster Ian Thorogood is already working on his latest question set....

Provisional date for the Quiz is 22nd April. More details nearer the time.....

Jet Monday

As you know, Tayside Aviation have an an Alsim AL200 MCC FNPT2 simulator based at Dundee. "AL200" is the model, "MCC" means that it can be used for Multi Crew Coordination courses which is the last tick in the box needed to get an airline job. "FNPT2" means it's a Flight Navigation Procedure Trainer and "2" means that it has force feedback to give the stick and rudder forces a real feel and it has 180 degree full colour visuals.

The simulator is a French design, built in Nantes and as well as simulating flight it simulates the instruments very authentically. A very clever device which is all electronic and the leader in the field of simulation.

You can now spend a Monday evening, flying a Citation 2 from Cannes to Marseilles, Rotterdam to Amsterdam, or Almeria to Malaga for £50 +vat for a full hour with a ILS RNAV briefing beforehand. Why not buddy up with someone and share the cost and the trip to Dundee?

Book via Keith at Dundee for any Monday evening - 1700, 1815, 1930 slot times available.

Phone 01382 644 372

Eshott Fly-Out

We can plan Fly Outs - but we can't plan the weather. Thankfully for the annual Christmas Fly out it was one of those funny days when you thought you weren't going to go anywhere but ended up having a brilliant trip! 8 members took part in the fly out with five aircraft - two 182's, a 152, a Eurostar and the TB9. I was flying in the TB9, G-BKUE, with Peter Crabb and departed to the east on the usual poor weather routing of out to Earlsferry, hop over the Forth, over past St Abbs VOR and then track down the coastline. After an initial concern about low visibility we had an uneventful flight down at 2000ft just in from the coast until we headed inland for Eshott and a landing on the westerly runway. It is tempting to visualise the full original runway when in the circuit and on finals but pay attention as the actual runway in use is about a quarter of the length and width of what was used in WWII! (The chicken sheds on the unusable part might be a clue...?! Ed).

We were welcomed at Eshott by Pat with her usual smiling face and she even cut a trip short to head back and rustle up a welcome lunch of ham sandwiches and soup when she heard us all inbound on the radio. Excellent Northumberland hospitality as usual. It was therefore with sadness that the club learnt of Pat's recent passing. A card was sent on behalf of the Club to pass our condolences and we will miss her smiling face on future visits.

On the return trip we, again, departed on the westerly runway. I quickly realised I needed to update my Pooleys when I recalled mine was out of date and still shows the east/west runway length as 650 metres when it is actually 550 metres. Check your copies, and the Eshott website! We departed the circuit and headed northbound and had such superb visibility I headed up to 5000 feet and took a direct routing to North Berwick. We only had to descend to 1500 feet to get under the cloud bank that extending right along the East Lothian coastline and back in to a murky Fife.

An excellent little trip but such a shame that we could have accommodated 6 or 7 club members in the spare seats. Come on everyone, watch the Newsletters, eNews and website and get involved! Seats are there to be filled!
RS

Pat Turnbull. Many of you will have met Pat Turnbull on your visits to Eshott. It was with great sadness that we heard that Pat had passed away in December. On the 14th December Pat had taken off when she heard that aircraft from Fife were on their way in to Eshott for our annual fly-out to there – so she turned her aircraft around, landed, and proceeded to make sure the Fife visitors were fed and watered. Pat started flying when she was 58 – and had a Skyranger three-axis microlight. She was still flying at 75 – and had done the catering for the resident pilots at Eshott and flown the same day she passed away due to a heart attack. Pat will be missed by many pilots from all over the UK, not just the folk from Fife.



Bonfire Night – 2008.

Once again the Bonfire Night arranged and run by FFC was a roaring success. Richard Street and Kate Grant ably set off a ton of fireworks, thrilling the crowds whilst retaining (most) of their eyebrows and other bodily hair. Several members did a great job of building a huge bonfire that burned on so long it needed to be hosed down before everyone went home. Soup and stovies (magic as ever) were supplied by the Topsy Nipper and over 80 people attended – including quite a few non-FFC members from the town – it seems we have a reputation for a good fireworks display and we're drawing a crowd! This year, we're thinking of introducing a small, token entrance fee for non-members, to match the contributions members make on the night.

AL

COMMITTEE NEWS

Next Committee Meeting – February 27th at the Topsy Nipper, 7pm. Members welcome

AWARDS



December 2008

PPLs

Mike Scott-Hayward
Peter Crabb

New NPPL Revalidation arrangements

Holders of an NPPL who revalidated their licences before 31st January 2008 need to ensure they are aware of the changes detailed in AIC 30/2008, which may be found on the NPPL website (www.nppl.uk.com). The former signed Certificate of Experience in a licencee's personal flying logbook is being replaced by a Certificate of Revalidation in the licence, issued with a 24 month validity period from the date of signature. There is a transitional period from 1st February 2008 to 30th June 2009 during which all NPPL holders must revalidate in accordance with the new requirements. In the normal course of events, regular fliers may well have satisfied the criteria for numbers of hours flown and take-offs and landings completed. For details, see the AIC and/or the Note to Examiners which may be found at: http://www.nppl.uk.com/documents/NOTETOEXAMINERS_000.pdf Tim Humphrey and Mark Pendlebury are Revalidation Examiners who can sign the Certificate of Validation upon being presented with the licence and suitable evidence in the logbook. sc

Provisional Calendar of Events - 2009

February

26th February – Guest Speaker (tbc) Air-to-Air Photography. 7 for 7.30.

March

7th March – Cumbernauld Bacon Roll Warm-up fly-out. (Students Wanted!)

19th March - Movie and (aircraft) Model Night – a topical flying movie (chosen by R. Street!) plus Alistair Kirk of Altyre Models – display and sales.

April

4th April – Oban Fly-out for Lunch.

11th April – Easter Egg Fly-in.

22nd April – Student Quiz Night. Teams of two students plus one PPL each. Prizes – vouchers for flying time for the students.

May

30th May – Barbecue and Planes 'n' Flames Fly-About at Fife – 3pm onwards for barbecue.

June

18th June – Thursday Evening – Crail Planes 'n' Flames fly-out. (Arrangements will be made for Tayside aircraft to be involved). Barbecue at Crail, return to Fife before sunset.

July

4th July – Fly-in and Families' Day. Lot of activities for kids, in a hangar so that there will be things to do even if weather is bad. Lots of activities for young and old alike – like "Pin the tail on the Cessna"! Visiting Pilots bring the kids!

August and September – still in planning.

October - A "Last of the Summer Wine Fly-in/out" – to be decided yet.

November

November – 7th November – Fireworks.

December

Eshott Fly-out and Wings Night. Dates tbd.

Treasure Hunt and Flying Competition days yet to be arranged.

The above is a provisional Calendar, more will be added at the Committee Meeting in February. If there are things you want to see on the Calendar – let a Committee member know, or post a suggestion on the website.

Christmas Meal and Wings Night

Over 50 folk attended the Wings Night and Christmas meal in the Topsy Nipper on December 12th. Bob Garmery of Tayside Aviation and Kate Grant, Chair, presided, and Wings were presented to 10 new PPLs and NPPLs (some in absentia) and certificates for first solos presented to 10 members as well. The raffle was well subscribed and various prizes, including a new Pooleys and a flight bag were up for the taking. The meal as ever was superb and everyone managed to burn off a few of the calories gained in the disco after the meal.

AL

Check Your Documents

Have you checked your NPPL or PPL, Medical Certificate and Type Rating recently? Are they ALL still in date? And signed by the right people – including yourself? If not, and you get caught out by the CAA, they can actually wipe your logbook clean of any flights you made whilst not legally signed off. Makes you think, doesn't it? If you've got any doubts, check your documents with an Instructor or Tim Humphrey, the CFI.

Have a look at the website www.flightplanningonline.co.uk It's a NATS website that will allow you to plan a flight – and file a flightplan from your home. Handy...

A Trip to the West.

Alan McKay and I have been trying to visit Plockton for months, but the weather has always been against us. On 22nd October, 2008 the TAFs and METARs looked fairly good so we decided to head for Prestwick in the first instance and see how things developed. A 'phone-call to the Prestwick Flight Centre (the local club) established that we would be welcome and the gentleman said he would contact ATC for PPR. We'd be flying the Tayside 172, G-BURD.

We planned to keep to uncontrolled airspace and set-off west with a FIS from Edinburgh as we skirted north of their Zone, then towards Kincardine and overhead Cumbernauld airstrip. Once clear of Cumbernauld we obtained a FIS from Glasgow and headed towards Strathaven where we turned south west, roughly parallel to the Glasgow CTR boundary. Shortly after we passed Strathaven, Glasgow handed us over to Prestwick Tower who instructed us to report passing Darvel mast.

For the next few minutes we anxiously scanned the vicinity hoping that we would spot the mast. When eventually it came into view it was clear that one would need to be blind to miss such a prominent feature, which stands 536 feet AGL. After we reported passing the mast, ATC surprised us by asking which runway we would like to use: we chose Runway 21 and were instructed to join left base and report when on four-mile final. Upon doing so, ATC cleared us to land and advised us of a 'plane performing aerobatics to the right of our path. After landing we requested taxi to Apron Echo which is at the intersection of the two runways and is close to the Flight Centre.

Prestwick does not seem to have been infected by the high-visibility jacket virus, but we played safe by wearing ours, unlike the regulars. We received a friendly welcome in the Flight Centre and had a cup of tea whilst considering the weather conditions for the remainder of the day. We had noticed as we approached the airfield that visibility to the north did not look too good and indeed the immediate vicinity was not as good as it had been when we departed Fife. We decided that Plockton would again have to wait for another day and elected to go south to Kirkbride.

One must book-out by telephone before departure: the Centre has an internal telephone for this, with a handy check-list on the wall so there is no excuse for messing it up. There are standard departure routes and we elected to go via the Doonfoot VRP. Once in the aircraft we listened to the ATIS for the QNH before requesting taxi and departure clearance. We had a short delay at the holding point to allow for the dissipation of the vortex from a large helicopter which had just taken off, then a straightforward departure on Runway 21 towards Doonfoot.

When clear of Prestwick's area we obtained a FIS from the friendly people at Scottish Information so that someone could keep track of our location as we headed towards Dumfries. From there we had a good view of the Solway Firth and the cluster of high aerial masts at Anthorn. For those that are curious, these carry the antennas for VLF communications with submarines, and the MSF standard frequency transmission which broadcasts the famous 'pips' on the hour. The masts are over 500 feet high and should be given a wide berth as one approaches Kirkbride which lies nearby.

Kirkbride is home to a variety of light aircraft, many of which are autogyros. There is a training school for this type of craft at the airfield and one was in the air as we approached. After landing we had the usual cup of tea in the small clubhouse and chatted to some of the students before setting-off back to Glenrothes.

The return route was north-east towards Gretna, passing to the west of Langholm to avoid the Spadeadam Danger Area, then heading for Newmill, Hawick, Galashiels, North Berwick, Earlsferry and Glenrothes. Whilst the visibility was good as we travelled north, we noticed that it deteriorated to the west. Indeed the closer we got to EGPJ, the more unpleasant it looked. Indeed, not long after we landed the rain arrived from the west.

The actual flying time for the whole journey was three hours and it made an enjoyable trip. Both Alan and I find it is reassuring to fly with another pilot who is able to help whenever the brain becomes unexpectedly overloaded - not difficult in my case!

Incidentally, several days afterwards I found - quite by chance - a useful document written by NATS, Glasgow, entitled "**BRIEFING INFORMATION FOR FLYING INTO OR IN THE VICINITY OF GLASGOW AIRPORT OR IT'S CONTROL ZONE**". It may be seen at:- http://www.caa.co.uk/docs/299/DAP_ACD_Glasgow.pdf.

Perhaps Plockton next time.....?

Stuart Chapple

Families' Day and Fly-In – July 2009.

As a change from our usual summer fly in, we're planning a day with kids in mind. As the weather can't always be guaranteed, we plan to empty one hangar of planes and fill it with stalls – coconut shies, pin the tail on the Cessna, tombola, etc - that sort of thing, along with a burger bar barbecue, a small bouncy castle, a few displays of photos and flying memorabilia, maybe invite the Guide Dogs folk along... And encourage visiting pilots to bring their kids, so that it is a family occasion and the youngsters get a chance to do something they might enjoy, all under cover if the weather is variable. If the weather's really bad and we don't get many flying in, the fun is still there for the FFC members' and their kids. Do you know any jugglers, clowns, balloon twisters or the like that we could maybe ask to come along? Or any ideas for things we could do? Or would like to volunteer to do?

Let us know at – alandi@globalnet.co.uk