



Chairman's Welcome

I hope you enjoy the Spring edition of Fife Flying Club Newsletter. Editor Alan Laing has done a fine job of pulling it together. As the weather improves we look forward to getting into the air on a regular basis but make sure you are flying with the current version of the chart, whether it's a paper version or an electronic one. Even then you can't be sure of its accuracy, unfortunately. You can read more in an article by F.I. Malcolm Spaven.

In 2017 there was, and to a great extent there still is, a nation-wide shortage of Flight Instructors and it proved to be a difficult year for us in that respect. However, the instructors we have worked their socks off to keep the show on the road. 2018 promises to be much better according to the update from Tayside Aviation.

In spite of the difficulty with instruction five club members gained their Private Pilot Licences: Douglas Munro, Ross Grieve, Kirsty Thompson, Scott Grieve, Chris Gordon. Well done and congratulations to them. I'm sure they'll enjoy exercising the privileges of the licence for a long time to come.

Chris Anderson

News from Tayside Aviation



This year is Tayside Aviation's 50th anniversary. From modest beginnings, when Dundee Riverside was a grass strip in the 1960s, the company now employs 35 staff and currently has 50 students on its three year training programme. They hope to increase that to 80 with the creation of an aviation academy in a modern building just to the east of their current site. Tayside run a BSc degree course in conjunction with Middlesex University, the first of its kind available in Scotland. Tayside Aviation (TAL) provide the instructors and aircraft for the Club and we wish them the very best for the future.

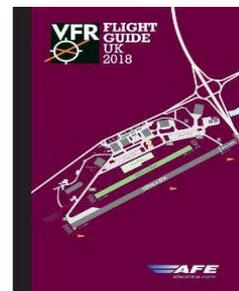
One aspect of their professional training programme is that half way through the students' training TAL employs them as an instructor which helps them financially and builds up their hours. We at Fife will soon be reaping the benefit if this policy as two new instructors from the professional programme will alternate here, covering a full-time post between them. This will be a welcome addition to our existing instructors Jeremy and Malcolm.

"Stuart the Pilot"

Club member Stuart McNally gained his PPL two years ago. Throughout his training and afterwards Stuart posted some excellent videos on YouTube under the title "Stuart The Pilot". They are produced to a professional quality, using cockpit-cam footage as well as "pieces to camera". Stuart shares his experiences during training and answers the questions a new student wants to know. He dispels some of the myths and mysteries. They are of real value to student members and experienced pilots will find them useful as well. If you haven't come across them yet on your wanderings through cyberspace I suggest you look them up.

<https://www.youtube.com/watch?v=k9h2ZH9FNAO>

The 2018 AFE Flight Guide is available in the portacabin. An easy way to access all the info you need on UK airfields. Keep a copy in your flight bag. £27 each.



The 1:500,000 Aeronautical Chart.

I was asked recently whether, with the new Queensferry Crossing in place, we should keep to the west of the new bridge when flying a Kelty-Bridges-overhead route in the Edinburgh CTR - and if we did that, would we not be in danger of infringing the R603 restricted area over Rosyth Dockyard?

Looking into this, I've found, bizarrely, that none of the charts in the AIP for Edinburgh Airport have been updated to show the Queensferry Crossing, despite the fact that it's 172ft higher than the Forth Road Bridge. Also, most of them have not been updated to show the revised location of R603, which was moved about half a mile north with effect from 16th January 2009 - yes, more than eight years ago!

The Kelty Lane is still defined in Edinburgh's AIP entry as: a lane 3 nm wide, known as the Kelty Lane, with centre-line the M90 Motorway extending from Kelty (near the northern boundary of the Edinburgh Control Zone) southwards, across the Forth Road Bridge, to a point at which it joins the Edinburgh Aerodrome Traffic Zone; but of course the M90 doesn't cross the FRB any more so that definition is no longer valid. However, given that the Forth Road Bridge is in the middle between the rail and QC bridges, they may well decide to keep defining the lane as 3nm wide centred on the FRB. That would mean that the western limit of the lane would be about 3/4 of a mile west of the Queensferry Crossing, at its southern end - plenty room to give your pax a good view of the bridge out the left hand side and still keep within the lane.



At the northern end, the narrowest gap between the Rosyth restricted area and the M90 is at Castlelandhill - the wooded hill with radio masts on it, a mile north of the bridge. So there's also plenty room to fly through that gap without infringing R603. Basically, if you aim to fly over the big fuel tank farm to the east of Rosyth port, you'll be clear.

Interestingly, you're exempted from the requirement to avoid R603 if you're using the Kelty Lane to arrive at or depart from Edinburgh, but not if you're only using it to transit the zone.

Hope that's useful. No doubt many people will be unsurprised that the regulations turn out to be full of anomalies and contradictions!

Malcolm Spaven, Instructor.

Editor's note – Interestingly, a couple of years ago, I noticed that Newburgh had disappeared off of the new 1:500,000 Scotland chart. Newburgh is a really handy waypoint if you are heading to or from Dundee. Being over it keeps you clear of the MATZ. When I wrote to NATS and asked why it had been taken off, the reply was – ***“we need locals like you to tell us what landmarks are needed on the charts”***. Subsequently, Newburgh reappeared on the chart. But – no explanation as to why it was removed without “local” knowledge in the first place!



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Name that Plane!

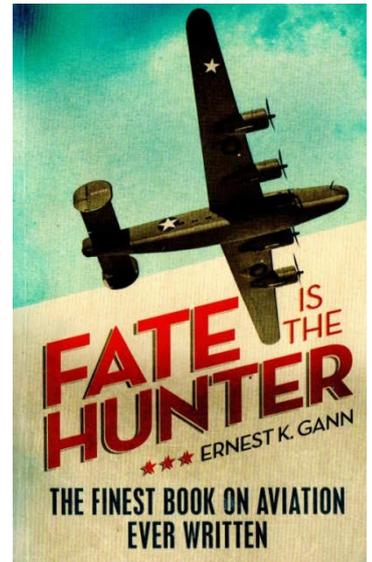
Bought a book on a certain company's aircraft and was pleased to discover a type I had never seen before. It has a very famous sister type, and several other well-known sister types. Only 12 examples were built, starting around 1939.... AL



Book Review: "Fate is the Hunter" by Ernest Gann.

I bought this book some years ago on the basis of the strap-line on the cover, but never sat down to read it. When I did, I didn't put it down until I finished it. A bit slow to "get off the ground" in the first chapter, it very rapidly becomes a superb read.

Ernest Gann was a multi-talented individual who began flying in the between-war years. He finished his flying career on jets, took up sailing and ranching – and wrote many books and screenplays for Hollywood. The descriptions of flying a DC-2 through a thunderstorm – and similar through severe icing (4 inches on the wings....!!) will leave the hair standing up on the back of your neck. And navigating over the Amazon in the days before GPS – or simple things like VORs – is scary stuff. There is a film – "Island in the Sky" starring John Wayne – which is based on one of the chapters of this book. I guarantee you will want to buy the DVD by the time you have read the book. AL.



Microlights and Planes Night

We have a number of Group A aircraft and Microlight owners keen to run a joint evening – swap a flight in a plane for a flight in a Microlight? A unique opportunity – watch for an eNews on the subject. Barbecue and fizzy drinks on the side? We never succeeded in getting this planned last year – here's hoping for this year?

Headsets for Sale

The club has been contacted by a member of the public who had become heir to three headsets previously owned by her grandfather who had recently passed away. He had been a member of a PA28 syndicate in the south of England. She lives in the Edinburgh area and would like to sell them but is keen to ensure they go to someone local who will appreciate them. There is a David Clark H10-13.4 and two Pilot Avionics. They each have a headset bag.



Anyone who might be interested in making an offer for any of them should email the Chairman at info@fifeflyingclub.co.uk and he'll arrange for you to see them.

A Cautionary Tale: Near-miss experience.

The morning of Friday 26th January was blessed with fine flying weather. It was cold, the air pretty still and only few wispy clouds in an otherwise clear blue sky. I hadn't flown for a few weeks having had my 2 previous arrangements laid-low by the preceding wintry weather.

But, Friday 26th January was near perfect flying conditions and around 0930 I took to the sky, having planned a 45 minute route initially westward to Stirling, then Dunblane before starting to arc round toward the east. That took me over Auchterarder, tracking round the back of the Lomonds towards Falkland and then the usual run-in for a Rwy 24 approach and landing.

Everything worked like clock-work. The flight was smooth. The aircraft behaved impeccably. The vista was impressive to behold. The only fly in the ointment in all of that was an irritatingly low and bright sun which was rising ever-so-slowly and at a very shallow angle in the south east, tracking towards the south. Not a problem heading out west, but the return leg was problematic only in so much as my visual scanning from 1 o'clock round to 3 o'clock was hampered due to the considerable glare. That was made worse when I rounded the east end of the Lomonds and headed south to get in to position for the Rwy 24 approach. The sun increasingly degraded my view outside the cockpit, even with prescription 'Aviators' firmly perched on my nose. It was only after turning west again for Rwy 24 that the problem dissipated as the sun moved to just behind my left shoulder.

Other than that, I landed after 45 mins having really enjoyed the flight. I signed off all the paperwork and paid my dues. Job done, nice way to spend a morning. Or so I thought.

On Friday 2nd February I received an email, forwarded from Tayside Aviation. The initiating e mail was from another Colin, Colin Hamilton. Colin had been flying in a glider at the same time I had been flying on the morning of Friday 26th January. ***Colin was getting in touch to let me know that he and I had almost collided overhead Glenfarg, passing within 100 to 200 feet of each other.***

So there was I, blissfully unaware, that my and his likely demise had almost come about on a lovely morning that I had thought was incident-free and, save for the sun glare, stress free. I spent a very uncomfortable and sleepless night after reading Colin's e mail.

Since then, Colin and I have been in touch and have talked through the incident at some length. The fact is, neither of us was in the circumstances doing anything we shouldn't have been; and we think on reflection, probably doing all the things we should have been. I was rotating my 'basic six' with near and far horizon scanning; and routinely 'snaking' the aircraft in level flight to check for other aircraft in the 'blind spots'. Colin was instructing a student and as all instructors are in those circumstances, was hyper-vigilant. It was he who saw me, not his student.

But that sun. What about the effects and consequences of that glaring, low sun? We concluded that it is entirely likely that the position of Colin's climbing glider, which was in my 1 o'clock, was obscured from view as the sun was almost directly behind it, albeit slightly off towards 2 o'clock. That fact is I simply did not see him. And that's a huge worry.

For his part, Colin's reflections were about 'head in the cockpit' and the need for a good balance between the instruments and the sky. Colin was in the very demanding situation of instructing a student pilot and it is to his great credit that he had the capacity to do that and see me. Colin estimates he saw me at a time when the aircraft were 8 to 10 secs apart. Not very long at all and very late to do something about it. As it was nothing could be done and we passed each other, in Colin's estimate, with my aircraft between 100 and 200 feet above him and slightly behind him. That's no distance at all. It is very, very scary to think about it and what could have happened.

Aircraft conspicuity has to be a consideration here. I fly, like everyone else, with all the gizmos and lights turned on. A glider is more limited in what it can 'power' and that requires considerable respect from the rest of us. A suggestion from Colin is that we consider additional conspicuity aids. The glider Colin was flying in is equipped with FLARM.

FLARM is a traffic awareness and collision avoidance technology for General Aviation. With FLARM installed, the pilot is alerted to both traffic and imminent collisions with other aircraft, so you can take action before it's too late. This only works of course if the other aircraft is similarly equipped. Perhaps there is a case to consider FLARM or other equipment that could help to make our flying, and that of those around us, that bit safer. It may well be the case that very few if any other Fife pilots have had a similar experience to that which I've just described. I try to be a careful and considerate pilot and fly in a way which reflects the high-quality training I have received. Despite all of that, I have flown my aircraft to within a couple of hundred feet of another without knowing it. I am thankful that I've lived to tell the tale, but also chastened; and want to do what I can both to improve my own safety in the air and that of others who may also be up there when I am.

I hope you find this note useful and a cause for pause and reflection as you head up there for your next incident-free and enjoyable trip across our busy sky.

Colin McConnell (PPL July 2016)

(How many of us have maybe been in a similar situation – and not found out about it....? – Ed).

Movie Review – “Out of the Clouds.”

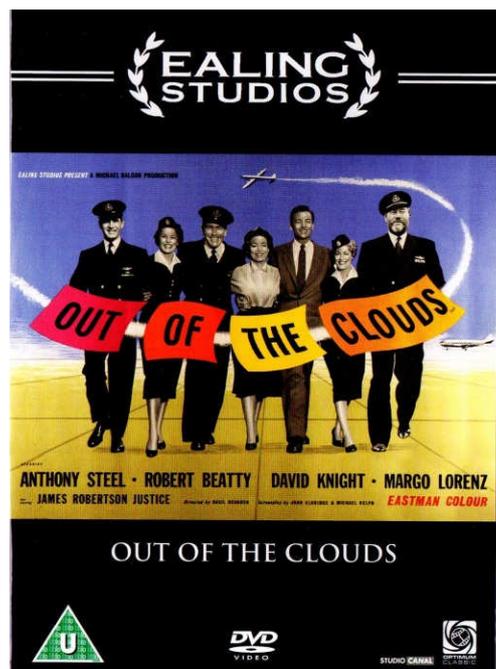
Ealing Studios, 1955.

I came across this movie while checking out “Reach for the Sky” on Wikipedia. It sounded interesting and I managed to get the DVD through Amazon.

If you like old propeller-driven aircraft, and peering back in time to the olden days of commercial aviation, then this is a film for you. The actual characters and their stories are fairly boring, but the shots of Constellations, Stratocruisers and Viscounts operating out of what was then called “London Airport” are fascinating. The film was made with the full cooperation of BOAC, BEA, the Ministry of Aviation and Pan Am, and the film crew had full access to the aircraft during filming.

Various well-known actors make a total hash of flying the aircraft (eg - “we’re starting our descent” – stick full forward, no throttle retardation....), but just seeing inside the cockpits, and watching the brilliant air-to-air shots of the various types makes up for the cringing embarrassment of all that. You even get to see a GCA talk-down through fog.

Another fascinating aspect of the film is the views inside and out of the old Europa Building (which later became Terminal 2) at Heathrow (as London Airport later became known). “We handle around a million passengers a year, you know” says one of the characters. (Last year, Heathrow handled 75 million passengers....) What is lacking? – security. Fences. Armed Police Officers. X-ray machines. And buses drive straight onto the apron and passengers wander over to the planes. Pilots park up and walk straight to their aircraft.



A full-scale mock-up of the London Control Tower was built for the film, as was a huge chunk of the Europa Building. The customer service shown in the film may not be quite as personal as they suggest, but with relatively few passengers passing through per day, the whole experience must have been much more enjoyable than the general cattle herding experience that it is today.

Highly recommended. (Also available on Youtube, I believe).

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The end of the NPPL looms

For those FFC members that are currently flying on an NPPL or a lifetime UK-issued PPL, you need to know that as from 8th April this year you will not be allowed to fly Tayside Aviation PA-28s nor other EASA-certificated types such as the Cessna 152. From 8th April you can only fly EASA aeroplanes if you hold an EASA licence.

To continue flying EASA aircraft types you must convert your NPPL or UK PPL to an EASA Light Aircraft Pilot's Licence (LAPL). To convert you must:

1. Hold a current and valid Part-MED LAPL or higher medical certificate.
2. Hold a valid English Language Proficiency level, tested by an approved UK CAA examiner or language school.

The biggest difference between the NPPL and the LAPL is that medical self-certification is not permitted for a LAPL to fly EASA aircraft. You must have either a LAPL medical or an EASA Class 1 or 2 medical. A LAPL medical can be done by your GP but does require a medical examination. LAPL medical application forms can be found here:

<https://www.caa.co.uk/General-aviation/Pilot-licences/Applications/Medical/Apply-for-a-LAPL-medical-certificate/>

You also need to be aware that the CAA needs the following to be submitted with your conversion application:

- CAA Form SRG1104 (<http://publicapps.caa.co.uk/docs/33/SRG1104Issue11enabled.pdf>)
 - a copy of the Certificate of Revalidation page from your UK licence, certified by a CAA Examiner (or by Bill Stewart, Head of Training at Tayside Aviation)
 - a copy of your LAPL or Class 1/2 medical certificate
 - evidence of current Language Proficiency
 - copy of passport or photographic driving licence (certified by Examiner/Head of Training)
 - CAA fee £41.00
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Club Night Talk – Roger Archer – Flying and Driving

Many of you will know Roger Archer, Club member and one-time flier of the Cessna 152 G-BITF. As a day job, Roger is an Advanced Driving Instructor and Skid Control and Off-road Driving Instructor.

Roger gave a talk to the Club on 22nd February, mainly about advanced driving techniques but drawing the parallel between good driving and good flying. Straight off – we do a thorough walk-round check on an aircraft. How often do we check our vehicles? And yet we spend much more time in them, in much higher risk situations.



Some stats – since 1926, at least 520,000 people have been killed on Britain’s roads. Between 1957 and 2006, 17 million were injured in road incidents. In 2016, there were 1796 fatalities. 24,102 serious injuries and 155,491 minor injuries. Not a good record, especially in these days of modern cars fitted with all those fancy safety gizmos.

And think about the hoops we have to go through to fly planes – after 50, you need an Aeromedical once a year, ECG every two years. For cars – you write a self-declaration at 70 to say you are still fit to drive!

We were introduced by Roger to Mary Ward – the first RTA statistic – she fell out of the vehicle then was run over by it! Getting her two entries in the Guinness Book of Records! And Bridget Driscoll, run over and killed by a car doing – wait for it – 4mph – in 1896.

We were taught a bit about under-steer and over-steer, using the gears as much as the brakes and general road sense and techniques. An excellent introduction to advanced driving, and Roger is happy to talk to anyone interested in going out with him for a real advanced driving lesson.

Roger passed the following anecdote to me after the presentation.....

“Whilst conducting a Skid Control course for Lothian and Borders Fire Brigade, I asked a member of the crew whose name was Mark - "What is a skid, Mark ?" I never did regain control of them and never understood why they found the question so funny. “

AL

Webcam Problem.

Yes, the view on the webcam has changed again. At least it is the right way round this time. And no matter of brute force, gentle persuasion or IT magic can get it set back the way it was, with a wide angle view. Any suggestions to the Club Chairman, please.

2018 Committee

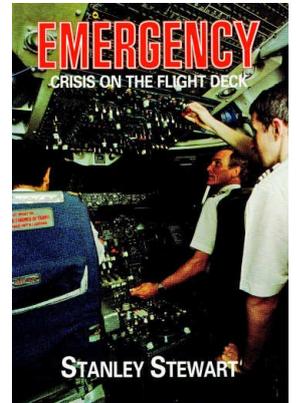
At the AGM on 1st February the following committee was elected: Alan Laing, Chris Anderson (Secretary), Scott Macintosh (Treasurer), Jim Millar, Alex Smith, Adam Hutchison and Jeremy Billinge (Instructor Representative). At a subsequent committee meeting Chris Anderson was elected Chairman and Alan Laing appointed as Secretary/Newsletter Editor.

FFC have been giving illustrated talks to local Rotary Clubs, Round Table groups, SWRI, etc, advertising and promoting Fife Airport, FFC and Tayside Aviation 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. (Latest was at Leven, to 15 attendees). And - does anyone have a contact at Glenrothes Golf Club? Email alandi@globalnet.co.uk

Dates for your Diary – and a Reminder.

Club Night talk by Stan Stewart – Club member Stan Stewart is a *retired British Airways captain* and aviation author. He will be speaking to us on Thursday 22nd March. More details in due course.

National Fly Kids Day – This will be on Saturday 9th June. We'll be seeking volunteer pilots to fly the youngsters. They will be from the local area and would not otherwise get the chance to fly in a light aircraft. More details to follow. Meantime put the date in your diary.



- **Reminder - Membership Renewal - It's time to renew your membership if you've not already done so. The renewal form is attached along with details of the various ways of paying your subs.**
 - **Fife Airport will be closed for Supercar events on the following Fridays: 30TH March, 27th April, 1st June, 29th June, 27th July and 28th September, 2018.**
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Weather Webcam

You may know of this website already but if not, really handy, with a live camera facing north from Lochgelly. It means you can see what is heading the way of Fife Airport from the west. Benarty Hill, south of Loch Leven, can be seen in the image. www.fifeweather.co.uk/index.php/weathercam. There's also a live view from Aberdour looking east, and a 180 degree sky view from St. Andrews. The Scottish Gliding Centre at Portmoak also has a webcam, facing north, and a weather page which includes a cloud base detector.



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.