



Fife Flying Club

Out of the blue

Issue 24 November 2009

Chairman's Welcome...

Hello folks –

The wind turbine sub-committee has been generating a considerable number of emails on the Club's behalf and as a result we have now lodged Fife Flying Club's objection to the Westfield wind turbines with Fife Council. Thank you to the 80-odd of you who returned the mandate letters supporting this activity – and as per the Enews that came out recently, please continue to object personally via the link given in the eNews.

Disappointingly, Tayside Aviation Ltd will not be objecting to the wind turbine development, despite the strong argument that they will be a hazard to flying at Fife Airport. The argument from the Directors attending the October Committee Meeting was that as the CAA are not raising any objections, Tayside will not be. The wind turbines will clearly have a major impact on students practicing EFATOs, and on qualified pilots, who may suffer an engine failure on take-off. At the October Committee Meeting, Bob Garmory, Tayside Director, agreed that Tayside **would** write again to the CAA pointing out the EFATO problem with the Westfield development – we look forward to publishing the letter and reply in a future edition of the Newsletter. The CAA will have commented on the wind turbine proposal without being aware of the limited sites for forced landings to the west of the field. (And as an aside – never mind the real safety issues - how many potential visiting pilots will be scared off anyway by the prospect of the wind turbines inside the ATZ....?).

On a related topic: Thank you to Alex Vesco for his interesting report on his engine problem on take-off last month. It's been said in these pages before – how many of us who aren't students actively practice the techniques we might need for real one day? When was the last time you practiced an EFATO? A PFO? Your fire in the engine drills? Come to think of it, when did you last practice slow flying, a bad-weather circuit or a stall? What are you going to do the next time you fly – assume everything will be ok and chug along as usual.... Or maybe plan in advance to practice something you know you should? None of us at Fife who aren't commercial pilots would appreciate being called "amateur pilots" – but how professionally do we approach the things we hope we will never encounter, like carb icing, engine failure, fires, etc? How often do we practice what we know we should? Alex's experience shows that it can happen – here's hoping we'll all handle it as well as he did if it ever happens to us..... But how much more difficult would his situation have been if he put the nose down to be greeted by the sight of 5 wind turbines?

All the best Alan Laing alandi@globalnet.co.uk

Club Nights



Many thanks to those of you who come along to the regular Club Nights at Fife. We've had a good few this year – the photo on the left shows Ian, the Engineer from Dundee showing members what that noisy smelly thing is in the front of the aircraft. That was way back in July, when the weather still allowed T-shirts to be worn.... More recently we had a good night with 4 members showing some of their flying photographs to a group at the Topsy Nipper, and we still have a programme of evening meetings to take us through into the Spring. Come along – it's worth being there for the social side, never mind what is happening - and someone might even buy you a drink!

**FFC
AGM**

The AGM is scheduled for the 14th of January, 2010. If you would like to stand for the Committee, make this known to Julia Grant at the desk in the Topsy Nipper, or to one of the Committee Members or the Chairman at alandi@globalnet.co.uk. Remember, you need to be a member to attend the AGM – so get your subscription paid up as soon after 1st January as possible. Come to the AGM and make your views known about the Club and how it's being run. Hope to see you there.

COMMITTEE NEWS

Next Meeting 14th
November at Topsy Nipper
– all welcome.

AWARDS



PPL

Stuart Cameron
Andrew McCall

Nav Test and Solo Qualifying

Alex Smith

First Solos

Kenny McDonald
Gavin Reekie

Wings Night and Christmas Dinner

It is that time AGAIN – the annual Wings Dinner will be on the 4th of December this year – a tad early but it needs to be to fit in with everything else that is going on. Get your tickets from Julia at the desk - £20 per person – a bargain for a good night out with good food and a Disco to boot. The Chairman has been persuaded (well, beaten into submission) and this year it will be a black tie affair – although smart suits might be accepted! We will gather at 7pm for 7.30. As usual, there will be a raffle with some interesting prizes, the Wings Awards Ceremony and a rousing speech from a Tayside official!

FFC Badges

Have you got your FFC badge yet? Only £1.50 for members, £2 for visitors to Fife.



Provisional Calendar of Events - 2009

November

November – **7th November** – Fireworks. Bring the kids, partners, etc and enjoy the fireworks and the stovies and soup! Donation on the door to help pay for the festivities. Members of the Committee requested to be present to help.

November 19th – Club Night - Possible “Air-to-Air” Photography presentation at a Club Night.

December

December 4th – Wings Night and Christmas Dinner. Black Tie this year, 7pm for 7.30. Disco. Tickets £20. **Nominations for annual competitions – eg furthest flown, highest number of airfields visited, to Julia as soon as possible.**

12th - Eshott Fly-out. Book your planes now! 1100 leave for Eshott. We will take the food to them this year.

January 2010.

14th – AGM. Nominations for those of you wanting to join the Committee will be accepted by Julia at the desk from now. Remember you need to be a member of FFC to attend the AGM – so join up as soon after January 1st as possible!

Treasure Hunt

The 2009 Treasure Hunt took place on 19th September. Despite rather iffy looking weather, 4 teams participated. The results were extremely close with the C172 of Ian Thorogood and Mike Hayward-Scott pipping the TB9 of Richard Thomas for top spot. Despite Richard's time to fly the route being less than 1 min off his estimate, Mike and Ian's ability to solve the clues in blistering speed meant they walked off with top honours. Andrew Brown and former instructor Duncan Kennedy put on a brave show to take 3rd place. The questions and answers were as follows:

Q1. This place was once home to a multilingual Aussie. Today you are more likely to run into budding Buttons or Hamiltons 'flying' around. [Aussie is not Shiela but ...] **Answer: Crail – formerly this was a language school known as HMS Bruce and today car and karting events are held regularly.**

Q2. Salty aliens are said to inhabit this village. **Answer: Saline – it's and anagram.**

Q3. Where the girls keep their money?! **Answer: Ladybank – simple really.**

Q4. A certain Mr Reid proclaims to hail from here. **Answer: Auchtermuchty – talking about Craig and Charlie here, aka The Proclaimers.**

Q5. Before they built this bridge, the Ingalls Family would have had to swim for their Porridge. [Think TV] **Answer: Friartonbridge – on the southside is Perth Prison and the northside is Walnut Grove – home to the Ingalls Family in Little House on the Prairie**

Q6. It's advantage Andy thanks to the H₂O that comes from here. **Answer: Blackford – home of Highland Spring – sponsors of Andy Murray.**

Q7. It might be only be a green slope, but a fall could leave you black and blue. [as well as green, black and blue, you mind find a few reds] **Answer: Tillicoutry Dry Ski Slope – greed, blue, red and black are diificully grades found in ski runs**

Q8. Many a flyer errs on the safe side by getting high here. [wouldnt want to get your feet wet]. **Answer: Earlsferry - an anagram of 'a flyer errs'. Where of course all good pilots err on the side of caution to climb before coasting out. Congratulations to Caroline Thomas who got this one. She is an ATC at Edinburgh.** (Thanks to Andy Reid)

Building the Airbus A380

A family holiday in the south of France in May presented the opportunity to visit the Airbus assembly plant at Toulouse Blagnac Airport. Airbus operates tours enabling the public to visit the assembly facilities of either the Airbus A330/A340 or A380 aircraft. We opted to take the A380 tour to see the world's largest airliner under construction.

The assembly point for the tour is building containing the exhibition and shop, which is located across the road from the factory, and entry is through a mock up of a section of A380 fuselage. We arrived in plenty of time for our tour so, having paid our admittance and had our passports checked, we were issued with visitor passes and invited to wait in the exhibition room. The exhibition is small but it's fairly well presented.

Most tours are conducted in French but English language tours also take place on a regular basis. The tour started in a recreation of an Airbus telemetry room. Here our guide gave an overview of the operations undertaken at the Toulouse facility and, as footage from some of the A380's early test flights was shown on large screens, explained the information being displayed on the various telemetry monitors.

In addition to technical flight data, some general information on the aircraft was given. For example, despite the size of the A380, it was designed to operate at existing airports (albeit those with large runways) so as not to restrict its use in revenue operation. One way in which this has been achieved is by the use of a twenty two wheel undercarriage to spread its weight effectively.

Following the session in the telemetry room, the group was transferred by bus to the building where the Airbus A380 is assembled. The assembly plant is, we were told, the largest building in Europe. Consisting of two wings in a U shape arrangement, each wing (east and west), has room for three A380s parked side by side. Another three A380s can be accommodated in the west wing.

As you may already be aware, the A380 is not manufactured at the Toulouse site. Instead its component parts (built at plants elsewhere in France as well as in Germany, Spain and the United Kingdom) are transported to Blagnac by various methods for assembly.

Unfortunately access is not permitted to the main assembly hall so we were unable to see the part of the construction process where all the major components come together. Instead we took a lift eight storeys up to the viewing gallery in the final assembly hall. From here the view (through large glass windows) was impressive with three largely completed A380s visible. Closest to us was one destined for Quantas. Behind it were two on order for Emirates. The perspective from the viewing gallery made it difficult to judge the size of the A380. Only when technicians were seen moving around on the floor and on various platforms around it did the scale of the aircraft become apparent. Although 2.5 metres shorter in length than a Boeing 747 – 400, it's the height and wingspan of the A380 which give it its bulk.

In these halls the airframes are mated to their four engines and receive around 500 kilometres of wiring for the fly-by-wire and various other systems. Further components are fitted before the aircraft are tested, certified as airworthy and flown to another Airbus facility in Hamburg, Germany for painting and interior fitting out. Doors on the viewing gallery led to an outside balcony from where we also had a good view of an apron full of a variety of Airbus machinery. Among them, an Air France A380 which was awaiting inspection by its new owners.

To date a total of fourteen Airbus A380s have been delivered to airlines since entering service in 2007. Twenty more were expected to leave the factory in 2009 but this figure has been revised also to fourteen as some customers have cancelled or delayed orders due to the current economic downturn. If production reaches its peak, the manufacturing operation is capable of completing four A380 aircraft per month.

If you're visiting the Toulouse area, a trip to the Airbus facility is recommended. It's a pity that access to the A380 assembly hall is restricted to a viewing platform but this doesn't detract too much from the experience. Understandably, photography isn't allowed within the facility either - visitors are instructed to leave cameras and phones behind before boarding the bus.

Finally, you may be interested to know that the list price of an A380 in standard cabin configuration is 320 million US dollars. We were told during the tour that if you want one fitted out as a private jet the cost would be "considerably more". And yes, Airbus has already received one such order from a private customer...

(Jet 2 now fly to Toulouse Blagnac direct from Edinburgh. Booking information for the Airbus tours is available at www.taxiway.fr or by email: info@taxiway)

Brian Read



Going cheap at \$320,000,000..... each.



Joe Parker's Killer Whale from Shetland – see story elsewhere....

**PILOT'S REPORT: SUDDEN ROUGH RUNNING OF ENGINE ON CLIMBOUT FROM FIFE R25.
CESSNA 152 G-BITF.** 15th September 2009 11:55 BST. Weather: Fair, no wind. Vis: 9999. Temp +11. Dewpoint +8.
RH 65%. QNH 1031.

At 11:00 that morning, I had set off to the North on my planned flight to Ben Nevis. The weather seemed fine for the trip as there was negligible wind and the visibility was in excess of 10K. Departing the circuit to the North in a cruise climb I had reached 5200 feet on the aerodrome QNH by the time I was over the Lomond hills. Looking to the North, it became clear that I wouldn't be able to continue with my route as the clouds underneath me were increasingly obscuring my sight of the ground. The weather to the west was clear so I decided to return to Fife and plot a route to Loch Lomond with a drop into Cumbernauld as a land away. I began a descent to Fife which took around 20 minutes. Carb heat was applied throughout the whole descent as I had reduced the engine revs to 2000. On two occasions I increased the revs to 2300 to avoid overcooling. The approach and landing was uneventful and back on the apron I worked through the shutdown checklist and ran the engine up to 1800 for 20 secs. There was no sign of rough running during this time.

30 minutes later, after a quick cup of tea and plog, I was back in the aircraft and running through the power checks prior to departure to the west. The pre-flight checks were, again, uneventful and I was soon lined up on R25 ready to depart to the west. I called "G-TF rolling". Acceleration was normal and V1 was reached well before the half-way mark. I rotated and climbed at Vy to the west. At around 800 feet agl, I experienced a sudden and alarming vibration throughout the aircraft and a sensation of loss of power. I have to stress that it was a *sensation* of a loss of power and not an obvious loss. The vibration was the main symptom foremost in my mind. The vibration was like a bucking alternating force from the front of the aircraft throwing the aircraft up and down like a ship bouncing over breakers. I looked around for convective clouds I had somehow missed but was baffled to see nothing but pristine sky. After instinctively nosing down to preserve speed, my first thought was that I had lost a piece of the prop (such was the level of vibration) and my hand reached out to the mixture control for shut down. However, I must have had some subconscious doubts about this because I instead pulled on the carburettor heat. The vibration continued and again my hand reached out for the mixture control. Ahead of me was the quarry and to the left some green fields suitable for an off airport landing. In the midst of my racing thoughts, I remember wondering about turbulence. I had experienced something similar on my flight yesterday when I encountered a gust front ahead of the sea har which was coming in from the east. But yesterday, I knew with certainty that this was the case after looking down at the trees on the ground leaning over in the wind; today there was no wind and no convective or advective weather systems. I still couldn't bring myself to shut the engine down. Perhaps I wasn't entirely convinced that my engine would be torn from its mountings when bits of the prop break off during flight, as I had avidly read with horror in my 'How to deal with in-flight Emergencies' book some time ago. My confusion about this situation arises from nearly 200 hours of near uneventful flying. The only other situation I have faced was a flapless landing after the flap lever broke off in my hand during the base leg some months previously. In all my limited airborne experience I had never knowingly encountered carb icing or even as much as a backfire from any of the aircraft I either trained in or flown as a PPL. OK: action stations: I abandoned the idea of shutting the engine down. I still had a running engine although it was rough, and I was in the very reachable vicinity of the airfield. I declared a pan "rough running engine" and my intentions to Fife and swung around to the east at 800 feet for a tight downwind leg. Then, miraculously, whatever had happened, resolved; vibration gone. Still rattled by my experience, I continued with my approach and completed a tight low level circuit to land on R25. I backtracked and taxied back to the hangar and again ran the engine to 1800 revs as part of the shut down checks. No hesitation from the engine; no backfire; no spluttering detected at all. I shut the engine down, climbed out and breathed a sigh of relief. I phoned the engineers who agreed to come and inspect the aircraft and engine. Their first impression from my description was that of carburettor ice but agreed that it could equally have been a sticking valve, magneto problem or fuel contamination. Their 'post mortem' revealed no cause so by elimination we have agreed to diagnose the problem as carburettor ice. Perhaps significant to this whole story is that prior to my first sortie, I noticed with dismay that the AI had toppled and was not erecting once the engine was running. I spoke with the CFI who was on duty and he suggested that this might have been caused by humidity in the vacuum pipes and that in his experience; this will correct itself given time. This indeed proved to be the case and indicated that there was a significant degree of humidity in this day's atmosphere. Analysing the icing chart supplied on the CAA web site, my descent power setting and the temp/due point temperatures placed me in the serious risk area of the chart.

I thought I'd share this experience with the readers of the FFC newsletter. I suspect, like most PPL's and students, carburettor icing is one subject of aviation we read and hear about frequently but rarely encounter. We apply carb heat regularly as part of the FREDAs checks to prevent ice from building up but I wonder how many of us have knowingly encountered it for real? It would be very useful to read about other pilots reactions and impressions when they encountered it. On reflection, I'm struck with the thought that I perceived the carb icing effect as an alarming vibration possibly caused by flight control, weather, or prop fault rather than an obvious engine problem. Alex Vesco



September 10th 2009 – the 3rd Crail Fly-out. 6 aircraft made it G-BBTH, G-WIFE, G-BKUE, G-BITF from Fife, a Warrior from Dundee and G-ATRI, the Bolkow from Kingsmuir. If you haven't been yet you've got to try it!

Killer Whales & Kindly Winds (a two part story)

It was the Killer Whales that caused all the trouble.....but the Kindly Winds played their part too..... a Tango Foxtrot adventure story! Flying in Scotland can be the most exhilarating experience with the most wonderful scenery, places to land, and sites to see... and... when the weather closes in... the most frustrating and infuriating experience too !!

So G-BITF, my brother and I set off for a week's holiday to the very Far North, landing at airfields my father was stationed during WWII with 602 squadron, City Of Glasgow Spitfires. What a great first day we had, all planning complete, including liferaft and ELB on board (hired from SMS Essex) and lifebelts... you can never be too safe. Weather suggested that our journey could be made in one day, which it was and Wick, Kirkwall, Westray, Papa Westray (shortest schedule route on the planet with 3 minutes lift off to touch down), and Whalsay were all marked up in the log. And not to forget the other log entry.

Just as we were readying to leave Fife, both Steve Jones and world champion Red Bull air ace Paul Bonhomme happened to walk by to tend their Red Bull Matadors before displaying at "T in the Park" a photo and autograph opportunity not to be missed and duly scribed in my pilot's log. What a start to a flying holiday !!but as we had no smoke trail kit on board we had to refuse the offer to team up with them....

Our destination island of Whalsay is where my wife grew up and where we have a croft house, and are fortunate to have the island landing strip 100 yards from the front door, and 100 yards beyond that is the UK's farthest north 18 hole golf course. So like last year we set off for an adventure. No amount of planning is enough when you consider that this type of journey can go through at least 4 weather zones: East Scotland, Grampians/Cairngorms, North Scotland/Orkney, and the Maritimes of Shetland. I planned the primary route (Perth-Blair Atholl-Drumochter-Aviemore-Inverness-Dornoch-Wick (refuel before the sea crossings) -Kirkwall (landing to relive Dad's wartime stay) -Westray and Papa Westray (for that log book entry) North Ronaldsay-Fair Isle-Sumburgh-Lerwick-Whalsay, and also the 2 back- up routes ; a more easterly via Aberdeen, and a westerly via Oban.

The weather worked in our favour and allowed the primary and most direct route to come good; 313 miles as the 152 flies and 4 hours allowing for the short island stops and some deviations for scenery spotting. Pre-flight planning included weighing ourselves (brother was non too pleased as many years as a Tennents salesman - and chief tester I think - added on a few kilos and my suggestion that he deduct his extra kilos from his already very "mini overnight bag". The 2 souls on board, plus "mini bags", life raft, and our huge onboard catering pack, took us close to limits for the short field stuff..... so we will need to keep an eye on the local wind when we get to the very short take off at the Westray's. All the planning worked and there we were Saturday afternoon on a very remote Shetland Island, greeted by my wife handing us 2 large beers ! The week took us around the Shetland Isles and to another of my Dad's wartime haunts in Unst now giving TangoFox the glory of landing at the UK's farthest north airfield.

And so to the return journey.... At the start of the week the long range weather suggested the weekend would be rather poor throughout the UK and especially with a low settling off Aberdeen meant we should leave early on Thursday morning, 36 hours ahead of the weather and our scheduled weekend return. Good plan, and with those "Kind Winds" on our tail we could zip along to Wick (following the island hopping trail), or straight onto Inverness for refuelling. And this is where the "Killer Whales and Kindly Winds" halted progress. As we prepared to leave early Friday morning, there was a sudden scream from my wife whom came bounding out of the croft shouting "Killer Whales", and there they were less than 15yds off the shore in front of the house, a pod of 2 adults and a wain. To have Orca's in your backyard is marvellous and needs photographing at any opportunity (the photos are a bit grainy due to my brothers excitement and the fact that they had moved farther round the shoreline from us), all which delayed our departure by 40 minutes as we watched them swim round the seal laden miniscule islands looking for brunch. With the excitement still running through us, we set off late, and this is where the "Kindly Winds" played their part in curtailing our enjoyment. If only they had blown harder Tango Fox's exit would have been more speedy, and more to the point, could have shifted the fog that had just developed around Orkney.....cloud base now down as well. We were stuck and called in at Sumburgh (a planned refuel to fill tanks to the brim - safety again before the water crossing). And Sumburgh is where we stayed (at the point of writing) Friday through Monday due to lots of rain, winds, and more fog and low cloud..... maybe we will get off soon. The ATC and Airport manager were really helpful; they rustled up the firemen to open up a hangar and TangoFox is parked safe from high winds..... good photo opportunity with the Coastguard next door, and firemen to TF rescue !!

To be continued.....

(Thanks to Joe Parker for this - see his Orca photo elsewhere and all the photos can be seen on the website...)

Book Review – “Air Road to the Isles” (2nd Edition, 2008).

I may, perhaps, be one of the last pilots in Scotland to have read about Captain E. E. “Ted” Fresson OBE and Highland Airways Ltd – if so, forgive me, because having found the book “Air Road to the Isles” when I was up in Stornoway last year (in the TB9), I didn’t buy it then (weight and balance considerations!) and it took me some time to find it on the mainland and get around to reading it. I am now one of the many impressed and overawed by the achievements of the book’s writer.

Ted Fresson had a broad and varied career in aviation – starting out as a flier in the RFC. After the First World War he went out to China and started one of the first aircraft production lines out there, building and test-flying a locally designed biplane for the Chinese government.

After this, he moved back to the UK and spent many years as a barnstormer pilot, introducing the British public from Lands’ End to John O’Groats to the joys of flying, with 5 minute flights from local fields.

It was during this period that his shrewd business eye saw opportunities for airline services between parts of the UK – and the parts he settled onto inaugurate his service were the Orkneys, Shetlands and Wick and Inverness.

Using his own Moth, and a custom-built twin-engined 7-seat GA Monospar (built in Croydon - you’ll need to look it up on the web – there weren’t that many built) he ran very regular services from Inverness to Kirkwall and other parts of the Orkneys.

The book is a fascinating insight into the aviation scene in Scotland between the wars. A much more innocent time, before the dreaded CAA came along and regulated the industry to death. A time when the Highlands Airways (later Scottish Airways) fleet of DH 86s and DH89s Dragons and Dragon Rapides flew the mail and newspapers and passengers daily to and from the islands with nothing more than a compass, and later, a simple radio homing beacon.

No pilot (or budding pilot) will fail to be amazed by some of the hair-raising stories told by Ted Fresson of flying the DH86s and DH89s between the mainland and Orkney – and occasionally the Fair Isle and the Shetlands and Inverness and Stornoway. Flying in cloud using deduced reckoning – overshooting the Orkneys in cloud so he could let down to near sea level, hopefully then VFR, to then find his way over land.... Flying in 70 and 80mph gales, over the open sea with a 250 foot cloudbase. Landing with almost zero ground speed amongst a crowd of people trained to grab the aircraft and keep it on the ground in howling gales... Amazing stuff.

Richard Fresson, Captain Fresson’s son, is still associated with The Fresson Trust – a charitable organisation which promotes the memory of Ted Fresson and helps young folk with an interest in careers in aviation. The Fresson Trust website is at www.thefressontrust.com. Richard Fresson has offered Fife Flying Club members a very good deal on the book - £20 plus £2.50 postage to the address on the website, and mention “Fife Flying Club” when you write.

If you find your way to Inverness Airport (not the site of Fresson’s first Inverness airfield, now long gone) look out for the memorials, including a bronze statute of the man himself. And the next time you’re heading north and see a cloud in the distance and think twice about continuing, remember Ted Fresson’s 97 to 100% dispatch rate per annum for his Highland Airways services to the Orkneys!

(This article was written before I saw Joe Parker’s piece on his trip to Shetland.....!)

AL

R/T Changes

A new supplement to CAP 413 is available on the CAA’s website – find it at http://www.caa.co.uk/docs/33/AviationGuideFinal20090917_LOCKED.pdf. This supplement is an up-to-date, electronic on-line document that covers all the changes brought about last year – ie, the introduction of “Basic Service”, etc, and is well worth a look.

Changes in the R/T associated with Danger Areas are also being introduced as from 14th November this year and more information on this can be found in a Supplementary Instruction to Cap 493 at:

<http://www.caa.co.uk/docs/33/CAP493SupplementaryInstruction200912.pdf>

You can receive regular updates such as the ones above automatically from the CAA if you log onto their website and go > Publications > Subscriptions > New User Subscriptions. It is a handy system – you do get to learn a lot about new directives concerning the loos on 747s, but you also get useful links to new information which may affect the general aviation fraternity as well!