

CHAIRMANS WELCOME

As we come to terms with the passing of summer and contemplate shorter days ahead we can look forward to the FFC Bonfire Night, the AGM, which I'd encourage you all to attend as we establish the 2013/14 Committee - a free buffet will also be provided - and the Annual Wings night to pay tribute to the achievements and efforts of our new Private Pilots for 2013. But before that we have the 5 Airfield Challenge (see over for details) all who successfully complete the challenge will receive an exclusive Fife Flying Club tee shirt (also on sale at the airfield).

The general perception is that we have had a good summer weather-wise this year. I don't know what the benchmark is and perhaps its because I'm a southerner, but I am not so sure! Certainly its been better than recent years but I sense we deserve a bit better - we've had more than our fair share of misty low visibility days with banks of low cloud blanketing Scotland but in fairness there have been a few periods of fabulous weather. I recal a lovely flight over to Oban in July. Followed by a bus ride into town where a glorious Mediterranean style day was spent relaxing beside the harbour. But admittedly I also recall looking skyward on several sunny days when tasks other than flying have taken priority - I'm sure you have all been there!

By the way there is some good news for those of you who want the get an IMC rating - I understand that the European Commission propose to allow the UK to continue issuing the IMC rating for pilots until April 2019.

Anyway I hope you have all managed to get some good flying in and here's hoping for some crisp clear winter days ahead - happy flying!

Garrick Smyth - FFC Chair



Club Events

Sun 3 Nov



Christmas Craft Fair

Fife Airport, 12 - 4pm

Sun 3 Nov

Bonfire Night

6pm, Everyone Welcome!

Thu 14 Nov

AGM

Tipsy Nipper Restaurant

7pm

3rd week of Nov

Club event

Prestwick Fly In

Visit to Scottish Information
ATC Centre

Sat 30 Oct



Wings Dinner

7pm

3rd week of Dec

Club event

Pub Quiz



An air experience to remember

It was July 1965, ATC Summer Camp at RAF Waddington. It was the Cold War era and Waddington was a V Bomber station with Vulcan squadrons based.

It was midweek during the best week of the year for any ATC cadet and there were a couple of Chipmunks at Station Flight for Air Experience. It was my turn to get my 30 minutes in the cockpit, my parachute strapped on and



waddling to the aircraft. The pilot was a Flight Lieutenant who had shown us round his "office" in the Vulcan the day before. I had just completed a Flying Scholarship at Perth and had a brand new PPL in my pocket. The pilot spotted the recently sewn on Scholarship wings and asked what I would like to do with my all too brief minutes in the air. Wanting to make the best of my time on a Chipmunk I said I'd like to do circuits. He said that was fine but as he didn't have a QFI rating he couldn't let me into the front seat. How-

ever, he said, "I'll see to the radio, you fly the plane, let's go." I climbed into the back seat and he gave me the numbers and some words of advice.

All went fine for the first circuit and a touch-and-go took us into the next one. I was feeling a bit smug as we started the downwind leg. I was vaguely aware of Air Traffic Control saying something about a Vulcan on a straight-in approach for a touch-and-go but I was concentrating on the downwind checks. The pilot said, "Do you see the Vulcan?" It was below and to the left, on a reciprocal track. I thought he was ensuring I didn't miss the spectacle but he was in reality dropping a strong hint. Meanwhile I was setting up the Chippie for the landing. I had just turned onto the final approach when to my great surprise and consternation the Chipmunk reared up like a frightened horse.

"I have!", called the pilot and immediately sorted it out, which was just as well as we were at about 500 ft and probably a second or two from a deep stall. The Vulcan meanwhile was lifting off after his touch-and-go, disappearing in a cloud of blue smoke as he increased the power.



I can't remember whether we landed or went round again. I do recall that I felt particularly stupid not to have realised the dangers of the wake vortex from the mighty Vulcan. They hadn't thought to mention wake turbulence

at Perth, where the largest aircraft in the circuit was a Cessna 310. The pilot said he'd hoped I would have extended the downwind leg to avoid the turbulence. He had of course allowed it to happen and the lesson was well learned. I put it down to air experience.





CAA welcomes IMC

The UK Civil Aviation Authority (CAA) today welcomed a proposal from the European Commission to allow the UK to continue issuing the Instrument Meteorological Conditions (IMC) rating for pilots until April 2019. The move follows considerable effort by the CAA and UK GA to support the retention of the rating.



Since its introduction in the 1960s the IMC rating has been acquired by thousands of UK private pilots to help them plan and fly safely in instrument weather conditions. 'National' ratings, such as the IMC, were to be phased out by April 2014, but today's proposal, which is expected to be included in the next amendment of the European Aircrew Regulation, will extend this deadline, allowing flying schools to continue offering IMC training and many more UK pilots to add the rating to their licences.

It had previously been agreed that pilots who already held the rating before April 2014 would be allowed to use it indefinitely within the UK and to transfer it to a new EASA Private Pilot's Licence as an Instrument Rating (Restricted) and this agreement remains.

Praising the move, Andrew Haines, CAA Chief Executive, said: "The IMC rating has proven itself over the years to be a valuable safety tool for UK general aviation - training private pilots to cope with our very unpredictable weather systems. This is a sensible way forward which will aid flight safety in the UK. One of my first commitments to the GA community was that the CAA would argue strongly for the retention of the IMC rating and the privileges and safety benefits it brings. We will continue to make the case for the permanent preservation for the benefit of future generations of pilots."

Meet the members - Five Minute Interview

Gareth Reynolds

Winner of the Five Airport Challenge

I am a Fife Flying Club member because: I'd always wanted to fly and despite the early terror of being in a light aircraft there is still nothing like the feeling of flying. It is a captivating experience. And there is a camaraderie amongst pilots that exists nowhere else.

First flight (Passenger): 1998 on an EasyJet flight from Edinburgh to Luton

First flight (At controls): 16 May 2010 out of Beverley in Yorkshire.

Dream Aircraft: I like the idea of an amphibious craft; just being able to land pretty much anywhere.

Logged hours: 108

Favourite Destination In Log book: I've not been to far too many of the places I would like, but for the fun of landing on a small grass strip it would be Kingsmuir.

Best airline flown:

I always preferred flying BA to London, but mainly for the adjustable headrests and unlimited coffee. I spent too many days flying up and down to London to ever find being a passenger in a commercial aircraft anything more than a means to an end.

I learned about flying from that: I'm not sure I have "learned" yet. There always seems to be room to improve. Perhaps the thing I learned was that you never stop learning.

Best advice: Never be afraid to question anyone be that other pilots, ATC or even your instructor! We are all fallible and make mistakes. Likewise, always accept questions and criticism with an open mind no matter where they come from.

Words of Wisdom

A male pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman.



Annual General Meeting

Thursday 14th November 2013

7pm

Tipsy Nipper Restaurant

Fife Flying Club St. Andrews Night Wings Dinner



Saturday 30th November 2013
7.00pm for 7.30pm

Dress: Informal
(but some tartan would be good)

Tickets : £20 (available from the Tipsy Nipper Bar)