

**What type of weather front produces the lowest cloud base** (Answer: A Warm Front)? An easy question but the latest weather frustrations got me thinking about when I last looked at my Met Books and brushed up on some of my knowledge. How confident are you about reading a weather forecast (or, more important, interpreting it correctly)? As PPLs it's easy to push the books aside once we've passed all the tests and got our licenses but perhaps we should pick up one of them up periodically, re-read it and refresh our knowledge on a subject? It all helps make us a wee bit better pilots!

As usual, we have a packed programme coming up in the next few weeks and months - talks on a near-hijack incident over Kenya, Air Crash Investigation, proposed airspace restrictions during the Commonwealth Games and, of course, the Open Day in June (we'll be holding a Planning Meeting later in May ... volunteers wanted again) so I hope to see you round the airfield at some point. Happy flying ..... and be safe!



Peter Crabb, Chair

### Calendar of Events

#### May 2014

10	Fly-Out (Longside, Peterhead)	Sat
17	Annual Treasure Hunt	Sat
20	Open Day Planning Meeting	Tue
22	Club Night (Bill Hagen - BA2069 Nairobi Incident)	Thu
27	Briefing (Jim Watt: "Commonwealth Games")	Tue

#### June 2014

12	Club Night (Michael Mulford - "Crash Investigation")	Thu
14	<b>Summer Fly-In &amp; Open Day</b>	Sat
17	Briefing (Jim Watt: "Commonwealth Games")	Tue
26	Club Night (BBQ @ Crail)	Thu

### Meet the Member – Stan Stewart

***I am a Fife Flying Club member because: It's a small friendly club***

***1st flight (Passenger): 1959 1st flight (At controls): 1964***

***Favourite Aircraft in Log book: B747 Dream Aircraft: A380***

***Logged hours: 16,000 + Most hours flown on: B747***

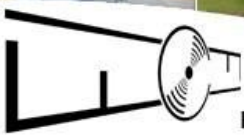
***Favourite Destination In Log book: Too many to pick one***

***Best airline flown: Singapore Airlines***

## Fife Airport – Open Day – Saturday June 14<sup>th</sup>

The Flying Club will be running the Annual Open Day on June 14<sup>th</sup>. There will be a range of activities going on – from aircraft flying in, static aircraft on display and plenty to do in the hangars, with stalls for kids of all ages. The whole day is organised and run by Flying Club members (and the staff of the Topsy Nipper, so come along and help. The Committee meeting on Thursday June 5<sup>th</sup> will double as an organising night for the Open Day, and there may be an extra planning night in May. Come along and help out!

**We are looking for volunteers! Please contact  
Peter: [chairman@fifeflyingclub.co.uk](mailto:chairman@fifeflyingclub.co.uk)**



## TO FLY, TO FRY?

My apologies to British Airways for parodying their slogan, however I thought that I might chuck a few stones in the pond regarding a serious subject which has been the subject of correspondence in several G.A. periodicals lately. Namely, the wearing of fire proof or resistant clothing in light aircraft.

I have read several letters and articles from experienced pilots, both private and ex-service, some quoting examples of fortuitous escapes, all of whom advocate the wearing of fireproof clothing, or at the very least, avoiding man made textiles such as nylon. One pilot in particular advised the wearing of gloves as an essential because hands are the first area to be affected in a fire, rendering control of the aeroplane, or subsequent escape, difficult, or virtually impossible.

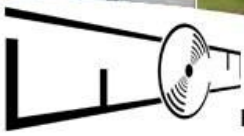
I find that rationally I cannot argue with the logic, and experience offered by high hours aircrew, many of whom have evidence of situations rendered safe by apt flight wear. To take a pessimistic view, every time we start up and fly, we are surrounded by, or sitting under, gallons of high octane fuel, behind an ignition-combustion engine, which is served by (possibly) a fairly old electrical system.

That accepted however, poses a dilemma. No doubt we can agree with the premise that it is safer to fly suited and gloved from head to foot in Nomex, but given the type of recreational flying that most of us do, is it always practical? A further consideration is raised when we consider passengers. I'm sure that we have all flown nervous friends and acquaintances, particularly if it is a first flight for them. I certainly have, including my wife, although this may be a reflection of my skills! Dare we add to their apprehension by suggesting that they come clad in fire resistant clothing? Personally, I have flown schoolkids on several occasions which required parental consent. I wonder if that consent would be as freely given if I made fire retardant kit requisite?

On reflection, it may be as readily acceptable to passengers to suggest that they do not wear obviously flammable clothing, as it is to pre-flight safety brief them. I always brief passengers on in flight emergency procedure, and how to exit the aircraft safely, and to date, I have never experienced anyone being unduly upset or increased in their anxiety. While acknowledging that a risk will always be present to some degree, I think personally that I will make conscious efforts to wear *sensible* flight clothing, and to purchase the same in future. Whist I accept that it might be eminently safer to look like a fast jet pilot, I will probably try to wear sensible cotton or natural fibres, and avoid polymeric materials. I am reliably informed of the dangers of the latter, as they melt very readily and adhere to skin. A horror story, but one we should all be aware of, and that extends to flying in high viz vests!

In conclusion, it was my intention to foster a debate, and ask for any other suggestions or examples of safe practice for pilots and passengers. Do any members have any considerations they may care to add?

Jim Millar



## Easter Egg Fly-in



This year's Easter Egg Fly-in took place over the weekend of 19<sup>th</sup> and 20<sup>th</sup> April. Unusually for a Fife event, the weather was superb – wall-to-wall blue sky and for those of you still to sit the Met exam, the big orange ball of hot stuff in the sky was indeed the sun! There were 176 movements on the Saturday alone, with aircraft visiting from as far afield as Blackpool. There were another 70+ movements on the Sunday and we had 89 eggs, and other gifts donated for Rachel House Hospice for Sick Kids in Kinross. Between raffle tickets sold and Fife Airport donating the landing fees from visiting aircrew who didn't bring an egg, we also were able to donate £175 to the Hospice as well.

The Courier & Advertiser

LOCAL NEWS

Saturday, April 5, 2014 5

# Fifty years and counting — Fife Airport still flying high

by Jonathan Watson

IT STARTED with a wing and a prayer but 50 years later Fife's only airport is continuing to fly high.

Tomorrow will mark the day that the go-ahead was given to create Fife Airport on the outskirts of Glenrothes.

Members of Fife Flying Club will be leading celebrations throughout the year, including at its annual open day in June.

A special event to mark the anniversary of the first flights has also been suggested for August.

Home to a flight school and popular with visiting pilots from across the UK, the aerodrome remains one of the country's most popular destinations for private pilots.

Airport operations manager Bob Garmory said that despite a downturn in activity, he was optimistic looking ahead to the next 50 years.

"Aviation at that level is a diminishing sport," he said.

"There's not quite the same number of people flying as a few years ago.

"We've had the biggest economic downturn since the start of the last century so hopefully over the next 50 years people are flying a bit more and bring more footfall to the airport."

Originally known as Glenrothes Airfield, the site was opened to planes in August 1964 and originally consisted of a 1,000-yard long landing strip.

A crowd of 500 people lined the aerodrome to welcome two planes carrying business executives to the town, including officials of local firm Beckman Instruments.

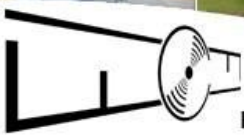


A private plane at Fife Airport. The airfield is a popular destination for pilots from across the UK. Picture: Dougie Nicolson.

Fife Airport was in the news – for celebrating 50 years of operation – article here from the Dundee Courier, April 5<sup>th</sup>.

### Operations Manual

The Flying Order Book has been replaced by the Ops Manual – a copy is in the Portacabin and ALL pilots and students should read this and sign to say they have done so as soon as possible.



### Eshott Fly-out – Sunday 29<sup>th</sup> December 2013

A fly-out to Eshott sometime in the winter is becoming a bit of a Club tradition. It's a reasonably short trip down the east coast and so doesn't involve crossing the country east to west. It's a better bet for weather and this year we were lucky. December generally was poor but Sunday 29<sup>th</sup> was fine. The forecasters had been predicting it for the previous four or five days and it turned out spot on. I think they're getting better over the years.

Two Warriors and a C152 made the trip. I brought a Warrior (G-BXOJ) over from Dundee and picked up Peter Crabb and Gareth Reynolds at Fife. We headed to Elie and coasted out from there, the C152 "TH" was just ahead of us but he stayed higher so we could keep him in sight more easily. Thanks guys. Recalling the recent advice that Edinburgh liked to know the intentions of aircraft routing along the edge of their zone I gave them a call. They gave the distinct impression of not being interested and immediately advised me to change to Scottish Info. A few miles south of North Berwick we took a more easterly course, taking us over Holy Island before coming inland again, crossing the western edge of Alnwick and soon becoming visual with Eshott, nestling in a kink of the A1.

Joining overhead at Eshott I used the circuit diagram out of the flight guide and tried to ensure I didn't overfly any villages or farm houses. There's a lot of them but we don't want to be the cause of any local complaints or we won't be welcomed back. There was a blustery westerly wind. It was pretty much down the 26 runway and still I managed to "drop it on" the last couple of feet. On the downwind leg we'd got a good view of HM Prison at Acklington. (That'll be something else we shouldn't overfly!) It's built on the site of RAF Acklington, an old WW2 airfield which was used, among other things, for training Navigators. My uncle trained there in 1939. The lads in the Eshott club house told me that there is only one hangar left standing at Acklington. Everything else was demolished after the war. Acklington and Eshott are very close together and when both airfields were fully operational the circuit patterns overlapped. It must have been quite exciting for the aircrew.

Bacon rolls and other goodies were available in the club house and the Eshott club members made us welcome. The chat was about flying – what else? All too soon it was time to go. I set off first as I had to get "OJ" back to Dundee. We took much the same route back, getting excellent service from Scottish Info. They advised us of a microlight operating low level around the St Abbs area who, they said, was not on their frequency. (So how did they know about it?)

The weather at Fife was finally deteriorating by the time we got back, with visibility reducing. That's my excuse anyway. I miscalculated our rate of descent and elected to go-around but the actual landing was a greaser.

I think all eight of us enjoyed the day and we look forward to the longer days of spring and summer when we can go a bit further afield. **Chris Anderson**

**IMC Training at Fife – update.** Those of you who attended the evening with Chris Wilson will be on the mailing list and Chris will keep you informed regards the IMC Ground School. It looks like we will have a weekend class and an evening class of two sessions each. We are looking into arranging a package with the Topsy so lunch/snacks will be included in the price. Anyone interested in the IMC, not on the list, please contact me – Alan Laing at [alandi@globalnet.co.uk](mailto:alandi@globalnet.co.uk)