



Out of the Blue



Fife Flying Club Newsletter

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★ AWARDS ★

★  ★

★ FIRST SOLO ★

★ Harry Rifkin ★

★ Congratulations to Harry ★

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CHAIRMAN'S WELCOME

Christmas is just around the corner and once again another year has just about gone on us! Writing this, we've just had the AGM but unfortunately, it was a rather disappointing turnout. At one point, we were considering the possibility of not being able to go ahead with the meeting due to the lack of a quorum - we needed 13 members and were a good few short but by 7.30pm the thirteenth had walked through the door so we were able to start after all.



In some ways, it feels like it's been a hard year as I'm not sure we managed a single fly-out as planned and various club nights have had to be re-arranged or even cancelled due to lack of numbers but on the other hand, when I look back at what we have done, the list doesn't read

too badly after all 1) Visit to Edinburgh ATC Tower; 2) Simulator Night at Dundee Airport; 3) Talk by Paul Beat of Edinburgh ATC on the EDI Zone VRPs; 4) Quiz Night; 5) RAF 6 Squadron Survival Talk; 6) IMC Rating Talk; 7) Buddy Day; 8) Treasure Hunt; 9) Evening Barbecues (x2); 10) Evening Trip to Crail; 11) Curry Nights.

Of course, add the two Open Days to that list. The June day really was a battle with the elements but I'd like to think we won on account of the number of folk who turned up and obviously enjoyed themselves. Then there was the "Women in the Air" Day. Not perfect weather but a day on which we flew an impressive number of women and gained much good publicity for the club and airfield both in the local press and through a slot on BBC Radio Scotland's "Open Doors" programme. Tricia Marwick (local MSP and Presiding Officer at Holyrood) still talks about it!

On a negative note, the Planning Application for five wind turbines in the Westfield Quarry has been approved. This really is a

disappointment, especially in view of the strong evidence that this development poses very real safety threats for local flying. I've submitted a Freedom of Information request to Fife Council to get sight of all the papers and communications behind the application and we will be looking at what options might be open to us for further action. But what of the immediate future?

Well, there's the Wings Dinner on 10th December, at which we'll present our annual awards for First Solos, (N)PPL passes and competition successes. If you haven't already booked a ticket, now's

ANNUAL WINGS DINNER 2011

The Annual Wings Dinner complete with awards for achievement and amusement, will be held in the Topsy Nipper on Saturday 10th December 2010 7.00pm for 7.30pm. Only £20 per head for a three course dinner. Contact Julia (01592 753792) at the Topsy Nipper or leave a post on the forum asap so we can plan for num-

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ISLE OF MAN, NEARLY OVERNIGHT

By Peter Crabb.

Andy Reid, Alastair Shaw & I met up one Friday for a trip down to the Isle of Man in G-WIFE. After a very foggy start to the morning, it had all cleared by 09.00 and we headed off into a 30kt headwind and a 1.5hr trip to get there. Andy wanted to practise an ILS approach so it was a bit different getting vectored around on altitudes and headings, including a few minutes confusion when we'd intercepted the ILS and found ourselves to be somewhat off the runway centreline Ronaldsway ILS has a 4-degree offset!

... visibility was down to a level of practically non-existent ...

On the ground, our next challenge was getting transport to anywhere interesting as it seemed that taxis were a bit reluctant to come and fetch us - no prospect of a 2-way fare! In the end, the chef at the Manx Flyers Clubhouse loaded us into his people carrier and drove us into town to catch the train to Port Erin fantastic guy!

The train's a narrow gauge steam engine effort almost makes me want to start building model layouts again! 20 minutes into Port Erin and we found a hostelry for lunch where Al & I both had Callig - a kind of haddock-type fish, local to the area (known as "Pollack" over here I believe).

Looking forward to some ice cream afterwards, we suddenly noticed the houses on the hill rapidly disappearing into mist and when we came out of the hotel, we found that what had been a stonkingly sunny and warm day had turned decidedly cool and clammy so we agreed to head straight for the airport - easier said than done (remember the taxi issue?)! 3 phone calls later and no joy on a taxi, we jumped on a bus and the very nice driver put us off at the right place to walk round to the GA side of the airfield where we'd left the plane.

By this time, the weather had really closed in and the visibility was down to a level of practically non-existent; but that wasn't our immediate problem. Arriving back at the airfield gate, we discovered

the men locked and no sign of the Manx Flyer Handling Agent. Andy phones him to be told that he'd phoned him on Thursday and left a

message to say he wouldn't be there on Friday (no such call or message received by Andy!). Anyway, the agent says he'll send a security chappie to let us in and we brace ourselves for a ticking off when said security chap arrives. When he does though, he was quite

happy about letting us in and even said it would be no problem to let us out again should we need to stay the night (that's right, look on the bright side)!

In at the plane, Andy phones the tower, speaks to the Met Man and decides that the conditions are above IMC minima so we can get going pronto. Engine started and we've got a rough mag!!! Leaning - 2,000 RPM - shutdown - start-up - running - shutdown - start-up and the mag finally clears but the ATIS is now reporting 1,500m visibility and 100ft cloud base - below minima (we need 1,800m horizontal viz. and 300ft cloud base)!! So we shut down and decide to wait and see what the weather does



Over the next hour, the visibility drops steadily to 700m. We hear 2 aircraft going overhead on missed approaches but see neither of them (or was it one aircraft making 2 attempts? We don't know - we couldn't see!!). By now, we're be-

INSTRUCTOR OF THE YEAR STUDENT OF THE YEAR

Nominations are invited for the awards categories above . Criteria are arbitrary but should be based on noteworthy performance, endeavour or just pure luck (both varieties). Pass your nominations in any appropriate form to Julia or Alan. Winners will be announced on 10 December at the Wings Dinner.

ginning to consider the option of staying overnight. It's 17.15 and we calculate that with sunset around 19.00, our deadline for taking off with sufficient time to get to Kirknewton with enough light is 18.00, perhaps 18.15 max.

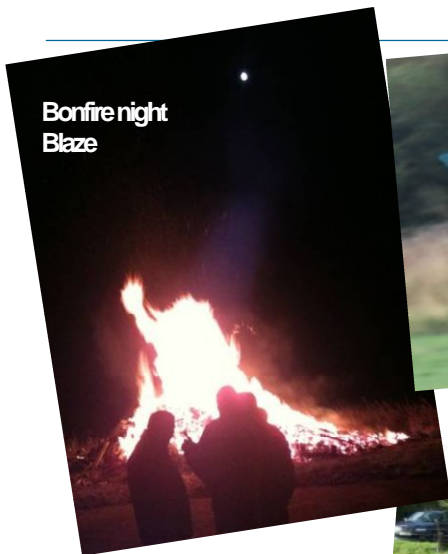
Gradually, the visibility seems to improve until the ATIS is again reporting 1,500m visibility however, this seems to go on forever (we never want to hear "Information Fox-trot" again!!) and we're convinced that we've got well over our 1,800m requirement.

The tower tells us that the next Met Update is due at 17.50 so we start up in anticipation. Finally, "Information Golf" comes out 2,500m visibility!!!!

Call for clearance and we're away!

By now it's really gloomy but we make a direct track from Ronaldsway to Deans Cross, turn north overhead Talla and enter the Edinburgh Zone at West Linton to land at Kirknewton at 18.45 - 55

Bonfire night
Blaze



Visiting Types On Buddy Day



News Flash Monday & Tuesday Hiring

Craig (the new CFI) will be compiling a database of currency. Following an idea put forward by the Committee to enable members to hire aircraft on Mondays and Tuesdays.

Craig will create and build up a database with everyone's Licence, Medical and SEP expiry dates and currency. Once created, the onus will be on the individual to make sure the last date/type flown is updated to confirm their currency in order to allow them to fly on Mondays or Tuesdays. An initial one off brief will be required to alert hirer's of the idiosyncrasies involved with open-

ing, closing hangars and pulling a/c in and out for the day.

Tayside are more than happy to facilitate this for the members but with this comes a responsibility if it is found that aircraft were being abused or procedures not being followed to then this facility would have to be re-evaluated or withdrawn. The instructors are confident that this will not be the case with FFC Members so lets make the most of this additional flying time.

Portmoak Visit

The club have arranged a visit to our neighbours. We will have the opportunity to be taken up in a glider for a reduced rate (winch £30, aero-tow £60) for a taste of non powered aerial

minutes flight time home (that 30kt headwind outward became a 30kt tailwind on the way back). All in all, a fun (if somewhat eventful) day out - and a few lessons learned from our experience

If you go to the Isle of Man, plan on hiring a car to get around. It's much easier than playing around with non-existent taxis and long walks from bus stops (although the wee train ride was fun).

The Isle of Man has its own very distinct microclimate so watch the weather forecasts and keep an eye on how the weather develops while you're there.

The trip also showed how handy an IMC Rating can come in. You wouldn't necessarily plan to fly in those conditions but if you're away from base and the weather turns on you, it can make the difference between getting home and being stuck overnight!

Must do something like that in the TB9 one day without the



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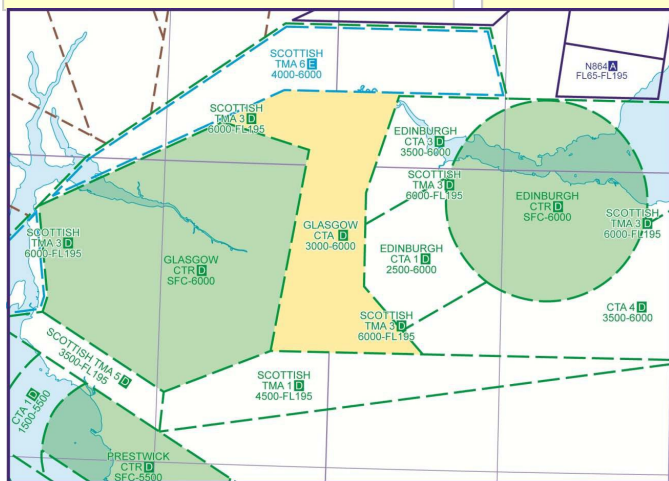
the time to contact Julia at the airfield before there are none left.

We have our annual Christmas fly-out to Eshott on 17th December. Hopefully, we'll get a good turnout so please try and come along. Let us know if you'd like us to try and fix you up with a seat and we'll see what we can do.

Finally, the days are short just now but winter often can be a time when we get great flying conditions so do keep your eyes on the weather and make the most of the opportunities as they arise!

As always enjoy and be safe!

Peter Crabb FFC Chairman



fun. Places are limited so put your name down soon/

Glasgow Airspace

Following an AIRPROX incident on 23 July 2011 between a glider and civil air transport aircraft within the Glasgow CTA, a safety critical risk is deemed to exist within the CTA. Consequently, the CAA has reclassified the Glasgow CTA to Class D as an interim safety measure pending full assessment of NATS Glasgow's proposals to make it permanent.

Annual General Meeting
Peter Crabb presented the annual report to club members and reviewed the range of events the committee had been able to organise with the help of members. The highlights included the Open Day which despite poor weather saw a good number of the general public attend to see some stunning practice aerobatics from David Cyster in his Tiger Moth as well as some equally bread-taking manoeuvres were seen done in a resident Robinson helicopter. The Women In the Air event which has coordinated by Karen Simpson also saw good attendance and a recognition by local civic dignitaries including Tricia Marwick (Scottish Parliament's Presiding Officer). The recent treasure hunt organised by Karen Simpson and Stewart Webb also saw healthy participation and worthy winners in the form of Alan Laing and Peter Crabb. In terms of looking ahead members suggested that the

MEET THE MEMBERS FIVE MINUTE INTERVIEW - GARETH ELLIOTT

First flight (Passenger): 1988 KLM 747.

First flight (At controls): Cessna 152.

Favourite Aircraft: Boeing 757

Favourite holiday destination: New Zealand.

Favourite sport: Football.

Logged hours: 55.

Actor to play your life story: Jason Bateman.

Favourite film: Back To The Future.

Joke: How do you wake up Lady Gaga? . . . Pokerface.

Favourite cuisine: Italian.

Best airline flown: Emirates.

Dream dinner guests: Billy Connolly, Scarlett Johansson

Dream car: Aston Martin DB9.

Favourite book/author: Danny Wallace.

Worst Job: Hotel Dishwasher.

Birth place: Lasaka, Zambia.

Favourite song/band artist: Jack Johnson.



incoming committee consider more quality events for club nights, consider alternative locations for some and to think about holding some club nights and shorter events on weekends rather than during the week.

Wings Night

The annual dinner which used to mark the achievements of students and the club will be held on Saturday 10 December. This annual event continues to prove a popular opportunity for members and there kin to get together and exchange some light hearted banter over the ubiquitous Christmas Dinner. Tickets only £20 each.

West Field Wind Farm
Regrettably the wind farm application at Westfield has been endorsed by Fife Councillors. Whilst unlikely to result in a change of that

decision in the short term the committee will seek clarity about a number of queries we have about the processes which lead to this decision. In addition we will be exploring options necessary to ensure maximum safety of aircraft in the circuit including the feasibility of modifying the circuit pattern.

CONTRIBUTIONS

The committee are always keen to receive comments, suggestions. Everything we do is aimed at improving the club. We can't do it alone so please email Peter at chairman@fifeflyingclub.co.uk. Also if you have any articles for the newsletter please send to Garrick via the website at www.fifeflyingclub.co.uk.