



Fife Flying Club

Fife Flying Club Newsletter

ISSUE 34 - NOVEMBER 2012

CHAIRMAN'S WELCOME

Welcome to the last edition of the newsletter for 2012.



As I write this, the clocks have changed (dark nights now), Hurricane Sandy has wreaked havoc around New York and I need to revalidate my SEP Rating within the next 5 weeks – i.e. an hour's flight with an instructor.

This bi-annual requirement is a useful time to do a "sense check" on your flying skills so it's worthwhile giving some thought to what you want to do with that hour rather than simply treating it as a "box tick" exercise. When did you last try a PFL? Or stalling? Steep turns?

Also, try out various "unusual" scenarios in the circuit – e.g. simulate instrument failures (what would you do if your airspeed indicator failed?).

It's worth taking some time beforehand to chat with your instructor about what you want to cover in that hour - you're paying for the time so make the most of it and safety doesn't have a price. On a lighter note, we've got the Annual Bonfire at the weekend

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AWARDS



PPL

Ross Kirton ★
 Craig Latsley ★
 William Mackaness ★

FIRST SOLO

Chris Gordon ★

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

A NEW AIRFIELD AT DIRLESTON . . . MAYBE!

The local council have granted permission for a small field for single-engine piston aircraft, no twins and no commercial traffic at Dirlleston in East Lothian. Regretably Scottish Natural Heritage had recommended against it so the plan now has to go to the Scottish Government for approval.

With the success of general aviation an up hill struggle these days support is being sought from all for this new airfield. We have put a template letter which anyone can print off and send in to the Scottish Government. Don't let lethargy set in, we've put a couple of template letters on the FFC website. Copy one of them, tailor it as you see fit and email it to lyndsay.murray@scotland.gov.uk

– always a good evening so hopefully, we'll see a good turnout as usual and then there's the Wings Dinner on 8th December. At £20 each, this is always great value and a great social evening when we get to look back at the year's events, student successes, etc. So, if you haven't been before, why not come along this year? You won't regret it – honestly!

As this is my last piece as Club Chairman, I'd like to wish you well for the remainder of the year and into 2013.

Enjoy your flying and be safe!

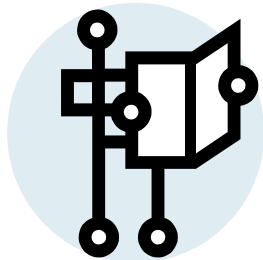
Peter Crabb - FFC Chairman

Annual General Meeting 15th November 7:30pm At the Tipsy Nipper

Our Annual General Meeting will be held at Fife Airport on Thursday 15th November at 7.30pm.

The first part of the evening will consist of the formal business matters, including the election of the Committee for the coming year - Ballot Forms have been issued to all club members but additional copies may be obtained from the Tipsy Nipper at Fife.

After the conclusion of the formal part of the evening, Jim Watt, Managing Director of Tayside Aviation, will give an update on developments at Tayside and, more specifically, the outlook for flying operations at Fire Airport. All club members, please make this important item in our annual calendar a



ANNUAL WINGS DINNER 2012

The Annual Wings Dinner complete with awards for achievement and amusement, will be held in the Tipsy Nipper on Saturday 8th December 2012 7.00pm for 7.30pm. Only £20 per head for dinner with all the trimmings Contact Julia (01592 610436) at the Tipsy Nipper or leave a post on the forum asap so we can plan for numbers.

HOW SOON IS NOW - TO BE AN AIRLINE PILOT PT 2

By John Punteny.

On return to the UK, we moved to Bournemouth to finish training for the IR and then to sit the skills test, still on the DA42. At that point, that was the conclusion of basic training – only took 18 months!

Then came the really fun stuff – Multi Crew Training and Jet Orientation Training, again in the Boeing 737-300 simulator in Southampton. This was a really enjoyable phase of training, but it was also the first chance to see how different things are as the single pilot of a light aircraft - to being part of a crew in a jet. It takes some getting used to, but there comes a point where you see how to balance task sharing, workload management and all the things the instructors were talking about in the classroom – Crew Resource Management (CRM) is such a massive part of airline operations these days and human factors has been deemed one of the biggest areas of focus in non-technical training, as roughly 70% or accidents have been directly attributed to human error.

So, work as an efficient team and everything should go well. That was the purpose of this 3 week phase of training anyway. The instructors were all ex-training Captains with airlines so knew exactly what was what and how things should be done, so they really did push for a high standard and things were tough, but it was very enjoyable. To be able to (albeit artificially!) takeoff in a 60 tonne jet, have an engine failure, manage it and take it through to a safe conclusion where everyone on board would have gotten off the plane again safely and have a great story for the pub, gives quite a feeling of satisfaction. It's funny to think about this again now, it felt such a huge achievement at the time, but now as I write this, it is exactly just what would be expected on any day at work.

Then came a bit of a tough choice. This was the end of training for the time being, airlines weren't hiring

so there was no opportunity of a type rating in the near future, I had just over 200 hours so what else could I do? This was when I decided I'd turn to instructing and I completed my Instructor's Rating in Dundee and see how things went from there. The training was definitely the most enjoyable stage of things so far and for a while I thought I might rather stick with instructing rather than continue onto an airline. I had the opportunity to teach others, use my previous experience, meet lots of new people and have a lot of fun all at the same time, I couldn't have asked for any more.

As it happened, the time before an airline came knocking wasn't the 18 months we had been initially told to prepare for, but rather 4 months, so just 2 weeks after I began working at Tayside Aviation at Dundee I had an offer of type rating with EasyJet on the Airbus A320. Like I said, I had in my mind that I wanted to stick to instructing and not budge, but then the thought that I could always return to instructing in the future came into my mind. So with that, I accepted the offer and spent the last 4 months of 2010 teaching at Tayside before moving to Southampton once again.

Type rating training followed a very similar format to the previous jet simulator training. The first 3 weeks were classroom based, learning the rather sophisticated systems of the Airbus – it's just a big, flying computer really. Simulator training was again tough but enjoyable, covering everything from flying around normally to suffering double engine failures, dual hydraulics failures, fires, electrical failures and anything else the instructor felt like breaking for fun. Once that was done, we had to go through a week of induction training with EasyJet in Luton and another few sessions in EasyJet's own simulators in Gatwick before we

got our hands on a real A319 for base training. This is exactly the same as doing circuits in a Piper Warrior, except now it happens a little quicker and the plane is much, much bigger! I don't remember much from the day as it was such a blur, but I do remember the smile on my face when sat at the end of the runway in Oostende and the Captain said "Ok, when you're ready, let's go." The requirement is to complete 6 takeoffs and landings, normally carried out as touch and goes to save time. There were 6 of us that day, so in total we flew over 6 hours of circuits, no doubt to the severe annoyance of the Belgian locals! I was the last to go, so got to fly back to Gatwick once my 6 circuits had been completed. Base training completed, onto line training!

I'm now based in Stansted, London's 3rd busiest airport, situated on the Essex/Hertfordshire border. I completed the majority of my line training here, as well as 2 days out of Milan Malpensa airport having a go at some domestic routes out of there. Line training is another of those times when I'll say it was tough but at the same time it never really felt like training. It certainly never once felt like work! It is very easy to forget that there are up to 156 paying passengers sat behind you, for all you know it could be a simulator that you're sat in.

Line training had it's highs and lows like any phase of training will. The 2 go arounds inside my first 3 days was definitely the lowest point, especially when the cause of both was me. Thankfully, 7 months down the line, I've not had another go around so I guess that's progression! Line training consisted of 44 training flights with a Training Captain, then a final 2 sector day with an ordinary Line Captain and a Training Captain on the jump seat, who is there to watch your every move. It all went well however, so from then going flying somewhere just became the usual norm. To this day, I still get up in the morning and I look forward to going to work. It just doesn't feel **continued on p4.**

FLAT OUT ON COLL

Arrived at Fife only to find out that our Argyle and Bute OOH permit had expired. I renewed the HIA one but the Argyle one seems to have got overlooked. After chatting to Oban airport they agreed to renew it if I printed off the forms from the internet and faxed them and the insurance docs, along with payment. So, an hour later and we were on our way. Straight line to Coll, 1hr 20mins with a tail wind! There was 90 degree cross wind at Coll but no problems on approach. On the ground the cross wind appeared to be having a greater affect than on approach as I seemed to veer left and right a bit. Nothing overly concerning though. Taxied up to parking area and headed off to beach and picnic to enjoy the sunshine. Returned a few hours later only to see the nose dipped very low and the nose wheel spat almost touching the ground. A closer look revealed a very flat nose wheel tyre. No idea exactly when it happened possibly on landing in Coll and it may explain the slight weaving I encountered but not entirely convinced. If it had blown I would have thought it would have been pretty unmistakeable. Anyway, an unscheduled overnigher was inevitable. Strangely enough we had just bemoaning the fact that we had an arrangement that evening and had to get back otherwise we could have stayed over. As it happened the decision was made for us. And if you are going to get stranded on Coll there was no better day for it to happen. Fortunately the ferry didn't arrive that day as planned so there was room at the Inn which there would almost certainly not have been otherwise. To cut a long story short we got to Hotel and they suggested a local guy Who could fix the tyre. An ex-marine engineer who now has the role of the island's mobile tyre fitter. He agreed to pick us up at 10am next morning and drive to the field. Two hours later and we were ready to go. Turned out there was a tiny hole

"A Gift of Wings" by Richard Bach

You may know of Richard Bach. He is a prolific writer on aviation matters, having produced a column for various American flying magazines, as well as penning the fantastic "Jonathan Livingston Seagull" book.

A former USAF jet jockey, and a general aviation pilot and sometime "barnstormer" as well, "A Gift of Wings" is a compilation of some of Bach's magazine columns which touches on many aspects of modern light aviation in the USA. However, all of the subject matter, the opinions, the antagonism with the FAA, the problems with training and maintenance, etc, will all ring bells with UK GA pilots.

Bach seems to be able to get to the essence of flying – especially what it is like to be flying your own, single-engine aircraft. My favourite from the collection of stories is "Return of a Lost Pilot", where he recounts once flying a F-100 Super Sabre across the desert with his best friend as a wingman. Distracted by a faulty cockpit light, Bach only notices a small hill in the way at the last minute, and pulls up and clears the obstacle safely. Bach reflects how his faithful wingman would most likely have followed him into the hill had he continued. Those of you who may have returned to flying after a break will appreciate the rest of the story, where Bach encourages his friend, now long retired from the Air Force and now a caravan salesman, to return to flying.

Bach loves his flying and understands what makes other pilots love their flying. If you haven't read any of his material, "A Gift of Wings" is a good place to start. You can still get second-hand copies of the book for a couple of quid

just on the seam of the inner tube, which took a bit of finding. He could find no damage on the tyre so reckoned it may be a fault in the seam which he has seen before. Heat may also have been an issue. May well have been a slow deflation hence not noticing anything earlier. If it was a fault on the seam I guess it could have gone any time but in true sod's law style it waited till a remote Scottish Island to do so.

Anyway, 2 hours work and forty quid later we were on our way. Yes £40! He only asked for £25 but I insisted he took £40. Considering what the whole escapade could have cost, I think it was the bargain of the century! Apart from that it was fantastic. Unbelievable weather, great hospitality at the Coll Hotel (very un Scottish) and tasty food. Not to mention probably one of the best vistas from a beer garden you will ever get. If you get there I'd recommend staying overnight. Alan I'm sure will second that as he has stayed there in the past. By the way, the tyre guy is called John McCann and when we got talking he said he was very keen on flying and I would really have loved to take him up for a spin round his Island but given the situation I didn't want to risk landing again and by now was just keen to get back get to Fife.

Club Events

Thu 15 Nov 7:30pm Annual General Meeting

Get your views heard!

Thu 22 Nov 7:30pm Ten Pin Bowling Bowlplex, Fife Leisure Park (confirm by 15th)



Thu 06 December Committee Meeting

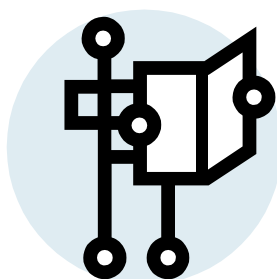
Sat 08 December 7:00 pm Wings Dinner

THE FINER POINTS - PODCAST



Jason Miller is an Instructor who lives in the San Francisco, Bay Area of

California. Jason loves flying and he loves to share his knowledge, so pull up an mp3 player or listen on your computer and see what you think of The Finer Points of Flying.



YET MORE WIND TURBINES

There are proposals by different developers to erect four wind farms in the area adjacent to Cobbinshaw Reservoir which is the nearest entry/exit point to the zone for Kirknewton. If these proposals get the go ahead it is quite likely that the Cobbinshaw entry/exit point will not be possible to use because of the restriction on aircraft using it to stay at or below 2000.

The ground in the area proposed for the wind farms ranges from 900 to 1200 feet above sea level, the maximum height to top of tip of the turbines will 126 metres (414 feet or thereby) and with the regulatory clearance of obstacles will mean that the 2000 ft limit will be exceeded in some cases and be very close to being exceeded in other cases. Collectively there will be in excess of fifty turbines.

continued from p2. like work at all. Being given control of a jet with over 150 people on board, which weighs over 60 tonnes at takeoff and is worth over \$50 million is really quite astounding and a real honour

I've met a lot of great people during my 8 months so far and I'm really enjoying being based at Stansted. I'm just coming into my 8th month of line flying and in that time amassed just over 450 hours flying both the A319 and A320 and had a terrific view of Europe out of the window everyday. My first recurrent simulator check was at the end of September and it was nice to have that completed. It's funny but in type rating, you get so used to failures occurring all the time you just accept it and get on with it, then 6 months on line you see very few failures, if at all, and so the simulator comes along and it's a shock when the red lights start flashing and the alarm bells are going off again. But that's exactly why the training system is the way it is, and it is the same for every airline around the World.

I am happy to say I've had nothing too major go wrong on any of my flights, the worst case being a double bird strike on takeoff coming out of Stansted which caused a bit of an alarming reaction from the engine, so we decided it best to return to Stansted rather than continue. Apart from that, normality has been the way things have gone and all is well. The summer was busy as you can imagine and now things are getting quiet over the winter. My November roster has just 30 hours of flying and a period of 16 consecutive days off. It sounds like heaven and I really shouldn't complain but I'm still in the early „honeymoon“ period I guess, so I actually don't really look forward to my days off. I'm very happy to say I love my job. The good days are great and the bad days are good as well, where something might go wrong or you're rostered to fly with someone you maybe don't get on all that well with, but in the end I still leave the airport at the end of the day with a smile on my face

MEET THE MEMBERS FIVE MINUTE INTERVIEW - JIM MILLAR

First flight (Passenger): Mid 1960s The ill fated BEA Vickers Vanguard G-APEC

First flight (At controls): Mid 1980s S.I.P.A. G-BBDV

Favourite Aircraft: Fairey Gannet.

Favourite holiday destination: Maldives.

Which animal would you like to be?

Gun dog at stud, best of both worlds.

Favourite sport: Game Shooting.

Logged hours: 175.

Favourite Destination In Log book:

Cardington.
Actor to play your life story: Richard Dreyfus (glasses and prematurely grey) .

Favourite film: Any Alexander Korea film of the 1930/40s.

Joke: My wife insists I take viagra on holiday, . . it keeps the sheets off our sunburn!

Favourite cuisine: Curry.

Best airline flown: Emirates.

Dream dinner guests: Steven Fry & Nelson Mandela.

Dream car: 1959 Cadillac Coupe De Ville.

Favourite Book/Film: "The 8:55 To Baghdad" by Andrew Eames

Worst Job: Mortuary Maintenance Technician.

Birth place: Dunfermline.

Favourite song/band artist: The Travelling Wilburys, at the moment.



and look forward to doing it all over again the following day.

So with the 1000 hour mark very soon to be crossed I'm looking forward to seeing where things will take me. I've got things I'd like to do and see whilst I'm flying and that may well take me around the World but that's the beauty of it. The projected increase in global demand for pilots can only be good news for people in training or who want a career as a pilot. At the top of my list at the moment is flying seaplanes in the Maldives or turboprops in Nepal but they might have to wait, there is the delicate matter of repaying HSBC and my parents the large sum of money it has taken to get this far! So to everyone who has the dream of one day making it as an airline pilot, I leave you with my best wishes in your training and endeavours. Work hard, put in the effort



CONTRIBUTIONS

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 Peter at

chairman@fifeflyingclub.co.uk

. Also if you have any articles for the newsletter please send them to the chairman via the website at