

Saturday 28th June and *La Famille Crabb* is looking forward to its annual sojourn to the South of France. This year, the familiar (and normally uneventful) process turned out rather “interesting” a non-functioning online check-in system, flight delays due to a baggage computer “inventing” a non-existent bag and finally arriving at Nice to be told our luggage hadn’t made the flight transfer at Gatwick (we were finally reunited at half past midnight).

In the end, it was all sorted and we had a thoroughly enjoyable holiday but all those travel hassles reminded me once again just how nice it is to stroll down to my own airfield (OK, it’s not actually mine, but you know what I mean!), climb into my own aircraft and just take off

As usual, the summer months have been quiet around the club but we’ve got a good few activities coming up a Buddy Day, Fly-out (possibly to Longside, Peterhead), Keith Boardman talking about his “Dawn to Dusk” trip and more so keep an eye on the website and Club Calendar.

In the meantime, enjoy your flying and be safe!

Peter Crabb, Chair



Calendar of Events

August 2014

07	Committee Meeting	Thu
14	Club Night (BBQ @ Fife)	Thu
24	Fly-Out (NATS - Prestwick)	Sun
30	Buddy Day	Sat

September 2014

04	Committee Meeting	Thu
06	Fly-Out (Longside, Peterhead)	Sat
18	Club Night (Keith Boardman: "Dawn to Dusk")	Thu
27	Annual Treasure Hunt	Sat

Buddy Day – Saturday August 30th, 10am onwards. Come along and fly with another FFC member – details on page 2...

Operational Hours of Fife Airport

Flying Club Members are reminded that the operational hours of Fife Airport are as follows:

No aircraft will be permitted to use the runway to take off or land at the airport otherwise than between the hours of 8.00am and 9.00pm (Monday to Saturday inclusive) and between the hours of 9.30am and 8.30pm on Sunday except in an emergency or unless agreed in advance with the Airport Operators, Fife Airport Ltd.

Meet the Member – Alan Laing

I am a Fife Flying Club member because: I went to primary school 500 yards east of the runway – never imagined that one day I’d be flying the planes!

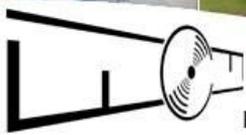
1st flight (Passenger): 1972, B707. **1st flight (At controls):** 1986, Beagle Pup

Favourite Aircraft in Log book: Beagle Pup G-AXDW. **Dream Aircraft:** F-86 Sabre. **Logged hours:** 780. **Most hours flown on:** The TB9, G-BKUE

Favourite Destination In Log book: Coll or Colonsay – love the small island feel, the short runway, the beaches.

Best airline flown: Little Red – the Virgin Regional.

I learned about flying from that: Managed to starve the TB9 engine of fuel in a deliberate unbalanced turn, the tank on the lower wing was selected and it all went quiet.....



National Fly Kids Day

Back in April, FFC was approached by the charity *Aviation Without Borders* with an invitation to take part in their "National Fly Kids Day". The objective was to invite disadvantaged kids to an "introduction to aviation" day and take each of them on a short flight in a light aircraft and over seven years, AWB have flown hundreds of children and young people from Inverness in the north to Biggin Hill in the south.

One of our own club members, Stan Stewart, is chairman of AWB and the club was only too happy to agree to become involved in the event. Through a local contact in Lochgelly High School, we arranged for around 20 kids to come to the airfield on Saturday 21st June where some 8 or 9 of us spent the day taking the kids and their parents for a series of short flights around the local area.

The day was extremely successful with all the kids, parents and teachers having had a thoroughly enjoyable experience. Of course, it wasn't just the pilots who made the day such a success but Calum Walker worked his socks off herding the various cats to make sure everyone got their flights, Colin Rodger & Co were very busy on the radio and Julia for provided a steady stream of assorted burgers, bacon rolls, juice, coffee, etc.

Following the event, we've received e-mails from all the teachers and some of the kids who all express their gratitude for what we did.

Through the course of the day, we flew a total of 18 kids, 14 parents and 3 teachers (one of whom I believe had more than one trip in the Ximango?) and the whole thing worked pretty much like clockwork and we finished ahead of schedule! We've got a few lessons learned to put back into the next time we do something like this but nothing that detracted from the overall success of the event.

AWB intend making this an annual event so we can look forward to another opportunity next year so hopefully, we can get a few more members helping with the flying and ground-based activities?

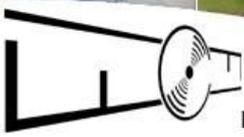
I've already thanked those who took part in the day but it's worth reiterating my gratitude for everyone's help and support I think we certainly did something special that day!

Peter S Crabb



Buddy Day- Saturday 30th August

Come along on Saturday 30th August – FFC members will be giving away trips in their aircraft, or in Tayside aircraft hired for the occasion. This is an opportunity for you to fly in a different aircraft type, or in the right-hand seat for a change and let someone else do the flying. The Fife TB9 will be flying from 10am, and anyone who wants to fly in it just needs to ask. Other planes will be available depending on availability, etc. Join the Buddy List (ask the Chair for details) and you can get invited to fly with a "buddy" whenever there's a spare seat in a plane going somewhere.



I Learned to Fly Because By Chris Anderson

I learned to fly twice. Once when I was eighteen and again when I was fifty.

I learned to fly in my youth because I was what they used to call "air minded". In the Fifties when I grew up, we went to the pictures most Saturdays and saw such films as "Reach for the Sky" and "The Dam Busters". The appeal of these films and others of a similar ilk was powerful to impressionable youngsters. (I still love to watch them now). My pals and classmates were equally impressed. I was an avid reader of W. E. John's "Biggles" books. Although they are now criticised for being not "politically correct", I was enthralled.

Having seen the film and read the book I then made the model. My bedroom had Spitfires and Lancasters suspended from the ceiling and placed at dangerous angles on top of the wardrobe. There were the plastic ones and the balsa-wood-and-tissue ones with rubber powered propellers. I even had a Venom and a Sabre which flew with tiny jet engines about the size of a thimble which burned hard fuel pellets of some kind.

I joined the Boy Scouts. I'd heard of the Air Training Corps (now called the Air Cadets) but was too young and anyway the local squadron was in a neighbouring town about seven miles away. It might as well have been on the other side of the moon. No parents were driving their offspring around like taxi drivers in those days, at least not in my neck of the woods. Most of them didn't have cars for a start.

A few years later we moved to another town and there was an ATC Squadron and I was old enough. I joined - and within weeks I was in the back seat of a Chipmunk at RAF Kinloss, proudly resplendent in an ill-fitting blue battledress with a texture like horsehair. I had a parachute strapped to my backside and instead of a headset you had a leather flying helmet with earphones incorporated and a mask with a microphone. To talk you had to move a tiny switch on the front of the mask. The pilot asked if it was my first flight and when I said yes, he said - sadly -, "You'll probably just want to get used to the idea. You'll not want to try aerobatics". Swiftly disabused of his mistaken assumption the pilot soon had us looping, rolling and stall-turning. I was ecstatic, but my stomach had also looped and rolled and I felt sick. I said I was fine and managed not to disgrace myself. That was the first of many flights in Chipmunks and I was hooked. (However, I didn't bother logging the flights in my little blue ATC booklet, an omission which had implications later.)

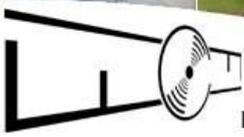
Over the years in the ATC, as well as flights in Chipmunks (and one in a Jet Provost !) I got a week's gliding course at Kirton-in-Lindsey in Lincolnshire and then finally in early 1965 a flying scholarship.

In those days an ATC Flying Scholarship was thirty hours, which was then sufficient to complete a full PPL course including the Test. It all had to be done in four weeks. Airwork Services Training (AST) at Perth had the PPL contract. Perth was a grass airfield in the mid-Sixties but AST trained airline pilots (and engineers) for several airlines around the world. There were Cessna 150s, Cessna 172s, Cessna 310s and two or three civilian registered Chipmunks. The Chipmunks were for Flying Scholarship students but there were not enough to go round so some method had to be found for allocating two lucky lads to the Chipmunks and the other four to the Cessna 150s. And what did they use to decide ? - the amount of air experience in the Chipmunk as recorded in the wee blue book. So I lost out and got the C150.

However, that was a very minor complaint in an action-packed month of flying. There was no instrument flying but spins were part of the training and spin entry and recovery had to be demonstrated in the Test. The instructors were gentlemen of mature age, probably in their mid-forties to mid-fifties but to an eighteen-year-old they seemed ancient. Some wore leather flying jackets that had seen better days but were obviously the genuine article. They were ex-military pilots with WW2 experience. They were excellent instructors but if you did something wrong in the air they used some pretty ripe language which would be unacceptable nowadays.....

Chris's article will conclude in the next Newsletter.....





Flying USA.....

Never having flown abroad before I decided I wanted to give it a go during my trip to California last winter. With current exchange rates the \$140 (£85 or so) per hour for a Cessna 172 was quite a bargain too.

A UK/EASA licence is not directly usable in the US but the FAA will issue an American equivalent free of charge upon application in a fairly straightforward 3 stage process that you have to start about 3 months before you travel. Note that the UK CAA will charge you though for confirming your licence details to the FAA.

Stage 1, done around 3 months before you travel, is to download and complete a form from the FAA website (http://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification/), which you then post/fax to their HQ in Oklahoma City. At the same time you should also follow the link on the FAA website to download and complete the relevant CAA form. This should be posted/faxed to their HQ at Gatwick to authorise them to respond to the data request from the FAA. You will know when this stage is underway when the CAA charge you £44 as this only happens at the point the FAA request is received by them. You will then receive a letter from the FAA confirming your details which you take to the US with you.

Stage 2 requires a visit to a local FAA office in the US to verify your identity. You will have specified the office you intend to visit on your initial application in stage 1. There's quite a lot of local offices and I opted for Riverside, between LA and Palm Springs. You can only visit by appointment and you need to phone them a couple of weeks in advance to arrange this. Once your ID has been verified you will be issued with a temporary certificate there and then at the counter which you can make use of as soon as you complete stage 3. A rather attractive permanent credit card sized licence will also arrive in the post after you've returned home. The US doesn't recognise the IMC but an IR or night rating will be included if applicable.

Stage 3. Now you have your licence you need to have it validated with a biannual flight review (BFR) which is effectively the much the same as the revalidation process for UK/EASA. In practice it also acts as a checkout ride with your intended rental company. Once the instructor has signed off the BFR in your logbook you're good to go for the next 2 years.

California weather is usually pretty good and the airspace varies from remote desert to berserk city environment. I was staying in Palm Springs which is well to the east of the Los Angeles basin and fairly quiet traffic wise, albeit quite a bit busier than most of Scotland.

For my BFR I flew from Bermuda Dunes airport near Palm Springs, and near sea level, to Big Bear Lake at 6750ft which also required climbing up to 9500ft to clear the surrounding mountains. As well as marking a couple of new firsts (highest airport and altitude flown) I also had the opportunity to experience US ATC and the performance issues arising from operating at altitude, not least being the importance of leaning the engine for maximum performance. The additional runway distance required for take off at Big Bear for instance was quite a surprise.

For various reasons I didn't manage to go on to private hire as I had originally intended (and in honesty I'd have been terrified to fly into the LA airspace) but I thoroughly enjoyed the BFR trip and now have a validated licence that I'll hopefully be able to use again this winter. I did however, also manage a joyride in a Stearman biplane which flies out of Palm Springs adjacent to the excellent flight museum there.

Alastair Shaw

