

CHAIRMANS WELCOME

Why Am I Doing This?

All of us have asked this question of ourselves at some-time; whether it changes the course of our actions is another matter. The 'doing' in my case refers to taking on the Chairmanship of Fife Flying Club. Of course everyone wants to make an impact and often think they can bring something new to the role and I am no exception. Whilst generally fairly self-effacing, in a moment of weakness, like the proverbial rabbit, I agreed to the task. First on the list was to strengthen relationships, improve transparency, build some stability at FFC; once established the committee could focus on planning and organising events which would retain and attract new members.

With a complement of knowledgeable and willing committee members (small in number but big on quality) we set about organising the Wings Night and with some key people no longer in a position to help and only three weeks to go we had a steep learning curve; but we pulled it off. Next was settling the fraught matter of the facilities fee (for want of a better term); which we felt needed a delicate but open approach. We had some face to face discussions (call me old fashioned) and followed up by sharing a note of our understanding; great, some stability.

In the meantime the committee continued with their sterling work, starting to update the website, producing newsletters, setting up a members survey, organising several briefing/curry nights, a couple of fly-outs, Easter fly-in with all the necessary attractions and other events now in the pipeline.

All this against a backdrop of questions like; "So what do I get for my membership fee then" came the question, several times? We've tried to answer that too and its not a straightforward as you might think and some areas are arguable; and yep, so many of us *do* like a bit of debate. My view? Well, for £98 I can fly Tayside aircraft out of Fife or Dundee (yes, I know I have to pay for hire) - a



bargain surely. Did you know for the privilege of knocking a golf ball around the local golf course it will cost you £111 plus £30 joining fee - and yep you have you green fees on top. I am not sure what else you get for your membership fee, maybe I'll ask . . .

In the meantime members should look out for further details of the following upcoming events; Bowling Night 9th May, Mid-week Fly-out (Inverness, Eshott, Carlisle) 19th June, Open Day 27 July, Treasure Hunt 11 August, Quiz Night Sept/Oct (TBC),

So really, why am I doing this? because I love flying and aircraft, because GA is in decline and needs all the help it can get, because Fife Airport is a beautiful little airfield and I want to continue to fly from it; what other reasons do I need; and what other reason do any of us need to continue our support?

Garrick Smyth - FFC Chair

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★ **AWARDS** ★



★ **Skill Test** ★

★ Paul Cavanagh ★

★ Jamie Marland ★

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Club Night - Edinburgh ATC Question and Answer Session

Tony Kirkbright from NATS Edinburgh gave us a very interesting and informative talk on the 17th April that was well attended by active flying members of the club. The talk covered some very interesting points that will certainly change some things I do while flying in the local area around the Edinburgh Zone.

Tony was very clear that Edinburgh ATC do not consider us to be a nuisance and would rather be talking to us than not when we are close to the zone. He even said that they are happy to provide a Basic radar service within the area around the zone to prevent any unplanned zone transits. This saves having to complete an MOR and do the necessary investigation and form filling for both pilot and ATC. The attitude to inadvertent and accidental intrusions to their airspace is to learn from them and to help the pilot understand and learn from the occurrence. They want to avoid if at all possible opening up the legal procedure that would result in a court case. The big message is - do speak to Edinburgh ATC when close to their zone.

Edinburgh ATC are now equipped with a touchscreen based strip system replacing the paper strips that were formerly used to record aircraft in the zone. While this is a great advance dealing with commercial traffic, it is less effective and slower for unexpected visitors such as GA and training flights. The simple answer is to advise Edinburgh ATC by phone in advance of your flight. The strip which effectively becomes a flight plan is already in the system when you make the first call, thus speeding up responses from controllers.

In general ATC are happy to accommodate any routings and prefer you to route through the overhead. This will keep you clear of any approaching or departing traffic and it's easier for them to keep an eye on you. The one routing that they would prefer we did not request is Kirkcaldy Harbor to Mussleburgh. This is on the base leg let down for 24 and climb out for 06... The preferred route across the Forth is North Berwick to Earlsferry and Edinburgh are happy to give a Basic service all the way around from Fife Circuit and back again.

There will be some changes around the zone that are likely to happen in the next year or so. First is establishing two new VRPs, Longannet for flights approaching from the West and Hermiston Gate for flights approaching from the South, specifically to hold VFR traffic before getting too close to the runways. The next is a listening squawk for Edinburgh zone. There is already a proposal out for a squawk that would be used for both Edinburgh and Glasgow however, as the zones are so close, there are potential problems with aircraft close to Edinburgh using the squawk while still listening to Glasgow and vice versa. So it is more likely that Edinburgh will publish their own listening squawk from their existing allocation of codes. There is also a proposal that there will be a mandatory radio zone established for 5 miles around the Edinburgh zone. If this proposal comes to fruition, leaving Fife will require an immediate call to Edinburgh, presumably some special arrangement will be put in place to allow circuit traffic to remain with Fife, all this is still in consultation. Keep an eye on the Notams!

The opportunity to visit Edinburgh tower will be available soon and having been there myself I will confirm that it is a very interesting and useful visit to do.

In conclusion the message was very clear - speak to Edinburgh ATC! Flight planning that will cross the zone should include a phone call to ATC. Also, use their service when near the zone and they will facilitate transits and help prevent any inadvertent busts.

Kevan Shaw

The Numbers:

ATC phone 0131 333 6239

ATIS & TAF 0131 333 6216

EDINBURGH APPROACH 121.200 MHZ

EDINBURGH TOWER 118.700 MHZ

Words of Wisdom

What is the similarity between Air Traffic Controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies. 😊



Meet the members Five Minute Interview - MICHAEL MULFORD

I am a Fife Flying Club member because: after flying off and on since 1966 without a licence I wanted to achieve solo flight – one of a few ambitions I still have. (Don't worry, my friends in the CAA know there has always been an instructor – that is the person sitting praying in the other seat).

First flight (Passenger): 1964 Edinburgh to London BEA.

First flight (At controls): Perth 1966 during visit to Scone aerodrome on a Media day as a young, handsome reporter on "The Courier."

Dream Aircraft: Airbus 380/ Sea King helicopter/any float plane which both flies and floats.

Logged hours: Officially about 12. Unofficially, about 300.

Favourite Destination In Log book: Barra (to prove that life in aviation in Scotland is indeed a beach!).

Best airline flown: RAF Search and Rescue Service (Whirlwind, Wessex, Sea King, Nimrod, Hercules, Sentry).

I learned about flying from that: the best trained crews flying the best designed and maintained aircraft give the best service.

Best advice: remember the instructor was once a student and therefore knows all the questions as well as all the answers. If at first you don't succeed.....cheat (but see earlier part of this answer).



Club Events

Thu 9 May 7:30pm

Bowling Night

Dunfermline Bowlplex

Thu 16 May 7:30pm

Scottish Air Ambulance

Guest Speakers

Tipsy Nipper Restaurant

24 –26 May

47th Glenforsa Fly In

Thu 30 May

Briefing&Curry Night

Checklist

Thu 13 June

Briefing&Curry Night

Navigation Part 2

Wed 19 June

Weather-beater fly out

Sat 27 July

Open Day

Fife Airport

Ask the Instructor

This will be a new addition to the Newsletter where instructors will have their say. This could be a little bit of advice, funny stories or what it looks like from the right seat. I hope this will be of some help and if there's ever something you want us to talk about than give us a shout.

Today I will be helping you with the question: 'Are you up to date?'

First of all charts. There will be a new briefing about Navigation, so make sure you bring the right chart.

CAA Charts 1:500,000	Current Edition	New Available
Scotland	28 (28 June12)	14 Nov 2013
N. England and Wales	35 (3 May 12)	2 May 2013

Other important dates to keep in mind have to do with EASA. Make sure you convert to EASA before 8 April 2015! If you're operating on PPL privileges, before 8 April 2014.

Also keep an eye on your SEP validity. Time flies when you're having fun and the weather is predictably unpredictable. Ensure your SEP revalidation paperwork is presented to a *flying examiner* prior to the expiry date.



Presentation - Thursday 16th May

Who we are:

Scotland's Charity Air Ambulance was established in 2012 to save the lives of those in Scotland by supplementing the resources available to the Scottish Air Ambulance Service. We will be providing, free of charge to the Scottish Air Ambulance Service, one B0105 helicopter complete with pilot and paramedic crew.



Why we need your help:

Scotland's Charity Air Ambulance is a registered charity and receives no government or lottery funding.

The cost is met through community fundraising across Scotland. There is no Government or NHS financial support, we rely 100% on public donations.

Tipsy Nipper Restaurant, Fife Airport. Thursday 16th May 7:30pm.

A talk by representatives of the SCAA.

Everyone welcome.