

Chair's Welcome...

As I write, we're just about to move from October into November, the weather's turned "Autumny", the Club AGM and Annual Wings Dinner are just around the corner after which it's Christmas and yet another year will be behind us.

This year, we've had a number of excellent Club Nights with talks ranging from David Cyster's trip to the Ukraine in his Tiger Moth, Bill Hagan's experience with a deranged passenger forcing his way onto the flight deck of his Boeing 747, Neil MacAuley's gliding experiences and Keith Boardman's "Dawn to Dusk" flight photographing Malt Whisky distilleries the length and breadth of Scotland.

As always, fly-outs haven't been the greatest – we tried (3 times!) to get to Longside and still haven't made it (although Alan Laing did a solo trip one day ... photograph included inside the Newsletter). However, the excellent National Fly Kids Day must rank as one of the highlights of the year when we flew a total of 18 kids, 14 parents and 3 teachers all of whom thoroughly enjoyed the experience. The Open Day was a challenge as usual and this year's event wasn't as successful as in previous years so we'll maybe have to look at what we do, how, etc. next year.

For now, the AGM is coming up (13th November) and I would ask you please to make a special effort to attend as it's an important piece of the club's management process. Shortly after that though is the Annual Wings Dinner (Saturday 29th November) so watch out for details of that coming out very soon.

In the meantime, enjoy your flying and be safe!
Chair.

Peter Crabb,

Flying Awards

It's been a busy Summer.....

PPL Test Passes -

- Calum Walker
- Brian Doris

SEP Renewals -

- Alan Armstrong
- David Miller

First Solo -

- Malcolm Smith
- Stuart McNally
- Steven Woods
- Stuart Kennedy
- Colin McConnell
- Andrew Dickinson
- Anthony Vogelaar

First Solo NAV -

- Malcolm Smith
- Steven Woods

SSEA Upgrade -

- Kate Byrne
- Jeff King
- Alan Philips.
- John Hoy

Wings Dinner

Saturday 29th November, 7 for 7.30pm.
Tickets £26.50.

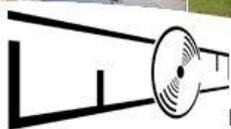
Book Now!

CAA 1:500000 Chart – Scotland

Great news if you have just managed to finish folding Edition 29 of the Scottish chart – a new edition, Edition 30, will be published on 13th November 2014 to reflect local and national airspace changes! Buy yours at the AGM?

Fife Flying Club – AGM

The flying club Annual General Meeting will take place at 7.30pm on **Thursday 13th November** at the Topsy Nipper. This is your opportunity to come along and hear how the Club is doing, and to have your say about what you would like it to be doing. There is also the opportunity to volunteer to be part of the committee – the papers for nominations have already been sent out. There will be a speaker for after the meeting and a chance to socialise with other members.



Flyouts... or not Flyouts!

The club had hoped to have a fly-out to Longside (picture on right) – a small airfield just to the west of Peterhead this year. Alas, as ever, the weather beat us on several occasions.

Longside is a good place to visit, with an interesting flight up the coast past Aberdeen to negotiate. If you are heading that way for the first time, it is worth talking to Aberdeen ATC on the phone before you go. They will happily tell you what to expect as they make sure you avoid the helicopter traffic to-ing and fro-ing to the oil rigs.

I managed up there on a beautiful sunny day in August this year. The runway is in good condition but feels bumpy – as if there are seams every 20m or so, but nothing extreme. At 650m it is long enough for any of the Fife aircraft and the welcome at the clubhouse is friendly – I had a cup of tea made for me and in my hand within 5 minutes of landing!

Before leaving you need to call Aberdeen ATC to let them know, but the ATC chap did that for me. After take-off I had a great flight home via Fraserburgh, Pennan (Local Hero village), Banff then straight south over the Cairngorms and Braemar.

Alan Laing, TB9 G-BKUE



CRAIL FLYOUT.... Speaking of fly-outs, during the winter months we will arrange a fly-out to Crail. Many of you will have flown over it during flight training, or on local trips, but have you ever landed there? The Club have a contact there and with permission in advance, we can land on the north-south runway. The airfield is an old Navy airfield and has many interesting original buildings that we are allowed to explore, including the large control tower. All-in-all a good way to get a landing away in your logbook for about 40 minutes total flying time!

Watch out for an e-News advertising the event.

Meet the Member - Scott Macintosh

I am a Fife Flying Club member because: They are a friendly bunch and they take an interest in renters, not just owners.

1st flight (Passenger): 1957, bonnie bouncing baby aged 1, Prestwick-Toronto-Vancouver in DC7 and Britannia, sat on captain's knee and held control wheel (I am told).

1st flight (At controls): 1957, bonnie bouncing baby aged 1, Prestwick-Toronto-Vancouver in DC7 and Britannia, sat on captain's knee and held control wheel (I am told).

Favourite Aircraft in Log book: PA28.

Dream Aircraft: PA28 with economical diesel engine.

Logged hours: 250.

Most hours flown on: PA28 and C152.

Favourite Destination In Log book: Niagara Falls, New York State.

Best airline flown: American Airlines.

I learned about flying from that: Switch everything off when you disembark – I flattened the battery of a C152 while on the ground at Crail, luckily old John Moffat (he who sank the Bismark with a torpedo from his Swordfish) came to my rescue by hand-propping it.

Best Advice: Whatever you want to do, provided it's legal and moral, go for it – don't hang about !

Captain Sandy Torrance

Many of you will have known Sandy Torrance better than I, but it was with great sadness that I heard that Sandy passed away recently after a very short illness.

I met Sandy when I did my nav cross country test for my NPPL in 2006. He seemed a forbidding character at first, but he put me at my ease and I learned a lot from Sandy on that trip, dodging snow showers out beyond Stirling.

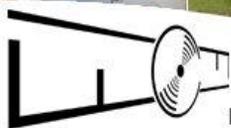
Later, Sandy did a climb test for us on the TB9, and just last year he did my first IMC flight test – and was as helpful and supportive as ever despite my dire performance.

I understand that he was a keen motorcyclist, and that his funeral cortege was followed by fellow enthusiasts on no less than 22 classic motorcycles.

A Captain with Loganair, where he had flown for 10 years, he was also an Instructor with Tayside for 8 years previously.

He will be sadly missed by many in the flying world.

AL



My PPL Training – by Calum Walker

At 12:30 on the 30/9/11 I turned up for the first flight in what would be a 3 year journey of ups and downs Sitting in the Grob G-BVHC it all sunk it was really going to happen. We took off and headed up the Tay towards what I now know very well as Newburgh, and the instructor handed over the controls and allowed me to have a little play around it sounds like a cliché but I truly caught the flying bug right there and then. Landing off that flight I knew that was what I wanted to do for the rest of my life.

Two months later I officially started my PPL at Fife under the guidance of David Bennie. G-FIFE was the aircraft, a Cessna 152 that at the time seemed like a super jumbo to me. A few “light” turns out at Largo Bay showing me the effects of each of the controls and that was enough for me to see what I had eaten for breakfast that morning luckily a convenient sick bag was handed to me and I – to put it politely – emptied my stomach of what seemed like the food I had eaten from about the past month. All done David handed the controls back to me as we heading back to Fife to land. I could maybe just pull off this multitasking manoeuvre now but on your first flight you shouldn’t try to balance the sick bag between your legs and try use the rudders and fly the plane the result you can guess but I don’t believe David has ever worked so hard for his daily rate or ever handed the controls back to a passenger who has just been sick again.....

My training continued into 2012, with the many cancellations that students will be familiar with. I had been round the circuit so many times I had it down to a fine art and could have done it blindfolded. Earlier one day I had passed my Air Law and had a slight inkling it may be the day for my first solo circuit. We landed and taxied in just like the end of a normal flight and just as I finished the after-landing checks David turned to me and uttered the words I was scared but excited to hear...”so think you could do that yourself?” through working for the company and spending time with the current crop of instructors I know David would have been watching me for hours before and would have made himself comfortable with the decision to send me solo, but when you sit at Alpha thinking “did he really just get out?”, it all hits you. You know you can do it but there’s still that fear. “Student Tayside One Foxtrot Echo Taking Off Runway 25”. Round the circuit I went and amazingly I landed first time. I taxied back in and was greeted by a welcoming handshake from David congratulating me.

The first solo was a huge boost to my confidence and it gave me real drive to get through my training, we moved into advanced handling and navigation next. A good break from the monotony of the training area every flight. More solo time in the form of solo Navs, then eventually my cross country qualifier. Mine was to Cumbernauld then up towards Aberdeen before turning to make my way into Dundee as my second stop.

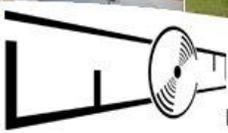
Cross Country Qualifier completed, it was prep for the test: this is where one of the downs came in my training and I nearly gave up. Long story short - I had 18 cancelled tests if I have counted correctly 16 due to weather, 1 due to examiner pulling out at last minute (on a great flying day may I add) and 1 due to being away at an EasyJet assessment at Oxford Airport. I simply just couldn’t get the luck.

Over a year after initially trying to sit my test, through all the cancellations, getting the taunts of both instructors and members of the club (you know who you are Alastair Shaw), it all fell together and in October this year I eventually completed it all, one of the happiest days of my life so far to hear the words “Well done Calum, you passed”.

Through all the ups and downs I have always enjoyed my training even in the hard times and cancellations. It was all worth it in the end I look forward to adding to this. I start my ATPLs very soon, I hope, with Bristol Ground School aim to be instructing in the not too distant future.

Calum Walker, Proud PPL Holder!!

Come on FFC members, let’s hear your training stories – write them up and send to Newsletter Editor at alandi@globalnet.co.uk



I learned to fly because..... the conclusion of Chris Anderson’s article from the last Newsletter....

(You may recall that Chris was telling us about his experiences in the 60’s on a Flying Scholarship, and was telling us about flying from Perth back then when it was all grass)

One benefit of a grass airfield was that you could land seconds behind the guy in front. You didn’t need to wait until he had cleared the runway. You just landed to his right (if that was the dead side) and he exited to the left. If there was someone close behind you, he landed to your right. If there was no one in front you landed as close as your skill allowed to a row of oil drums which indicated the left-hand side of the landing area. The right side was not defined other than by the perimeter fence. As the landing area was so wide there was not the need to aim for and keep to the centre line as there is on tarmac. The air traffic controllers at Perth used to boast that they were second only to Heathrow in the number of aircraft movements per day. I haven’t a clue if that was true but it was not uncommon for your “final” call to produce the response, “You are clear to land, there are three ahead”

The boss of AST at Perth was also the Ministry of Aviation examiner and we were all in awe of him. By the time the flight test came round we were quivering nervous wrecks (well I was anyway). He was reputed to have a particularly attractive daughter who (allegedly) used to sit on the perimeter fence next to the threshold of the runway in use. I never saw this spectacle but I, and many other students, mucked up perfectly good final approaches trying to spot her. That’s my excuse anyway.

The cross-country exercise for the PPL was Perth-Dyce-Turnhouse-Perth. These were quieter, less frenetic, days as far as Edinburgh and Aberdeen airports are concerned.

In due course the four weeks at Perth came to an end and five out of six of us went home with a PPL. I joined the Scottish Aero Club but the problem was I couldn’t afford to fly. At £5 an hour it was well out of my reach. I managed a few hours in a Jodel D117 at Dalcross (Inverness) but after a year or two my licence lapsed.

In 1996 circumstances allowed me to pick up flying again and after a chat with the CFI at Fife Flying Club and I signed up for membership. I revalidated my licence after some 30 hours. Although I found I could carry out the basic manoeuvres, I had to relearn landing and all the rest. A lot had changed – there’s a lot more classified airspace and more aircraft about. A lot was remarkably the same – a C152 instead of a C150. Except for the power-operated flaps on the C152 it was almost identical. But I am now the man of “mature age” and the instructors are the youngsters....and any leather flying jackets in sight are purely reproductions!

Chris Anderson



Tayside’s New Twin

Tayside Aviation have taken delivery of a new twin-engine aircraft – a Tecnam 2006 with a glass cockpit. Currently registered G-ZOOG, it will, by the time you read this, sport the registration G-OTAY.

The aircraft will complement Tayside’s already substantial fleet. Jim Watt, MD, will be bringing the plane to Fife soon to let us have a look ...

There’s also a chance to win a seat in a Grob during a formation flight – watch club noticeboard for details!



Tayside in the Press-from last month’s Pilot magazine. If you are interested in going on to do your commercial licence, well worth reading the article and seeing what Tayside are doing – particularly the Degree course approach to ATPLs.