



Chairman's Welcome

I hope you find something to interest you in the latest Newsletter which Alan Laing has put together. We've had an excellent summer in 2018 and I hope you've been able to get in the air and take advantage of it. Three members have achieved their PPLs so far this year: Paul Cuss, Adam Hutchison and Tom Brown. Congratulations to them. I hear that with a bit of reasonable weather and some good luck another one or two might make it before the end of December.

On 1st December we have the Annual Dinner and there will be a GASCo Safety Evening in January or February. The Annual General Meeting will be on Thursday 7th February. If you would like to participate in the running of the club or would just like to hear more from those who are, come along to the AGM. Alternatively, if you have any suggestions about what the committee should be doing email me at info@fifeflyingclub.co.uk

Chris Anderson

Chairman's Letter - Club Nights

Over the last few years we have invited a number of excellent speakers along to Club Nights, usually, but not always, on aviation topics. The committee have tried to have a speaker approximately every six weeks or so through autumn, winter and spring. Those who have attended have enjoyed them immensely.

However, attendance has not been good considering we are a club of over 90 members. We seldom get into double figures. There were five people at the last talk and three of these were committee members. The reasons for low turnout are fairly obvious and understandable. More than half of the membership live to the south or west side of the Forth so it is a bit of a trail across to Glenrothes on winter evening after a hard day at work. Even for those nearer at hand it is a thought to come out again once you have your feet up. In view of this the committee have decided that, in general, we will not invite speakers. We will of course be happy to host organisations like GASCo to present their safety evenings. They ask us if they can come, not the other way round. The same applies to requests by Air Traffic Controllers to speak to the club. We will always welcome them and requests from other similar organisations.

We'll be reluctant to invite speakers in future as it is embarrassing for the committee and disappointing for the speaker when hardly anyone appears. However, if you, or a friend, colleague or acquaintance would like the opportunity to speak to the club we'd be happy to consider it.

The committee are happy to take comments or suggestions on this issue. We'd like to know if you think we've got it right or not.

Drop an email to info@fifeflyingclub.co.uk

Chris Anderson, Chairman

News from Tayside Aviation

In the last newsletter it was announced that the PA28s were to have seating etc refurbished. Unfortunately the original contractors did not carry out the work so another contractor has been engaged. We hope to see the fruits of their labours flying in to Fife at an early date.



The clocks have changed and we are into the dark evenings. If you want to get a night rating or have some night refresher training get in touch with the reception desk at Tayside Dundee on 01382 644372 and book your slot.

Edinburgh Air Traffic Control

On 20th September Air Traffic Control Officers Martyn Segar and Tim Pollard gave an excellent presentation on how the busy Edinburgh Zone is managed. They described the various routes in-bound and out-bound for commercial traffic and showed several radar screen shots. It was interesting to see the amount of information a squawk produces on the screens.

If you are intending to ask for a Zone transit it is very helpful if you phone them before you take off. This means they can get your registration and ETA on their system and they can fit you in with other traffic much easier when you call on the radio.

If an aircraft enters the Zone without permission it is detected by radar and an alarm is automatically triggered. Because they don't know where the zone buster is going to go next they have to reroute other aircraft to ensure safe separation so the disruption to scheduled commercial flights is considerable, even for a brief infringement.



Martyn and Tim spoke for over an hour and took questions afterwards. This is just a short note covering one or two points. The key message was, "Speak to us, we're here to help." They are happy to organise visits to the tower so if you are interested, drop an email to info@fifeflyingclub.co.uk and we'll see what we can do.

The Final Days of the Phantom



On Thursday 18th October Archie Liggat gave an excellent presentation to Fife Flying Club members on displaying the McDonnell-Douglas Phantom in 1992. He was the leader of the display team for the final year of the Phantom in RAF Service. He flew at most of the air displays that year throughout the UK and Europe.

He had some brilliant photographs and two videos. A cockpit video of a Phantom display at RAF Wattisham was stunning and included the interaction between Archie and his navigator, Fl Lt Manners. The other video was filmed from the cockpit of a BAE Hawk out of RAF Valley and had some stunning sequences of low flying in a fast jet over the Scottish highlands and islands. You could see the folded 250 mil chart on the coaming which emphasizes that this was before the days of GPS. This was navigating with a chart and a stop-watch in sight of the ground. Sounds familiar to GA pilots ? But, in fact this was in *very* close proximity to the ground and at a speed of several hundred knots, so not really the same !

If you weren't there you missed a great night.

Chris Anderson

Name that Plane.....

This one was an Antonov An-2 – probably the biggest single-engined biplane ever built. This must have been a visit to Fife around 2002 – I was still using film cameras and it's when I first came back to Fife to fly – or could it have been earlier?



How about this one? AL



Save Wellesbourne Mountford airfield

Dear Fellow Aviators

Like many other airfields Wellesbourne Mountford is under threat of closure, the committed businesses are fighting hard for its protection and like many other airfields we are determined not to lose this vital piece of our UK General Aviation infrastructure.

Situated in the Midlands, Wellesbourne is a central hub with 6 aviation businesses, a café, museum and the magnificent Vulcan Bomber. We're raising funds to help pay for an appeal against a court decision that prevented the tenants renewing their business leases. With the local authority wishing to retain, maintain, enhance and ultimately purchase the airfield and with the local planning policy on our side the judgement defies common sense.

Our appeal in the High Court has been granted but we've already spent 6 figures protecting the airfield and those costs are likely to double so we're asking for a little help! This airfield has already trained thousands of pilots over the last 75 years and made a significant contribution to the Second World War. It's about preserving the past and protecting the future!

You can read more about our story on the www.savewellesbourneairfield.com website where you'll also find an interview with Grant Shapps championing GA Airfields. The Government says it wants to make the UK the best place for General Aviation! We can make that happen!

Fife Flying Club Baseball Hats and Stuff (Christmas Presents??)....



	<p>at Fife Airport - Glenrothes 01592 753792 www.fifeflyingclub.co.uk</p>
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There is now a range of items available with the flying club logo for sale in the portacabin. These are available to all – except the sew-on badges, which are for members only. The car stickers are free. The hats, £10, the sew-on badges £5 and the mugs go for £10. Funds raised go back into the club's coffers.



Scottish International Airshow could come to Kirkcaldy?

There was an article in the press in early October about the possibility of the Scottish International Airshow being held next year over Kirkcaldy esplanade. The airshow has been held in Ayrshire since 2013 after Leuchars closed as a front line RAF base. Discussions are ongoing between the airshow director and Fife Council. According to the "Courier", Council co-leader David Alexander said, "Kirkcaldy is a genuinely impressive place to run an airshow. The aeroplanes would travel from different places, some even coming from bases in England. We'd be looking to base some at Glenrothes airfield and probably also Dundee and Edinburgh."



It would be an exciting event to see as a spectator and we would see some interesting aircraft on the Fife apron. However, no doubt there would need to be some serious detailed discussions between the airshow director and Edinburgh Airport before it comes to pass.

Chris Anderson

We decided we would start the "Meet the Member" feature we used to run in the Newsletter some years back. If you would like to introduce yourself to other members, send me your answers to the following questions – email at the end of the Newsletter – Editor.

Meet the Member - Chris Anderson (Club Chairperson)

First Flight ever: *As a passenger from Benbecula to Glasgow/Renfrew 1961 in a British European Airways "Pionair" (aka Douglas DC3).*

First Flight in a light aircraft: *ATC air experience flight on a DHC Chipmunk at RAF Kinloss 1962*

Where did you learn to fly ? *First learning-to-fly experience was a week's ATC gliding course at RAF Kirton-in-Lindsey in 1963 but I got my PPL at Perth on C150s in April 1965 as an 18 year old. It was an ATC flying scholarship. In those days a flying scholarship was 30 hours which was enough to get you a PPL. There was no basic instrument flying in the PPL as there is now, but there was spin entry and recovery, which you had to demonstrate in the flight test. We used to practice it over Errol.*



I let my PPL lapse for 25 years and revalidated it at Fife in 1996. I did a night rating at Fife in 2000 and an IMC at Dundee in 2006. (Yes ! - Fife had a licensed runway with full lighting at that time.)

How long have you been a member of Fife Flying Club ? *Since 1996*

How many hours have you now ? *370*

Favourite/most interesting airfield you've landed at ?

It's got to be Plockton in Wester Ross. A nice tarmac runway and then a gentle stroll down to one of the most scenic villages in Scotland with a choice of places to have a snack or lunch. Combine it with a flight home via Oban for a coffee or afternoon tea and you have makings of a great day out.

What aircraft have you flown solo and what do you fly now ?: *Kirkby Cadet, Cessna 150, 152, 172, Jodel D117. Now fly the PA28 Warrior.*

What is the most interesting/exciting aircraft you've flown in ?: *Jet Provost at RAF Church Fenton 1964 courtesy of the ATC. The ATC is a brilliant organisation which has introduced hundreds of thousands of youngsters to aviation and long may it continue. A close second is the Hawker Siddeley/BAE Nimrod. I was lucky enough to get two 10 hour sorties from RAF Kinloss in the 1970s, this time courtesy of the ROC (Royal Observer Corps).*

What is your favourite aeroplane of all time: *DH Mosquito. It must have been a brave man who decided to build a warplane out wood in the 1940s but it could outrun most enemy fighters. It was a superb precision bomber, night fighter, reconnaissance aircraft and more besides. It was the original multi-role combat aircraft.*

Have you ever had to forced land or had any other hairy moments you'd care to tell us about : *You can read about my "hairiest moment" in the last FFC Newsletter.*

VFR flight plans

Not many private pilots have experience of filing a VFR flight plan – mainly because it is not required for VFR flight, other than the ‘abbreviated flight plan’ filed over the radio every time you enter controlled airspace. However the CAA advises that VFR flight plans should be filed when flying:

- over the sea more than 10 nm from the UK coast;
- over sparsely populated areas where search and rescue operations may be difficult; and
- to or from Barra, Benbecula, Campbeltown, Inverness, Islay, Kirkwall, Stornoway, Sumburgh, Tiree or Wick.

It’s worth noting that filing a flight plan may be even more important if flying to or from other remotely-located airfields in Scotland that have no air traffic or radio facility such as Mull, Coll, Colonsay, Skye and Plockton. If you’ve filed a flight plan the search and rescue authorities will be alerted if you don’t turn up, and they will have details of your planned route, number of people on board etc.

The easiest way to file a flight plan is to do it online by using the AFPEX system. You can apply for an individual AFPEX account by going to <https://ts2.flightplanningonline.co.uk/applyingForAnAccount.html> and filling in the application form. Individual private pilots are not charged for using this service, which is provided by NATS.

Electronic flight planning tools such as SkyDemon, Runway HD and Rocketroute also enable you to file flight plans electronically.

You can also file a flight plan with Scottish Information over the radio. However the CAA has advised that “this is best avoided due to the amount of information needed to transmit.” As most of you will know, Scottish Information is manned by one Flight Information Service Officer covering almost the whole of Scottish airspace and is frequently handling calls from aircraft many hundreds of miles apart simultaneously. Blocking the frequency for minutes on end with the field-by-field details of your flight plan will prevent anyone else transmitting their message or receiving a service from Scottish Information.

Malcolm Spaven

Thanks to Malcom for the above. His article reminded me of the only time I filed a VFR flight plan. Intended route was Stornoway to Kirkwall in the TB9, G-BKUE. Lots of water and wild country below, so just to be safe, I thought I would file a plan – good experience too. So I sat with the guys in Stornoway tower and they helped me. Took off, flew to Kirkwall, landed, had lunch, took off and realised I had forgotten to cancel the flight plan. So I called Kirkwall.... They had no record of the flight plan anyway! Seems the Stornoway guys forgot to hit “send” on the computer!!

Editor

Christmas is coming – remember that Flying Gift Vouchers make excellent presents for the friends and family!

The Flying Club Annual Dinner will be on Saturday 1st December in the Topsy Nipper. Contact info@fiflyingclub.co.uk for details and tickets. Hope to see you all there!



Eurofox passes LAA flight tests.



Some of you may have noticed the new aircraft based at Fife. It is a Eurofox, belonging to the Aerospace Kinross initiative, associated with Alisdair Stewart, who was a group member of the old Zhmimango Motor Glider that departed Fife this year.

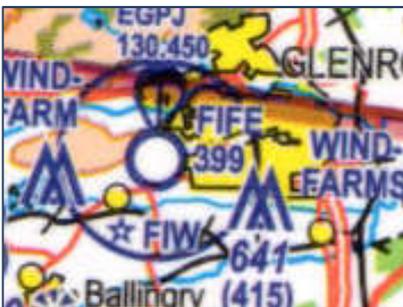
The photo shows the Eurofox 912ULS as it taxis out for her test flights at Fife.

Following completion of the Kinross High School Build-a-Plane project, Aero Space Kinross will

operate G-OASK from Fife airport. She passed her LAA flight tests but suffered a radio failure which resulted in a frustrating delay in the issue of her permit to fly.

More information: www.aerospacekinross.com Aero Space Kinross: is a wholly owned subsidiary of Aero Space Scientific Educational Trust (Scottish Charity No SCO45931)

What's That?



From the last Newsletter – we asked – what does the “FIW” south of Fife mean on the 1:500,000 chart? Flashing White – a beacon we used to have at Fife but is no more. We are talking to NATS to get this removed from the map.

And a reminder – Fife’s new frequency as of August 15th this year is 130.455 MHz. How many of you are still missing off that extra “5”?

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.

KEN SMITH



The Herald, 8/10/18

THE DIARY

Legging it

THE Herald reported that Barra Airport in the Outer Hebrides was among the world’s scariest landings according to travel guide Wanderlust, because it was the only place with scheduled beach landings. A reader tells us: “Years ago the aircraft used on the Glasgow to Barra route were de Havilland Dragon Rapides with the now unfamiliar landing approach of front wheels first then small back wheel down. A senior pilot was giving instructions to a first timer who asked how he could tell if the beach was sufficiently clear of water to land. ‘Simple’, explained the instructor, ‘watch for seagulls as you approach. If you can see their legs you’re fine.

“At the first attempt the young pilot followed the instructions, clearly saw the seagulls’ legs from above, landed, and put the nose into the sand. No-one had mentioned that sometimes seagulls stand on stones.”