



Chairman's Welcome

I'm sure you'll find something to interest you in the autumn issue of Fife Flying Club Newsletter. The item that catches my eye is about previous club members who gained their PPL at Fife – "Where Are They Now?". It's an impressive record of achievement and brings home the message that for some individuals, learning to fly is the first step on the road to an exciting career. For others, gaining a pilot's licence is the fulfilment of dream which then becomes an absorbing spare-time activity. Either way, it's a unique experience which we are fortunate to be able to enjoy.

Chris Anderson

Tayside Aviation Award

Tayside Aviation has been advised that they are to receive an award from The Honourable Company of Air Pilots. The RAF Central Flying School Trophy will be awarded to Tayside Aviation at the Guild Hall in London by HRH, the Duke of Edinburgh in October.

This trophy is awarded to "an individual or organisation that has made an outstanding contribution toward the achievement of excellence in the delivery of flying training or Instructional standards". In terms of flying training, this award is the highest that there is to achieve as it issued by the RAF Central Flying School itself. Their motto, "Our teaching is everlasting" is an ethos we have employed within Tayside and I am delighted that Tayside has received this prestigious award. It is very much a team effort and the recognition goes to each and every employee of Tayside and to that of our students. It should also be recognised that the safe environment created at Dundee Airport and Fife contributes to this award.

Jim Watt, Managing Director.

Rallye France

Chris, the Club Chair, received the following email from our contact at Rallye France (the group who visited back in June). *One question: are you interested for trip to ISRAEL? For 2017 we prepare two circuit:*

1° Peloponnese via Sicilia, sardine, pouille. 2° ISRAEL (HAIFA, MESSADA, EILAT) security absolute NO problem. When the project is finish, I send to you. From FIFE to EILAT and come back + or – 60 hours, is very beautiful trip. Rallye France is only escadrille obtain authorization flying overhead ISRAEL !!

Cordialement.

Now there's a thought... Anyone up for a trip to Israel in the company of Rallye France?

(They have sent us a DVD of their Scottish Tour – intention is, we will show it at a Club Night).

Where Are They Now?

Or....

Where Can You go From here?



Next time you are in the Topsy Nipper, have a look at the Flying Club Graduates Board. There are over a hundred names on there. What do people do after they get their PPLs? Many of the names (about 30 of them) are recognisable as folk who still fly from Fife, hiring the Warriors or flying their own aircraft as part of a syndicate. Stewart Webb, a one-time student at Fife, later an Instructor, and then a Loganair pilot and now a business jet captain, was at Fife recently and we asked if he could tell us about some of the other names on the board: (Stewart was introduced to flying in 2001 when he was bought a gift voucher for a pleasure flight at Fife, in Cessna 152, G-FIFE)

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|------------------|--|
| Bryan Gale | Captain with British Airways City Flyer on E170/190 based London City. |
| Fred Navarro | Last heard of as First Officer at Ryanair on Boeing 737 (A few years ago though). |
| Russell Wheatley | Captain and Type Rating Examiner on Saab 340 Loganair based Glasgow. |
| James Longworth | Captain Ryanair on Boeing 737 based Edinburgh. |
| Fraser Scott | Currently in midst of command training with Ethihad Airways on Boeing 777 based Abu Dhabi. |
| David Turnbull | Captain Easyjet on Airbus A320 based London Gatwick. |
| Stewart Webb | Personal Captain to rich family on Bombardier CL605 Jet based between London & Lagos Nigeria. |
| Omar Gharib | Captain at British Airways City Flyer on E170/190 based London City but becoming First Officer at BA Heathrow on Boeing 777 long haul fleet. |
| James Backler | Senior First Officer with British Airways on Boeing 767 based London Heathrow. |
| Greg Logan | Captain Loganair Saab 340 based Glasgow. |
| Martin West | Captain Loganair Saab 340 based Edinburgh. |
| Mark Pendlebury | First Officer Fly Dubai Boeing 737 based Doha. |
| Simon Moore | First Officer Fly Dubai Boeing 737 based Doha. |
| Scott Nicol | Personal Captain to a wealthy businessman on Private Bombardier CL604 based London Luton. |
| Nigel Pybus | Captain Loganair Saab 340 and ground CRM trainer based Glasgow. |
| Daniel Racionzer | Senior FO with Vistajet fractional ownership to business clients on Bombardier CL605 jet. |
| Alistair Wooten | Flying Instructor Scottish Aero Club Perth. |
| John Punteney | First Officer Easyjet on Airbus A320 based London Stansted. |
| David Bennie | First Officer British Airways on Airbus A320 based London Heathrow. |
| Duncan Brown | First Officer Loganair Saab 340 based Aberdeen. |
| Steven Russell | First Officer Ryanair Boeing 737. |

Other names, not on the board (pre-1998!) include club members such as Craig Wilson, who was an instructor at Fife, now a Captain with Easyjet.

So – a thought – that runway at Fife could be the starting point for an amazing career in Aviation. If you are a student now, where might you be in a few years time? All of the folk above started flying at Fife Airport, with Tayside Aviation.

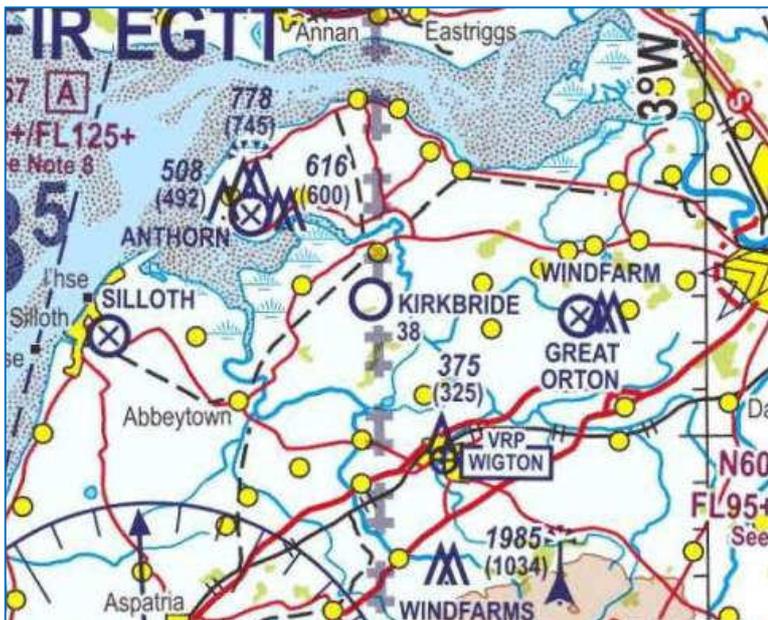
If you know the whereabouts of any of the people on the board that we haven't mentioned, let the newsletter editor know, and we will update the list.

AL with thanks to Stewart Webb.

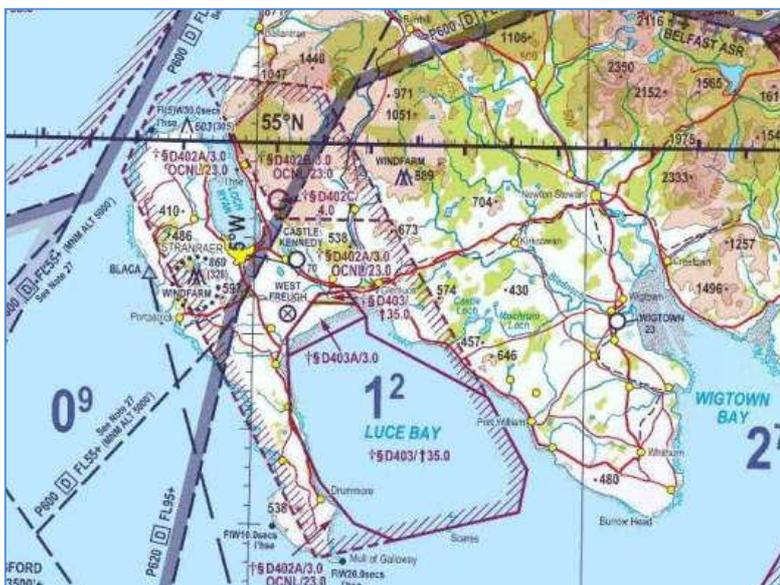
Grounded at Castle Kennedy

I booked a Warrior for a day's flying with club members Scott and Stan. We planned a trip to Kirkbride and Castle Kennedy. I'd never been to Castle Kennedy before so it was a bit of an exploration. Edinburgh cleared us through their zone, routing us via the Bridges and out at West Linton, a Loganair Saab landing underneath us as we crossed the threshold of 06.

It was a generally fine day from the point of view of the earthbound but, for us, the horizontal visibility was poor. So it was careful map reading all the way with a bit of reassurance from the Talla vor/dme. We spotted Kirkbride where and when we expected it, taking care not to get confused by the disused airfield at Silloth about five miles to the west. There's other disused airfields at Wigton and Great Orton both within a few miles, so there is much scope for making embarrassing mistakes. The guys at Kirkbride are a friendly lot. A cup of coffee in the club room was available free on a help yourself basis. However, it was lunch time so we took a stroll up to the hotel on the northern edge of the vrp airfield. The restaurant is well appointed and the food was good, but as we had a lot of flying to do before 5 pm we didn't linger.



We set off for Castle Kennedy around 14:00. Being well aware that it's in the middle of Danger Area D402, the West Freugh firing range, our contingency plan was to go back to Kirkbride if we couldn't get in. However, a very helpful controller on Scottish Information offered to contact West Freugh and get a clearance for us. He called us back 5 minutes later and said we were clear to go into Castle Kennedy. "No problem – when you are ready to leave call this number," he said.



Castle Kennedy has a couple of small hangars and a green caravan with a slot to post your landing fee. Soon after we landed Jamie Stair, the owner of the airfield and the estate, came over in his 4 x 4 for a chat. He offered to drive us over to a café on the other side of the airfield but by this time it was after 15:00 and we wanted to get back to Fife well before 17:00. We phoned West Freugh and said we were ready to go. They said, sorry but you can't leave until 17:00 as they were about to fire whatever it is they fire. We

said we would leave the Danger Area immediately by whatever route they specified but, no, there was no room for negotiation. We were surprised to say the least and chagrin doesn't cover it by a long chalk. We phoned Fife to say we would be late back and Julian very kindly said he would

stay on until we arrived. After kicking our heels for well over an hour we finally got a phone call saying we could leave. By then it was 16:40 and about 17:00 by the time we were airborne.

The route back was up the Clyde coast, an area I hadn't flown over before. It was the "sightseeing tour" which avoids controlled airspace. Visibility was still very poor horizontally but gradually improved as we passed Arran and Bute and turned east. By the time we were going along the south bank of Loch Lomond and on towards Bridge of Allan it was a fine evening.

We'd had a great days flying but there's always lessons to be learned. Just because getting into DA402 was "no problem" we shouldn't have assumed we'd get out again. Scottish Information was, as ever, very professional and very helpful; in this case perhaps too helpful. We had the West Freugh frequency and were about to call them when Scottish did the necessary on our behalf. Next time I'll call West Freugh myself and ask for permission to land at CK and I'll tell them when I want to leave so they can give me a clearance for that as well – or not, as the case may be!

I'd like to go back to Castle Kennedy but I'll make it when they are having a fly-in. They are ideally located to attract visitors from Ireland (north and south) and northern England as well as Scotland. This year they held it in May and Jamie told us they'd had a great turn out. I had to give it a miss due to weather, so maybe next year.

Chris Anderson

Somewhere to go.....

....other than Crail and back.....

No doubt some of you will have been following the new bridge as it moves towards completion. I've been taking photos for the past few years from the TB9, G-BKUE. Getting a zone transit from Edinburgh ATC is pretty easy – I always phone first and ask if it is ok – 0131 333 6239 – and ask for Kelty-Bridges-Kelty – or Kelty-Bridges-Kirkcaldy Harbour. A couple of orbits over the bridges is enough to see what is going on and you can sneak a look at the new Aircraft Carrier at the same time (beware of the restricted area though).



Alan Laing

Other Thoughts.....

There's an old grass military airfield between Perth city and Strathallan airfield. The control tower is still there. What was the field called, and what flew from there? It's 15 minutes flight time from Fife. Why not try to identify it from the air?

We will arrange another fly-in to Crail – you can land on the north-south runway there providing there isn't any driving going on there. Some Winter weekend afternoon, we'll get permission – get Crail in your logbook!

AL

Weight a Minute!

I flew with two other Fife pilots the other week and as we were loading our respective flight bags into the Warrior I noticed that the bags weighed a fair bit each. When we do the weight and balance sheet for flying the Warriors, do we all take into account the stuff we are carrying with us?

Some numbers based on me....

Me – lacking any significant clothing – 210lbs or 95kg

Me plus the clothes I fly in, including shoes – 215lbs or 98kg.

Me with clothes and flight bag - 228lbs or 104kg.

Me, clothes, flight bag and digital SLR camera – 231lbs or 105kg.

So, the true figure I should be using on the W&B spreadsheet is closer to 235lbs or about 107kg – as the figures above don't include the jacket and the mobile phone, the loose change and the bottle of water and the Mars Bar and whatever else I have in my pockets.

It is interesting to note that my flight bag and camera add 7kg or over 15lbs of additional weight..... That's roughly 2.5 US gallons of fuel.... And I have checked – apart from around 6 spare "spare" pens (just in case) everything in there is necessary!

Worth thinking about the next time you complete that W&B spreadsheet – are you being truly accurate about the weight in the plane?

AL



FFC News:

ELTs and PLBs in Tayside aircraft – an operational instruction from Tayside Aviation:

As of 25th August it is now EASA law that all EASA aircraft must be fitted with an ELT (Emergency Locator Transmitter) or, it is permissible to carry a PLB (Personal Locator Beacon). There are no exemptions or extensions so it is a legal requirement. All newer aircraft are fitted with ELTs anyway as it has been an EASA and CofA manufacturing requirement for some time. From Tayside Aviation's perspective all Aquila's are fitted with ELTs. G-BXOJ is also fitted with an ELT as it the Tecnam G-OTAY. All remaining Warriors, the Arrow and the Seneca don't have ELTs so Tayside have fitted PLBs to all the remaining fleet. In the techlog you will see an information sheet on how to use it and how not to use it as it could come with a fine for inadvertent use. Press the button and a large red and white helicopter will appear in your location so be aware. Each PLB is registered to the Aircraft specifically and they should not be removed or swapped.

CLUB NIGHT: On Thursday 27th October 2016 club member Stuart Batty, sometimes known as Flight Lieutenant Stuart Batty, Officer Commanding 859 (Dalgety Bay) Squadron of the Air Training Corps, will give a presentation on the Air Cadets, it's history, it's activities and how they approach flying training and promoting aviation.

FFC Member Alisdair Stewart flies the Zhimango Motor Glider in Hangar 3. He is also working on a rather interesting and ambitious project, which he spoke about at a recent Club evening.

AERO SPACE Kinross (“ASK”) will be an iconic new family orientated aviation, astronomy and space flight centre in the heart of Scotland. It’ll serve as an educational knowledge hub, visitor attraction and event venue, and ASK is currently seeking support in the creation of this uniquely flight themed centre.



Our vision is receiving enthusiastic support from all quarters but we do not underestimate the challenge we face in achieving our goal of a permanent venue. Funders will want to know that our plans have wide support and we are asking like-minded people to sign up as “Friends” of ASK. This is simple to do and doesn’t involve any commitment....just register on our website: www.aerospacekinross.com If you want to volunteer to help us achieve our goals please either leave a message on the website or give me a call.

While we work towards our longer-term plans, we will endeavour to find ways to deliver for the current generation. For example, we recently organised a Science Technology Engineering and Maths (“STEM”) event for Kinross High School and its 7 feeder primary schools. This was a foretaste of what we believe ASK can deliver for future generations.

An ongoing partnership with Kinross High School and the local primaries will be a vital component of our proposition and the STEM event gave us our first opportunity to get local kids enthused. Another example of how we are engaging with local young folk is a joint initiative between ASK and Kinross High School for pupils to build and subsequently fly a Eurofox kit aeroplane. The Eurofox will be built under LAA Permit to Fly supervision. Five local pilots have formed an ownership syndicate and we are on the lookout for up to 5 more, so if you are interested in low cost flying fun with a mission to introduce our great sport to young folk - please let me know.

Alisdair Stewart

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We hope you have enjoyed this newsletter – if you have any articles, points of view, photos, etc, that you would like to share with the other members through the Newsletter, please send them to the Editor – Alan Laing – at alandi@globalnet.co.uk.
