



## Chairman's Welcome

We're starting a new year with a new committee for 2017. The committee are pleased to welcome new members Adam Hutchison and Steve Murray. We also welcome back Alan Laing who has returned to the committee, having served previously as Secretary and as Chairman a few years ago. We have a new instructor at Fife, Radek Kuczkowski. We're really pleased to see Radek and we look forward to getting to know Radek and flying with him over the next few months.

I get some interesting emails addressed to the club through the website and if appropriate I include them in eNews to members. One of the more unusual ones recently was from the BBC. They are doing a documentary about astronaut training and are looking for people to take part. Sounds like a hoot ! I hope somebody take's them up on it! If anybody missed the eNews item but would like to know more about it contact me at [info@fifeflyingclub.co.uk](mailto:info@fifeflyingclub.co.uk)

Spring is in the air. It's time I was in the air too!

*Chris Anderson*

## Tayside Aviation update

**Aviation Academy** - Tayside Aviation is involved in the creation of an international aviation academy at Dundee in conjunction with the Aviation Skills Partnership. Utilising the ex Water Board building immediately to the east of Dundee Airport, the new academy will offer qualifications for jobs across the whole aviation industry, including air traffic control, airport operations, engineering and cabin crew training.

**Flying Aces Scheme** – this is a scheme to give youngsters from disadvantaged backgrounds and those with disabilities to get in the air. The objective is to provide air experience flying, flying scholarships and future career pathways, encouraging the young person to believe, "If I can fly an aeroplane, is there anything in life I can't do ?" Working in partnership with the Air Training Corps, Tayside Aviation will deliver 720 air experience flights and a number of 12 hour flying scholarships during the first year, 2017, operating from Dundee and Fife. The scheme is funded by a number of charities and individuals. In future years it is hoped to extend the scheme to other airfields throughout Scotland.



FLYING ACES – a charitable scheme designed to help some of the most needy young people in Scotland

" providing future career pathway opportunities for air cadets and non-air cadets of all backgrounds "

## Fife Council promotes Fife Airport

Fife Airport Ltd is working with Fife Council Economic Development Department, Tourism Team, to promote the airfield during 2017. SkyDive St. Andrews are involved as well as ourselves. The Tourism Team have a number of marketing initiatives planned including a competition to involve members of the public.



The prize will be a flight in a hot air balloon which will take off from Fife and will go to..... well, who knows ? It all depends which way the wind is blowing !

Much of the marketing will be web-based, including photographs, articles, blogs and videos on <http://www.welcometofife.com/> . So keep an eye on that site later in the year

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## GASCo Flight Safety Extra

**GASCo** is the General Aviation Safety Council. It is not funded by public money but entirely by donations from aviation bodies and from many individual pilots. GASCo promotes safety and good airmanship through "Safety Evenings", presentations by experienced pilots who know the general aviation scene very well. They hold these events all over the country and we hosted one at Fife in November last year (and there was one at Portmoak this month). However, in addition to the Safety Evenings, they are now issuing a regular bulletin by email. This is a free monthly digest of safety information which is extremely relevant to flying club members. As well as occurrence reports it includes safety advice, chart currency and amendments, frequency changes, listening squawks and much, much more. It comes to the FFC email address but if you don't receive your own regular copy and would like to, e-mail Penny Gould at [penny.gould@gen-av-safety.demon.co.uk](mailto:penny.gould@gen-av-safety.demon.co.uk) or phone 01634 200203 and get yourself on to her list.

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## Duxford Safety Day & Bonus Days

FFC received an email from the Imperial War Museum (IWM) at Duxford: The IWM Duxford Bonus Days and the Duxford Safety Day have now been running for ten years and have become well established features in the GA calendar. They are continuing and improving these events for 2017. The Safety Day is on Saturday 8th April 2017, at the start of the new flying season. Presentations will be hosted by representatives of the Civil Aviation Authority, the General Aviation Safety Council, National Air Traffic Services and Distress and Diversion. The day follows the well-established format of four presentations in the morning, repeated in the afternoon, plus more than a dozen table-top opportunities to walk around; meet and chat with aviation experts, listen to presentations and ask questions. Two hangar tours will also be offered, making the 2017 Safety Day a truly unmissable event. Discounted Bonus Days this year are: Saturday 3rd June - for Vintage Aircraft Club members, pilots and friends; Saturday 5th August - for the Light Aircraft Association (LAA); Sunday 10th September - British Microlight Aircraft Association (BMAA) The Safety and Bonus Days landing fees are discounted to £8. Admission to the Safety Day is £5; there is no charge for Bonus Day visitors. Landing slots for the Safety Day and the Bonus days are limited

and must be booked in advance - call 01223 833376. In the case of the Safety Day, participants may also drive in if the weather is poor or if all slots are booked. However, still book your drive-in, please. Further information on the IWM website [www.iwm.org.uk/Duxford/](http://www.iwm.org.uk/Duxford/), and choose the 'pilots' tab.

Additional Information: did you know that IWM Duxford air shows are once again fly-in events! Entry £5 per person. Enjoy a reduced landing fee of £8 per aircraft. If you're unable to fly in, or the weather is poor, you may attend by car, but you must pre-book. Please contact IWM Air Traffic Control to register your interest, book your landing slot for PPR/briefing and receive the programme for the day. Call 01223 833 376 or email [AirTraffic@iwm.org.uk](mailto:AirTraffic@iwm.org.uk)

*If you have never been to the IWM museum at Duxford, here is an excellent excuse to go – fly down to Duxford, enjoy the flight, the museum (superb collection of aircraft of all eras) and fly home..... – Ed.*

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## Obituary

Personal reflections of the late John Moffat (aka the man who torpedoed and sank the Bismark)

John's memorial service was held at Dunkeld Cathedral recently and was very well attended. It brought back memories of the times I had the privilege of flying with him (in his latter-day Grumman AA5, not his wartime Swordfish). Right up until the end of his flying career he tended to land as if it was on to an aircraft carrier, side-slipping furiously, even when not needed. On one occasion we went into West Freuch, now closed, with a long runway. I swear he was still at circuit height as we went over the "numbers", but he still got down. Another occasion saw us skimming the water alongside a busy beach near Wick, with folks on the sand dunes looking down at us. On that same trip we were, or were meant to be, skirting the Aberdeen zone. They kept asking him for position reports, but with their radar they knew damn well where he was, they were concerned he didn't know! I'm sure he was where he ought not to have been but he had a charming manner on the radio, and back in the 90's zone busts were less important.

A character indeed, sadly missed by all who knew him.

**Scott Macintosh.**

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## Open Day & Fly-in 2017

The Committee are considering holding a combined Open Day and Fly-in in July or August. For this to be feasible it requires the support of a number of members. There's always work to be done in setting up the day before and clearing away afterwards as well as various duties on the day itself. It also needs to be arranged in partnership with Fife Airport Ltd (FAL). Before we approach FAL, the



committee would have some idea what the level of interest is among members. We appreciate that without a specific date you cannot make a firm commitment but if you feel that, other things being equal, you could help out in some capacity please respond to the Club Chair via the Club website. The photo shows the Open Day in 2011 and shows the sorts of crowds we can attract at a Fife Airport Open Day!

## EFC versus FFC

As many of you will appreciate, Edinburgh Flying Club has suffered severely (closed!) due to the increased security arrangements at Edinburgh Airport, and many former members there are now flying from Fife. We asked some of those who have crossed the water to us what they thought of Fife Airport, compared to Edinburgh Airport.

I joined Fife last year after 30 years at the EFC. I have a PPL and 500 hours on single engines. My first reaction to Fife was how incredibly small the runway looks after Turnhouse(!), but how very welcoming all involved are at the Airfield. Jeremy and Julian have such a positive attitude to getting people in the air (compared to some long-standing problems at EFC!) My initial check was very thorough and appropriately challenging but conducted in this positive, friendly and enthusiastic manner. I do miss taxiing out onto the big runways at Edinburgh and even more making Lufthansa wait for take-off whilst I pedal in on a long base-leg from Corstorphine Hill (even if keeping the speed up to 110). However it is a joy to fly circuits again and important practise for landing away. All in all I congratulate all concerned in what feels like a real flying club. Best wishes to everyone, from *John Smyth*

**Herewith my thoughts on FFC v EFC.**

### **The disadvantages of flying from Edinburgh were as follows:**

We had to walk a fair distance to get to the aircraft parking, making sure not to get close to business jets or setting off alarms in the perimeter fence. We had to wear high-vis jackets or we would be challenged by Ops staff. We had to go through the Handlers office and if there were paying customers there already, we had to wait for maybe 30 minutes before we were allowed to proceed to the aircraft. (This played havoc with the booking schedule). We then had to go through full Security - bags searched and scanned, shoes off, no liquids etc. If we had forgotten anything e.g. Keys, we had to go through it all again as we had to go landside to the clubhouse. We all had to take an on-line test on Airport Security, and have airport passes and have a police check before we could do all this. Before we left the club we also had to file a flight plan on our computer for ATC, so working out our Departure times was not easy, as we would have no idea how long it would take to get to the aircraft!

When we got to the aircraft, which were parked on a grass area and tied to concrete blocks set into the ground, we hoped they were flyable. The main problem was that they would not start, and that could take another 20 minutes. Sometimes you had to call an instructor for assistance as they sometimes used a generator with an electric heater to warm the engine. If there was another problem like the oleo or tyres needing blown up you would have to abandon the flight and call the engineer (in Prestwick). The two aircraft had cockpit and wing covers and you had to take them off (10 minutes) just to find out if you could get it started. Putting these back on single-handed in a strong wind could be somewhat challenging. So was parking close enough to the chains so that they would reach the appropriate part of the wing. It could take a few attempts (shut down, get out and check, start up and try again). Also the grass area had to be cut every two weeks in summer, and it took three hours! Jack Simpson did more than his fair share of that! Getting petrol for it needed special permission. A bottle of drinking water was not allowed.

We were not allowed to do circuits, so had to come to Fife for that, so that could add another 40 minutes since we could be held at the Bridges for up to 20 minutes depending on commercial traffic. That was huge drawback for students in time and money.

Mixing it with commercial traffic was a mixed blessing. You often had to wait in line to take off. You had to stay well clear of jet blast on the ground. You had to allow plenty time for wake turbulence to clear. It was nerve wracking to land when there was a queue of commercial pilots waiting to take off and watching you. Very occasionally you might get a compliment, but usually you felt you were holding them up. However Air Traffic could not have been more helpful to us. They understood how we worked and tried to fit us in whenever they could. On busy days approaches and landings were very rushed. You had to expedite the runway and taxiway and you had to know which holding points you were cleared to and which areas

were no-go. Your radio calls had to be clear and concise. It did feel good when a 757 was asked to reduce speed to allow a PA28 to land, although that also put you under pressure.

Car parking became a problem for us, as we only had room for 4 or 5 cars. The large area we had previously was taken over by lines of taxis waiting to go to the terminal. The man in charge was extremely unhelpful, although he did have to control around 50 taxis at times.

### **Advantages at Edinburgh :**

We did have the use of a large clubhouse, which was good. There was plenty room for meetings and you could just turn up to socialise on a bad day and make a cup of tea. However the agreement to use that building was not likely to continue too much longer. I know Fife has a nice restaurant for coffees but there is not a lot of space in the office.

The way we did our paperwork was easier. We had a large sheet for each aircraft and you just added your hours to the line below. I am still pretty confused by the FFC system and think they waste a lot of paper.

Currency - we did not have a six week currency rule. We usually used a 90 day currency and find that six weeks is very difficult to maintain especially in winter. If we needed to fly with an instructor we only had to do a few circuits unless the instructor considered we needed particular training.

Having entry and exit traffic lanes at Edinburgh was, I think, an advantage. You followed them knowing that was the correct path to use and that Air Traffic were watching over you. There are quite a lot of areas to avoid very near Fife airport such as Portmoak, Leuchars and the noise sensitive neighbours.

Of course the main difference is the length and width of the runways! It is a great excuse for ex-EFC members making poor landings (or is it just me?).

Yes, it is very different, but I am enjoying FFC as it is much less stressful.

I am sure there are other differences I have forgotten to mention, but maybe the others will come up with them.

***Muriel Kleiser***

***Many thanks to Muriel and John for sharing their thoughts on the move to Fife. It sounds like a real chore to have been flying from Edinburgh, but great fun too. I think people who grow up on long runways are spoiled though! If you can operate in and out of Fife you can probably cope with anywhere.... I understand that some Dundee Instructors are wary of coming to Fife with its "wee runway". Ed.***

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### **Subscriptions 2017**

Thanks to all who have renewed their membership for 2017. If you've still to get round to it then please do so. We appreciate that most members renew when they are at the airfield for their first visit of the new year, however you can renew on line, or talk to the Instructors in the portacabin.

**CATS – is an online Ground School training system that Tayside students should have access to – we are awaiting details from Tayside as to how students can logon and use this system - watch for an eNews.**

## Reminder - Runway closures

The runway will be closed on Friday 17th March for a car event. (See the Fife Airport Ltd Website page at end of Newsletter)

The Music Festival due to occur on Sunday, 30<sup>th</sup> April has been POSTPONED until 13<sup>th</sup> August.

The runway will be closed on a number of other days during the year – to be advised – for various non-flying events.

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## National Fly Kids Day 2017

The National Fly Kids Day, promoted by the charity “Aviation Without Borders” will be on Saturday 24th June this year. We have participated in this event for the past few years and will be doing so again in 2017. What happens is that qualified pilots offer to fly some kids, nominated by local



charities, for, say, a 20-minute trip to let them see what flying is all about. Private aircraft owners can make their aircraft available too. Many of the kids we fly will not have had the opportunity to fly in a light aircraft, nor might they ever get it again, so it is a unique thrill for them. Put the date in your diary. More details nearer the time. Photo shows some of those who flew last year.

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**FFC have been giving illustrated talks to local Rotary Clubs, Round Table groups, SWRI, etc, advertising Fife Airport and the flying activities here. If you know of such a group that would like a talk, let Chris Anderson know, or contact the Newsletter Editor.**

**Fife Airport Ltd have a website as well as the Fife Flying Club one – as you can see, it often contains information useful to the flying fraternity!**

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](mailto:alandi@globalnet.co.uk).