

CHAIRMANS WELCOME

Happy New Year and welcome to the first Newsletter of 2014. I hope you had an enjoyable festive period and are looking forward to a good season's flying.

Briefly looking back, the Wings Dinner (on St. Andrew's Night) was superbly supported with an excellent meal provided as usual by Julia and the Topsy Nipper staff then, at the end of December, three aircraft with (collectively) eight on board enjoyed one of the best flying days in recent weeks to trip down to Eshott for coffee, bacon rolls and the customary great hospitality.

Looking forward, we already have a number of great club events in the pipeline, including talks by David Cyster and Stewart Webb with a few others still to be confirmed plus the usual fly-outs and other events. Most immediately, on 16th January Anne will be giving us an update on the process for converting your UK (N)PPL licence to the new EASA equivalent. If you haven't yet done so, the evening should prove very useful. Keep an eye on the Events Calendar on the website for the latest details of dates and topics.

Finally, I was reading the latest copy of "Clued Up", the CAA's (free) Safety Matters magazine, which had an interesting article on the business of "Going Around". It got me thinking do we ever really stop and think about what sort of conditions might cause us to do this, or do we too often "give it a go" when discretion might have been the better option?

Someone once said to me that the primary consideration for going around is "whether or not the pilot's happy with how the landing is working" - i.e. it doesn't matter what those on the ground might think, if you're not happy then go around. Of course, there's no single formulaic approach to deciding these things but perhaps it's worth taking a bit of time to think about what sort of criteria might you look for during a landing approach that might cause you to consider throwing it away and sticking the power back in - e.g. glide angle, airspeed, wind conditions, etc.? Just a thought!

Anyway, best wishes for 2014 and may all your landings leave you with a reusable aircraft!

Happy flying and be safe!

Peter Crabb - FFC Chair



Club Events

Thu 16 Jan

EASA and Safety Brief

7pm, Topsy Nipper

Curry £5

Thu 30 Jan

Night Flying Taster

@ Dundee Airport

Details on FFC Website

Sat 15 Feb

Fly Out Cumbernauld

Thu 20 Feb

David Cyster

Tiger Moth Trip to Ukraine

AWARDS



Skill Test

Brian Doris

Gareth Reynolds

**Student of the year
2013**

Jamie Bruce

**Instructor of the year
2013**

Anne Smeulders

The IMC

IMC. It stands for "I make cockups", or "I may cry". One of those things I never imagined I'd ever be good enough to achieve, but I made it in July 2013, after 14 months battling weather, aircraft unserviceability, instructor availability and my own ineptitude. I went through two airfields and an international airport, four aircraft types and four instructors in that period, but it was worth it.

I started flying at Dundee on the Warriors, moved to Cumbernauld (Piper Archer) when the cadet programme picked up and they were too busy at Dundee, then to Perth (Cessna 172) when the instructor at Cumbernauld had to deal with family illness. Then back to Cumbernauld to follow the only serviceable IR-equipped aircraft (a different 172 with a different instrument fit). And to cap it all, I flew the test in the TB9, G-BKUE, which, on the face of it, isn't equipped for instrument flying other than a VOR!

As well as a lot of ground school, the IMC syllabus covers basic instrument flying, unusual attitude recovery on full and limited instruments, and full-blown instrument flying using radio aids. All aspects of the course are really helpful for improving your skills as a pilot - keeping a steady altitude, making timed turns, climbs and descents at set rates etc, are all practiced until they come naturally. Then the fun begins, with unusual attitude recovery with reference to the full set of six instruments. Then even more fun, with unusual attitude recovery with the AI and DI covered over. All of this while wearing goggles or with the screens up, preventing any reference to the outside world. All I will say is, I will make sure I fly well enough that I never, and that is never, have to recover from an unusual attitude with a partial panel. Scary, focusses the mind and is good fun when done in controlled conditions..... I think.

Next up is the harder stuff, using VORs, ADFs, and the ILS to fly to places with precision, and then get the aircraft into the right position to land safely, assuming that you are doing it through cloud or other foul weather. Setting up the instruments is key, best done as much on the ground before departure as you can. So you need to have some morse code at your beck and call, so you can confirm you are tuned to the right navaid. And lots of plates so you know you've got the right frequency, will be landing on the correct runway, etc. And the weather, particularly the wind, so you can calculate your offsets and leg timings for holds.

All of this needs to come together in the air, when you fly the aeroplane solely by reference to the instruments on something like the ILS at Dundee (I also got a shot into Glasgow of all places - big scary airport with friendly controllers and even friendlier airliner drivers - a BA shuttle slowed down to let me finish one approach!)

After a lot of work, I thought I was ready for test but blew the ILS approach at Dundee due to (me and) a wind that was 180 degrees different at 3,000 feet and 1,000 feet. So I shot right through the localiser, exceeded the test requirements and flew back to Perth, dejected.

Part two of this article will cover the second test which I was so (not) pleased to hear would be at Prestwick International Airport with the senior CAA examiner in Scotland. And as there were no serviceable aircraft available, they'd cook up an approach for me so I could fly the TB9. Oh joy.....

Alan Laing

Night Flying at Dundee

When I saw a Fife Flying Club eBulletin advertising the offer of a Free Night Flying session from Tayside Aviation I jumped at the chance. The words 'free' and 'flying' rarely appear in a sentence together and I had been considering this addition to my PPL for a while.

I attended the latter of two sessions which took place on 5th and 12th November and was surprised to see about 8-10 pilots turn up. The session started with a briefing lecture in one of the classrooms up at Dundee and comprised a good run through of the issues associated with human performance factors, night procedures and navigating at night . . . very informative and beneficial in its own right.

There were two instructors who were going to shuttle us out on a local flight of Dundee city. I was lucky enough to go out first with Mike and another pilot in the back seat. Running through the checklist with only the dome light for illumination was a challenge in itself but with the additional aid of a red head torch (red is best for night flying) we managed it.

We taxied out on to runway 26 and lined up with the impressive Omni-directional runway lights guiding our path ahead (taxiways are edged with blue lights). Unfamiliar with my ability, Mike took the controls in the initial stages but later I took the controls for a couple of circuits, a touch and go, and a landing - whilst making use of the PAPI lights on one and simulating a failed landing light on the other. Prior to this we were treated to the identification of a few night flying reference points and I was tested in my ability to recover from unusual attitudes a couple of times. Later in the circuit at one point I over banked a little in one of my turns, apparently a common thing to watch for

at night. Another little thing to watch for is your taxiing speed, you need to keep it low because there is a tendency to over-speed due to a reduced degree of peripheral vision.

So 35 minutes P1/s night time flying in my log book, some preliminary knowledge and practical experience, all in all marks a valuable benefit and welcome initiative from Tayside Aviation which was open to Tayside and Fife Flying Clubs alike - keep an eye out for the next session. Perhaps we should start a totaliser fund for a set of night lights at Fife?

Garrick Smyth

Meet the members - Peter Day

I am a Fife Flying Club member because: *I live in Edinburgh and wanted to avoid heavy traffic.*

First flight (Passenger): *I flew to Brazil in a converted Lancaster in 1948*

First flight (At controls): *I was invited into the cockpit on the Brazil flight, but first took proper control of a glider in 1960*

Favourite Aircraft in Log book: *Messerschmidt Bolkow Blohm MBB 209 Monsun*

Dream Aircraft: *I'll have to try them all.*

Logged hours: *127hrs*

Most hours flown on: *Cessna 150*

Best airline flown: *Club class on BA was better than tourist elsewhere.*

I learned about flying from that: *On approach to Glasgow I was told to slow my approach to the short runway as there was an airliner coming in on the main. Told to continue I could see other airliners on approach so headed straight in and found myself upended pointing straight down as I hit what must have been wake turbulence. The Monsun was a nice responsive aircraft and was easily righted and landed but I was then asked to expedite clearing the runway.*

Best advice: *Don't assume - Check.*

Words of Wisdom

I've flown in both pilot seats, can someone tell me why the other one is always occupied by an idiot?



EASA update and safety Brief

Thursday 16th January

7pm for curry

Tipsy Nipper Restaurant

