

CHAIRMANS WELCOME

We almost had the perfect FFC Open Day this year.

The small contingent comprising the advance party gathered at Fife Airport on a windswept Friday evening. We set about staking out and taping off the public areas for the following days event; even then the wind threatened to undo these preparations and send all the strategically placed road cones across the airfield. After the serious but necessary deliberations about how much room we'd need for the car park and whether we should 'lock down' all but the Tayside hangar, and after wrestling with the BBQ Gazebo, we all headed back to our homes for a well earned preparatory sleep.

As I say the open day was almost perfect bar the absence of the gale force winds which precluded all but the most adventurous aviator from taking to the air. One notable exception was of course our very own David Cyster who by his own account declared conditions to be very challenging.

Nevertheless we had a really good turn-out with cars filling our temporarily extended car park and Alex Smith working hard to keep them all in line not to mention all the other committee members and club volunteers working overtime to man stalls and help out in a variety of other ways (I never realised how much went into organising the Tombola nor how competitive a sport netting a duck was). Among the successes were the cockpit tours where members of the public were talked through the instruments and controls from the seat of either a Warrior, a 172 or a TB9 and the Talking Tandems stall declared the day a success, albeit hindered by my attempt to provide the power from the back seat of one of these steeds.

Anyway many thanks to all and thanks for everyone's support; by all accounts I think we made a great contribution to raising the profile of Fife Flying Club, fife Airport and Tayside Aviation's services.

Garrick Smyth - FFC Chair

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AWARDS



Skill Test
 Jamie Bruce
 Euan McLean

First Solo
 Anthony Vogelaar

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Club Events

Sat 21 Sept

Buddy Day & BBQ

11AM

Sun 29 Sept

Fly-out

Wed 2 Oct

Edinburgh Tower Visit

Max 12 visitors

Sat 5 Oct

Edinburgh Tower Visit

Max 12 visitors

Sat 26 Oct

Circuit Refresher

Landing/crosswind
 technique, emergencies
 etc.



Getting a new EASA Licence ? No Problem !!

I got my new EASA licence in the post on 30th August. I put my application in on the 12th August so 18 days turn around doesn't seem bad, although the CAA website says they are taking 10 days. However, I started the process soon after Anne's Club Briefing at the end of January on the mysterious EASA rules and procedures. We've got until April 2014 to get an EASA licence but I thought, as I was going to have to do it eventually, I might as well get my application in before the last minute rush. There's also the technicality about the Radio Operator's licence. I have one in my old UK PPL but it does not have a certificate of proficiency in English so I needed to get that sorted as well (form SRG 1199 - Record of English Language Assessment).

I downloaded the form for an EASA Licence (SRG 1104). It was mostly straightforward to complete but I had a couple of questions about how to record my IMC hours so I sent an email to the CAA. I got an immediate automated reply thanking me for my message and promising it would be dealt with as soon as possible but pointing out that *".....the immediacy provided by the e-mail system does not imply an immediate response"*. How right they were ! That was on 18th March. I'm still waiting – in spite of giving them a chase-up in June. I got tired of waiting and went ahead with the application regardless.

The form asks for it to be countersigned by the "Head of Approved Training Organisation", however the instructors at the Club confirmed that any of them can sign - as can Colin Rodger, our resident ATCO. The form lists the documents to be enclosed. It doesn't mention a proof of ID on the list but they require one. If any document is missing they send the lot back and you are back at square one. Copies of various pages of your current licence are to be enclosed as well as copies of your medical and photo ID. Everything has to be endorsed as a true copy and signed. As I was asking someone to sign a large number of papers I thought it only fair that I pre-print out the required form of words on each page so that it takes the signer 5 minutes instead of 50. I asked at the Post Office for it to be "signed for" as Proof of Delivery so at least I knew when the CAA had received it.

So what did I get for my £65 ? (They don't charge for the language assessment if you put it in at the same time as the EASA licence application). It's small and blue and has multiple plastic pockets for the various ratings, medical cert etc. However, instead of separate inserts you get one A4 sheet printed on both sides. There are 16 numbered pages but they are printed back to back, 8 each side. I couldn't see any logic as to which page is on the back of which and you are not allowed to cut it up. *" Pilots are not permitted to cut up their licence as its format and layout is stipulated by EASA regulations"* (CAA website). I folded it up and put it into one pocket.

I have to say I've not been impressed by the whole exercise, but what the heck, I've got the licence and I won't have to go through that again until UK withdraws from the EU and we all have to revert to UK licences ! Thanks to Fife instructors and to Colin Rodger and Alan Laing for helping me avoid the banana skins and best of luck with your EASA licence, if you've not got it yet.

Chris Anderson

Words of Wisdom

Basic Flying Rules: Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.



AIR TRAVEL, 60s STYLE. - Jim Millar

During the first half of the 1960s, while we were living in Dunfermline and I was still at school, my father was seconded to a N.A.T.O. post near London. This gave me the opportunity to spend holidays and long weekends down south, and to my delight, travelling by air.

It was an era before foreign holidays and air travel became common, and only a small percentage of the public had flown commercially. The standard aircraft on the Edinburgh / Heathrow shuttle (although the phrase still had to be coined), was the Vickers Vanguard, a four engined turbo-prop, operated by B.E.A.. It was a roomy, comfortable, and relatively quiet aeroplane, which seated one hundred and forty passengers and was operated by up to three flight crew (many of whom still wore medal ribbons), and four or five cabin crew, sorry, I meant to say air hostesses!

Turnhouse, as it was then known, was a real period piece, with the old wood panelled terminal, and the apron populated with Dart Heralds, Viscounts, D.H. Comets, and even the odd D.C. 3. A Mecca for a 'plane spotter like me, and I still had the big stuff such as 707s, D.C.9s, and Britannias to look forward to at Heathrow.

My first flight was onboard G-APEC, and I sat just aft of the starboard wing, (don't ask me what I did last week). It was an evening flight, and I remember the turbo exhaust glowing violet in the gathering dusk. I flew at various times, but I never re-call any of the flights being busy. Standbys were always available, for the princely sum of six pounds, which I suppose was proportionately expensive for those days. However, this included breakfast, lunch, or dinner at the appropriate times, and a free bar!

In those far off pre- security days, I remember you were given a boarding card, but this was only a head counting exercise, because if you hadn't booked, or paid at the terminal desk, you had the option of paying on board. In fact I remember on one occasion, there was no purser on board, and I was asked to pay at the B.E.A. desk at Edinburgh, trusting times indeed!

Heathrow, before the Tube, meant a ride on a B.E.A. coach into Victoria, via the Hammersmith fly-over, and at rush hour, this took longer than the flight. In the winter coach travel was frequently required at this end when Edinburgh was fog bound and we would be diverted to Abbotsinch, Glasgow.

There is a tragic end to this story however, as G-APEC was lost over Belgium with sixty three souls on board on the 2nd of October 1971. Several high profile accidents throughout the world, coupled with the development of jets, caused a loss of public confidence and most remaining turbo-props were relegated to charter or cargo work, being replaced by jets on most of the regular airlines. I look back at what to me, as a school kid, seemed an exciting time in aviation and confess a certain nostalgia for the aircraft and the airlines such as B.E.A., PANAM, Caledonian, and B.O.A.C., among others, which were shortly to disappear forever.



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Meet the members - Two Minute Interview

Mark O'Brien

Favourite Airline: British Airways

First flight (Passenger): June 2012

First flight (At controls): June 2013

Dream Aircraft: Twin Turbo Prop

Logged hours: 34hrs

Favourite Destination In Log book: Dundee

I learned about flying from that: Father in-law

Best advice: (Exams) Study hard, ensure you get your Air Law as soon as possible.

I went on the one week crash course for all seven exams and would recommend that to anyone who can spare the time to do this.



Edinburgh Tower Visit



Wednesday 2nd October

Saturday 5th October

12 spaces available per visit

See FFC forum for more information and sign up!

Thank you Chris Anderson, Jim Millar and Mark O'Brien for your contributions. Trip reports, stories and jokes are always welcome. Send an e-mail to chairman@fifeflyingclub.co.uk or come over to Fife Airport.