

UPCOMING DIARY DATES

Just a selection of upcoming event from the FFC events calendar, see forum for more.

18 November	Annual General Meeting
21 November	Scottish Information: Visit to Prestwick by road. (to be re-run in the New Year)
25 September	Wings Dinner: The annual Christmas celebration of FFC events and individual's achievements. (TBC by the incoming committee)

~~BIGGLES~~ SHAW LEARNS TO NAVIGATE

By Alastair Shaw

Most of the club members will know Alastair Shaw as the unfriendly tubby, bald guy who just got his PPL.

However, he's a keen diarist and he's kindly allowed us to reprint and extract his entries relating to the recent Club trip to Carlisle.

Thursday: Greg phoned.
Greg: Hi Al, Would you be OK with taking a couple of students to Carlisle.
Al (flattered as a newby PPL): Yeah sure.

Greg: We thought it would be confidence building for them to see how many non life-threatening mistakes someone can make in 90 minutes and still pass the skills test.

Silence

Greg: That'll be a yes then.

Friday: Carlisle trip!
First a briefing from Greg on going through the EDI zone, since somehow in 17 months of training at an airfield only 5 miles from the EDI zone boundary I've NEVER been through it before.

Next, my first ever trip with a passenger, Gareth Elliot, and a real-life safety briefing - “. . . and in the unlikely event of



an emergency your job is to say 'I have control'.”

Start up and off we go. Strangely, with 3 other aircraft having departed before, EDI didn't seem in the slightest surprised to hear an aircraft from Fife wished a zone crossing to head south towards Carlisle.

Advance party having cleared the path, my first entry and crossing of the EDI zone passed textbook-like. Departing to the south, it turned out neither I nor Gareth had the slightest idea what West Linton looked like, so we opted for the default of advising EDI we were over the VRP as soon as we cleared the Pentlands. EDI didn't query so we headed westward towards our next nav waypoint.

Determined to show my new skills off to my student this didn't seem the right moment to mention I had no real idea where I was so I steered towards the next heading on my plog.

Me: Did you say you used to live in Biggar?

Gareth: Yes:

Me: Are we there yet?

Me: Are we there yet?

Diary: you know I rarely criticise, but for someone who used to live there, Gareth seemed to have a very vague

idea of what it looked like. Being Captain I took command.

Hypothesis: If we just head broadly west the A74/M74 has to cross our path somewhere between where we are and the Atlantic. Just act cool unless the sea appears and hope for the best.
Minutes later: Is that a motorway before me? Ye gods. YAHOO! Or is there more

than one 6 lane road running north/south in Scotland? (Glance at Gareth who fortunately seemed to be mesmerised by a pattern on his jumper).

Me: Ah. The M74. Just as I planned. I think we'll just follow it south.

Gareth: Yup. Yup. Sounds good

Thank Christ! Just follow this 'til we see a massive town, which has to be Carlisle, then call them up and ask for directions.

Scottish: All Stations – for those heading to Carlisle

here's their weather.

Nice touch but not quite as DJ-like as it reads.

. . . Time passes . . .

Me: Oh look there's the Burberry seconds outlet at Gretna. Lets call Carlisle.

Me: Scottish. Request switch to Carlisle etc

Scottish (relieved): request approved etc

Me: Carlisle Tower G-BITF inbound from etc

. . . see how many non life-threatening mistakes someone can make in 90 minutes and still pass the skills test . . .

Carlisle (OMG. It's them): G-BITF airfield information is . . . report downwind.
Now, dear Diary, it was around now that I began to regret

having mentioned to Gareth that I'd been to Carlisle Airport before by car.

Being the cool kind of guy I am, as you would expect, I headed to where I confidently recalled the airfield to be. Strangely I didn't seem to see the triangle of 3 (large and long) concrete runways I expected. Nevertheless I couldn't be wrong so on we went.

Scanning continued on p4.

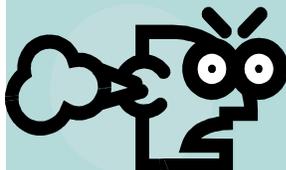
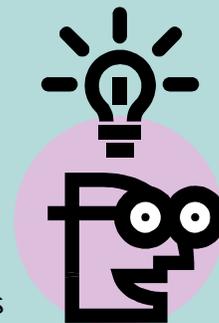
CONTRIBUTIONS WELCOME

The committee are always keen to receive comments, suggestions and valid criticisms so that we can make sure we properly represent a consensus view from club members. Everything we do is aimed at promoting and improving the club and we can't do it alone so please email the new chairperson at chairman@fifeflyingclub.co.uk. Also if you have any articles for the newsletter please

send

them to Garrick via the website at

www.fifeflyingclub.co.uk.



continued from p1. s t r o n g northerlies keeping a lot of aeroplanes away.

I didn't imagine when I took on the Chair that I would be having to become au fait with local planning legislation and ending up penning

... Club subscription are still one of the lowest in the UK ...

two objections to wind turbine developments. Our efforts seem to have contributed to the demise of the daftest application by Bosch, but the Westfield application is still awaiting a decision. A lot of members of the Club have contributed to the wind turbine objections and I'd like to thank them for all their dedicated efforts.

On occasions I have heard grumbles about "what do I get for my Club subscription?" The fact is, too many members don't seem to make much effort to get much out of their subscription - too few come along to the events and Club nights that we organise, and too few are prepared to put in any effort to help make some events even better than they are. It is true what they say - the more you put in, the more you will get out and I hope that more members will get involved next year. The folk I've seen getting the most for their subscriptions are the ones who are always there helping out when we're running events.

By the time you read this the Club bonfire will have been and gone, the Treasure Hunt will be past, the AGM will be upon us, the visit to Scottish Information at Prestwick will be imminent as will the Wings Dinner. I hope to see you at some of these if not all!

All the best

Alan Laing

alandi@globalnet.co.uk



TAYSIDE AVIATION - NEWS

We are now some six months into the Tayside Aviation and Fife Airport division and although many may not notice a great deal of difference there is certainly a big difference in terms of operating.

There are good signs that commercial pilot training is gaining momentum again and it's about to move in a big way before much longer. Demand for pilots is increasing with BA recruiting 80 pilots before March and a further 700 will be needed to support the middle eastern airlines next year so we expect a bit of a seismic shift from the stagnation in pilot training we have had for three years.

This will generally mean a higher turn-over of instructors as more opportunities arise. To plan for this we have set up a pilot placement programme with Loganair. In September three out of the four Loganair positions went to our FIs and the fourth position went to a former student of ours.

On the Private Training side we hope that by February a new FFC clubhouse in the shape of a portacabin will be in place overlooking the main apron. Tim Humprey has been helping out at Dundee and will shortly return to Fife full-time as CFI to help develop the operation there.

Within the next week or so Tayside should have a new website up and running which, once tested and bedded in, will include a customer database to make bookings much easier.

... and remember it doesn't cost anything to land at Dundee with a Tayside airplane making this a good winter destination for your logbook.

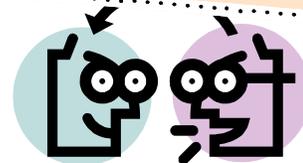
Jim,
Director

Tayside Aviation 

BUDDY DAY Thanks to everyone that came along on the 30th. We had several members experiencing a number of different types. A massive thanks to all the pilots that provided their aircraft or indeed hired an aircraft, if it weren't for their generosity we would never have managed an event like this. Here are two comments

Thanks for organising such a great day Karen - and thanks to all those who got their aircraft out, or indeed hired aircraft for the day. I must say I had a really good time, combining some aeros in the Grob with Alan before a fantastic sight-seeing trip over Edinburgh with Kenny in the Warrior. Cheers guys. My only complaint is that by the time I got back on terra-firma, Alasdair had eaten all the burgers!

... we all enjoyed it too. Good to get some spammers into the Ximango to see what real flying is all about ... We didn't manage much soaring on Saturday, just a few beats on the hill at Portmoak, but a motorglider would open up all the possibilities of soaring which Scotland has in abundance and which are right on Fife's doorstep. Would be an excellent addition to the club.



Have you got your FFC badge yet? Only £1.50 for members, £2 for visitors. Ask Julia for one.

MEET THE MEMBERS

FIVE MINUTE INTERVIEW

GARRICK SMYTH



When was your first flight? (Passenger): 1979, Slingsby Kirby Kadet (glider), Old Sarum.
 (At controls): 1982, Fuji FA-200-160 'Aero Subaru' (G-BCNZ), Thruxton.
 What is your favourite aircraft? Vickers VC10, so lovely and noisy!
 What is your favourite holiday destination? Cuba.
 Which animal would you like to be? Lion; mean, moody and magnificent! Ha Ha.
 What is your favourite sport? Cycling & Sumo Wrestling.
 How many hours do you have in your logbook? 56.
 Who would play you in the Hollywood version of your life story? Tom Hanks!
 What is your favourite film? Cool Hand Luke.
 What is your favourite food? Pork Pie.
 Joke: Two snowmen are standing in a field.



One says to the other : "Funny, I smell carrots too".
 What is the best airline you have flown with? Lufthansa.
 Who would be your two dream dinner guests? Jamie Lee-Curtis & George Melly (before he passed on)!
 If money was no object what would your dream car be? Bugatti Veyron.
 What was your worst job? Postman.
 What is your favourite book? As Far As My Feet Will Carry Me, Favourite Author? Enid Blyton.
 Where were you born? Portsmouth, Hampshire.

continued from p2. the horizon, as any competent pilot constantly does, I eventually couldn't help but notice a bloody big airfield 90 degrees to my left.

Me: Ah. Just as I expected. As you can see I'm downwind now. Perfectly positioned for finals.

For the benefit of current students who haven't really been anywhere else it's

worth knowing that most other 'proper' airfields in the UK have a longer and wider runway than Fife. This means that no matter how much of a balls-up you've managed to this point, turning final, and on approach, it really comes down to 'what part of this massive runway do you wish to land on?'

Sorted. Taxied to parking stance.

On to the Solway Aircraft Museum.

Now, I have to say at this point how impressed I was with how helpful and friendly they were. Their organisation is

entirely voluntary. The weather was poor, and having arrived specially for us (apparently in 1975 – around the time Greg's photo on the FFC forum was taken), they waited as long as

reasonable and then started shutting up shop assuming we wouldn't come. At this very moment we arrived. Without any hesitation or complaint they re-opened everything and proceeded to spend as much time as we wanted to tour the museum and exhibits, the number one

of which was, a Vulcan.

Diary: As I'm sure is the case for everyone else in the party, I cannot begin to thank our hosts for their hospitality. It was truly humbling and they showed us everything the site had to offer, especially the Vulcan.

As you know I've visited this aircraft before. However, I can say without any argument, it is in a class of it's own, impossible to get too much of, and the Solway folk let you experience everything other than starting the engines.

On any scale: Absolutely Brilliant. Not only that but as Gareth and I exited the Vulcan, Graeme Dawson, ex-Tayside and the current CFI at Border Air Training, greeted us with an invite to join him for tea & biccies before departure. It somehow seemed the right thing to do to abandon the other losers and accept the offer.

To be honest it was only then that I realised we had been on site for 3 hours. It seemed only like minutes since our

arrival.

So. Preparation and departure back to Fife with Karen.

For the trip home I let Karen think I was lost, and she navigating, whilst I surreptitiously avoided Gala. Willie had told me to avoid it at all costs. He said he thought about pushing Karen out

when he got dizzy whilst circling it for her on the way down as she wittered on about the bike sheds she used to smoke behind and waved madly at her mum weeding the garden. Only



thing stopped him was the realisation that even she was bigger than him. Actually it was fun and halfway home, entirely randomly, I happened to look down to find a farmer had somehow arranged his crop and harvest to read 'Hi!' from the air. Unexpected and, like our Vulcan experience, totally personal to our trip.

. . . How can you not love Scotland (and . . . a little bit of England). . .

Finally back to Fife. For legal and insurance reasons I'll have to say I landed, but really who trained that woman? Wing down my a**e. More like wing and a prayer. And she wants to fly commercially. In Kazakhstan maybe.

Anyway, *dear diary:* so ended my second trip in TF, and the first with passengers. A day which, due to the weather, promised little but turned into a real gem. How can you not love Scotland (and . . . a little bit of England). Big thanks, as usual to the instructors, Greg & Willie, who organised it all!

To bed and a snuggle with Flopsy and Fluffy before my big day tomorrow with Barry and Roger at the National ShinyHeid Championships.

PS – For fellow TF owners – anything above which may have suggested in any way that I may have allowed strange hands to put our precious at risk in any way is, of course pure invention.



FIFE FLYING CLUB FLY TO NORTHERN IRELAND

By Alan Laing

It was third time lucky for the Club fly-out to Newtownards. Bad weather – in the height of a Scottish Summer (so unusual!) – meant two previous attempts were called off. But the weekend of 14th and 15th August turned out to be one of the best of the Summer and eight – that's 8 – Fife aeroplanes and 20 Club members made it across the water to Northern Ireland.

We all seemed to take much the same route out: – Fife – Stirling – Helensburgh – north of Arran – the Mull of Kintyre – then down the Irish coast from Cushendall to Larne. It was funny listening in on Scottish as yet another aeroplane popped up en route from Fife to Newtownards – “Are ALL the Fife-based aeroplanes going to Northern Ireland this weekend?” was the query. “Nearly....”

The two 172s, the two 152s, the TB9, G-WIFE, the Eurostar and the 182 N2231F all took part. Some Fife students got a lesson on the way out and on the way back – with an interesting entry in the Logbook and an interesting lesson to boot!

I had the pleasure of Karen

Simpson's company on the way over in the TB9 and the more dubious pleasure of transporting her bag. Having done the W&B on the TB9 for the trip and reminding her to pack for a one night stay I nearly threw out two verte-

... I nearly threw out two vertebrae trying to lift it into the back of the TB9...

brae trying to lift it into the back of the TB9. As the TB9 settled back on it's tail I mused about what it is that women can pack into bags that weighs so much.... But I daren't have asked. There are things that men are not meant to know.

The trip over was great with some cloud about but mainly sunshine.

As we crossed the water south of the Mull one of Her Majesty's Trident submarines was cruising on the surface (no doubt looking for a wee shingle bank to rest on for a while).

Arriving at Newtownards was interesting as there appeared to be no-one on the radio. It took me three attempts to un-

derstand what was being said – “We're oan errcraft t' errcraft onlee at the moment and we're usin' runway zero foaharr so just do a standard join and keep yor oyes open”..... “Oh and tree-fo-arr is active an' all”.

My approach to the field wasn't the best I've done but I found myself relatively safely downwind for 04 with a Czech-built plane landing at ninety degrees to me underneath on tree-fo-arr.

Ulster Flying Club is based at the airfield and their palatial clubhouse with restaurant attached makes what we have at Fife seem a tad lacking. Douglas Bader opened the clubhouse originally back in the 60s and the Duke of York opened the place again in 2005 after it was refurbished.

We all piled into taxis and got to the Hotel (Willie and a few others braved the walk into town). The hotel was superb – the Strangford Arms Hotel laid on a separate dining room for us and 20 of us were fed and watered in good time. What we didn't know was that the hotel doubled as a night club and when we emerged from dinner the place was heaving with very young people not wearing much and jumping up



MEMBERS OF FFC POSE FOR THE CAMERA AT NEWTOWNARDS

continued from p6. and down making a lot of noise and dancing away to themselves. You could barely hear yourself think... My iPhone noisemeter peaked out at 105dB. I once measured Concorde on take-off at Heathrow 300 feet away at 106dB! But a lot of the fitter members of the group stuck it out into the wee small hours. I retired at a sensible hour knowing I was flying in the morning and I needed my ears intact to hear ATC.

The following morning we did the reverse trip to the airfield and phoned Fife to find it was fogged in. We ordered a few coffees and sat in the sun and watched the weather on the iPhones until we saw Fife appear from under the fog on the satellite images. Most folk headed back along the reciprocal course that they'd taken the day before but Malcolm Slora and I went due east

MEET THE MEMBERS FIVE MINUTE INTERVIEW: Gordon Bell

When was your first flight? (Passenger): BAC 111, Ediburgh to Heathrow. (At Controls): Glider 1977.

What is your favourite aircraft? Boeing 747.

What is your favourite holiday destination? Australia.

Which animal would you like to be? Lion, I'm a Leo.

What is your favourite sport? Show Jumping.

How many hours do you have in your logbook? 27.

Favorite destination in logbook:? Dundee.

Who would play you in the Hollywood version of your life story? Frank Spencer.

What is your favourite film? A Wonderful Life.

What is your favourite food? Indian.

Joke: Knock, Knock; Who's there? A little old lady; A little old lady who? I didn't know you could yodel.

What is the best airline you have flown with? Singapore Airlines.

Who would be your two dream dinner guests? Winston Churchill, Kathryn Jenkins.

If money was no object what would your dream car be? Vintage Bentley.

What was your worst job? Potato Picker.

What is your favourite book/author: Larousse, Gastronomic

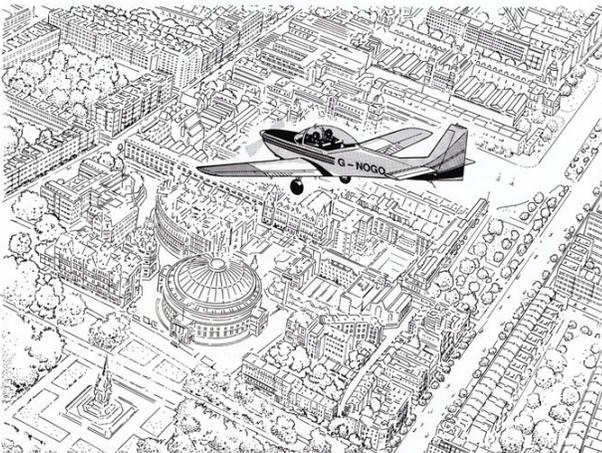
Where were you born?

Dunfermlin.

What is your favourite band. Bluebells, Young At Heart.



CROSSING LARGE BUILT-UP AREAS



NO-GO FOR SINGLE-ENGINE AEROPLANES **UNLESS** YOU CAN GLIDE CLEAR OF THE AREA IF THE ENGINE STOPS

- EVEN IF YOU HAVE ATC CLEARANCE

Parks and playing fields are NOT acceptable landing sites!

DO YOU KNOW HOW FAR YOUR AIRCRAFT WILL GLIDE?
- ALLOW FOR A TURN INTO WIND TO LAND

Produced and sponsored by the General Aviation Safety Council, B H Pickering and M A Grayburn, and the Civil Aviation Authority



across to Stranraer.

I had hoped to get 7,000 feet or more for the crossing of all that water but ATC kept us below 5,500 all the way which was a pain but the engine kept going and we had an interesting trip taking in West Freugh and Castle Kennedy airfields from the air as we went. We all arrived back at Fife around the same time despite the different routes taken, still in glorious sunshine.

All in all a fantastic weekend with a lot of people getting an introduction to what you can do with a wee plane and a pilot's licence. It's

the first time I've been over the water to Northern Ireland and I'll be back there again soon.

A big thank you to Greg Logan, Willie Temple and Tim Humphrey for the organisation of the trip and for the instruction en route, which meant that some students got a heck of a lot out of the trip as well as the great story to tell at work on Monday morning - "By the way, I flew a plane to Northern Ireland at the weekend!"

Heard on a recent Ryan Air flight to Bremen "... Last one off the plane must clean it!"

eNews The Newsletter is generally issued every two months. To ensure no-one misses out members are encouraged to 'sign-up' to receive timely updates on up and coming events. To do this go to the Fife Flying Club website, click on 'mailing list' (it's on the left hand side) and follow the instructions.

