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## Chairman's Welcome

### Chairman's Chatter

We're well into the better weather and let's hope for as good a summer as last year. When checking the weather there's nothing more useful than seeing what the "actual" is at the airfield and the committee have recognised that the webcam on the website is much appreciated by members and visitors alike. It went off-line last autumn but we have now had it reinstated. For technical reasons way beyond my IT understanding this has taken much longer than we thought it would. However we now have two cameras, one facing west and one facing east.

Congratulations to Luca Barone and Andy Dickinson on achieving their PPLs this year. Let's hope there's many more as the year progresses.

**Once you've got your PPL what do you do then?** Club member Chris Gordon is putting together a questionnaire to find out whether or not you wished to progress to further qualifications and if so what were the challenges. Look out for the questionnaire coming out in the next few weeks. A summary of the results will appear in the next Newsletter.

*Chris Anderson*

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## News from Tayside Aviation



In mid-April, Tayside Aviation Ltd (TAL) registered its Dundee operation and its Fife operation as Approved Training Organisations under regulations recently revised by the CAA. As part of compliance with these regs TAL has implemented FlightLogger, an IT-based booking system. This will bring improvements to the management of the operation and maintenance of the aircraft as well as other benefits. If you train on or hire Tayside aircraft you need to complete a GDPR form so you can be registered as a user on FlightLogger, if you've not already done so. You can get a form next time you are in the portacabin or by emailing [fife@taysideaviation.co.uk](mailto:fife@taysideaviation.co.uk).

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## Fife Flying Club Baseball Hats and Stuff (make great gifts)....



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.

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## Meet the Member – Adam Hutchison

### (Committee Member)

**First Flight ever:** Passenger from Edinburgh to Ibiza in the summer of 1993 on an Air Europa 737-300. I was around 15 months old at the time!

**First Flight in a light aircraft:** Air Experience Flight at the 2014 Fife Flying Club/Fife Airport Open Day, in G-BIIT, a PA28. I'd later go on to sit and pass my PPL Skills Test in the same aircraft 4 years later!

**Where did you learn to fly?:** With Tayside Aviation at Fife Airport. I had my first lesson in August 2015 and after 3 years of start/stop training and 50 hours of flight time, I passed my PPL Skills Test in October 2018.

**How long have you been a member of Fife Flying Club?:** Since August 2015 and I've been on the Fife Flying Club committee since February 2017

**How many hours do you have now?:** 70 hours total time and 30 hours PIC

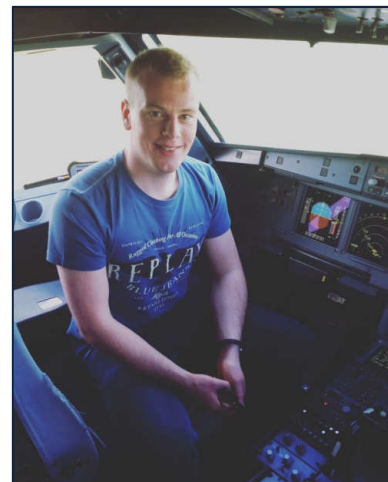
**Favourite/most interesting airfield you've landed at?:** I haven't flown to many airfields yet, but I recently visited Longside airfield outside Peterhead. Buchan Aero Club is based there and the members were very hospitable, so I'll definitely be back there soon. I have a very long list of places to visit this summer!

**What aircraft have you flown solo and what do you fly now?:** Flew the PA28 as part of my PPL training and I'm now a member of the Aero Space Kinross syndicate based at Fife, flying a nosewheel Permit to Fly EuroFox 912s. I've been flying the EuroFox since late December 2018 and I now have around 15 hours in the aircraft. However, I do still fly the PA28 occasionally.

**What is the most interesting/exciting aircraft you've flown in?:** I tend to do quite a lot of travel with my work and it was only earlier this year that I flew for the first time on the Airbus A380, from London Heathrow to Singapore with Singapore Airlines. The physical size of the aircraft and its complex systems is nothing short of an engineering marvel. The cabin is also very comfortable, even when flying for 14-hours in economy class, thanks to its noise insulation and large cabin space compared to other commercial airliners.

**What is your favourite aeroplane of all time?:** I don't have a particular favourite, but I am interested in WWII aircraft, especially heavy bombers such as the Avro Lancaster and Consolidated B-24 Liberator.

**Have you ever had to forced land or had any other hairy moments you'd care to tell us about?:** Thankfully nothing serious, but in the early stage of circuits during my flight training, I did give myself and my instructor at the time a bit of a fright during a go-around at 300 feet in the PA28. Instead of only retracting the final stage of flap after I had applied full power, for some reason, I ended up dropping the lever to the floor, which retracted ALL flap! Luckily, full power was already applied and my instructor was very quick to reach down and re-extend two stages of flap. I certainly haven't and won't make that mistake again!



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This feature – “Meet the Member” – is open to any FFC member. If you would like to feature in the next Newsletter, drop the editor an email with your answers to the above questions along with a suitable photo.

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## Be prepared.....

It is true that at Fife, with a few exceptions, none of us are professional pilots. We all fly part-time, when time and finances permit. But I have always considered it a truism – none of us are *amateur* pilots. None of us would want to be branded with that label.....



Recently, I had a bit of fun on landing – a nosewheel puncture in the TB9. Slightly unexpected and entertaining – enough shimmy that my feet were ejected from the rudder pedals which were rattling back and forward at a fair rate. It made me reflect on how prepared I may be for whatever an aircraft might throw at me.

On that particular day (30<sup>th</sup> January) I had just finished my tax return.... Relief! Look out the window, the sun is shining, the sky is blue and I have a choice – get on with important course development work I need to do or..... go flying. Less than an hour later, I was at the airfield....

Sitting in the plane during the run up checks, I wonder what my safety thing of the day will be – so I elect to do a flapless take-off. (Only time I had to do one in earnest was when a syndicate member broke the flap switch off and I was volunteered to fly the plane to Perth – so it can happen....). Flapless take-off went well after a quick refresher on the right speeds, etc. Glorious day for flying, west of Perth, got to 5,500ft above Crieff, above the edge of the cloud, wonderful views, some nice photos taken.

Back to Fife via Braco (spotted the Roman fort there) and Dunblane then Tillicoultry and Kelty. Inbound, I am thinking – too good to land, plenty of fuel, do some circuits – and how about a flapless landing? I practice these regularly but thought – I'll do the first touch-and-go flapless. So, refresh on the speeds, etc, overhead join, then flapless landing. A greaser – straight down the centreline, gentle lowering of the nosewheel and away again.

Next circuit – a glide approach. And, yes, I did need to add a quarter inch of throttle as I crossed the golf course. My faster than usual previous approach gave me a false impression of the wind. Otherwise, perfect landing on the centreline, gentle lowering of the nosewheel and away again.

I did notice a slight mushiness in the nosewheel after I lowered it. Nothing significant but I thought – that's odd. Next circuit to land and see what's what.



Next landing, straight down the centreline, nice hold off, quite slow and gentle touchdown and when I lowered the nosewheel – all hell lets loose. The tyre is obviously completely deflated and the shimmy is wicked. The aircraft tries to head right, and I barely manage to hold it on line with the rudder pedals.

Shut down all the systems on the runway and get out – tyre is apparently mangled, front spat has some damage. Thirty minutes later, after a lot of botching and rope and webbing and wee trollies and a pallet truck, we have the plane off the runway at Charlie (apologies to those with props turning just as I blocked the runway; many thanks to Steve Murray, Jeremy Billinge and Brian Walledge).

To cut a long story short, there's a linear cut in the inner tube that lies exactly on the manufactured seam. Tyre itself is fine, no damage. After engineer fits new tyre and tube the aircraft went to Perth for its 100 hour and everything is ok again.

Moral of the story – I try to be prepared for anything that an aircraft might throw at me. But what happened on the 30<sup>th</sup> was not something I had considered (we have only had one other puncture on the TB9 in thirteen years and 1500 hours of flying, and on that occasion the tyre went down long after landing. (Another split seam, incidentally). So no regular failures, and how to you practice for that shimmy? Keeping the nosewheel precisely on the centreline

when landing helps – it gives you the maximum distance in either direction before the plane takes you off the runway. Nice gentle landings help.

When I fly I try to remember that thing about professional versus amateur. I only consider myself as good a pilot as my last landing suggested I might be. If I have to leave the airfield with a poor landing as my last, I'm not happy until I have been back and corrected whatever mistake I made. The professionals practice and prepare – I had been trying to do that on the 30<sup>th</sup> January, but that puncture caught me unawares. How prepared are you for something like that, should it happen?

Alan Laing

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## The Birds and the Bees

It's time you learned about the birds and the bees ! Next time you fly in to Dundee you might come across some drones. No, not the kind that can cause you a problem in the air – they're of the insect variety. According to the "Courier" newspaper, the airport management have set up two beehives within the airfield perimeter. It's part of their environment and diversity plan, apparently.



At Fife airfield, on the other hand, the most common variety of flyer is not the PA28, it's the magpie. There's two or three on the grass at any one time. They are striking to look at in their black and white colouring but they are the thugs of the bird world and habitually destroy the nests of smaller birds. Other airborne wildlife we see at Fife are Buzzards. There's a pair frequently to be seen circling lazily over the airfield at around circuit height. Fascinating to look at but I wouldn't like meet one in the air head on.

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(Editor's note – we have a nesting pair of Oystercatchers as well, who seem to have settled around the delta hold. As for Buzzards – I once flew in on 06 and there were seven – that's SEVEN of them all orbiting in a thermal just to the south of the approach path. Totally oblivious to the aircraft as I flew in. They seem to nest on Goatmilk Hill just across the road from the Topsy Nipper).

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## Fife Flying Club Member Survey.

Chris Gordon, long-time FFC member, has suggested that we carry out a survey of FFC members. As he says:

As you're aware, there are a lot of opportunities open to PPLs wishing to proceed to commercial level but each comes with a set of obstacles or hurdles. I'm basically interested to see how others have approached this and how they've overcome their obstacles. My idea is to ask the FFC members in the form of a survey, and publish out the data through the Newsletter, then possibly follow up with another article later on offering advice to aspiring CPLs.

Chris is working on the questions, and it is likely we will run something through "surveymonkey", an online survey tool. Look out for more information in an eNews, and we will publish the results of the survey in due course.

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## G-OASK - first pupil flight

Pupils at Kinross High School realised their dreams of flying as the first pupil flights took off from Fife Airport on 1<sup>st</sup> March in G-OASK - the Eurofox they helped to build at their school. The occasion was widely covered by local newspapers, radio and television with both the BBC and STV airing the event on their national news networks. It was a rather cold and windy day, but that didn't dampen the enthusiasm of these hardy pupils...



The pupil invited to take part in the very first flight in the plane was 16 year old Aaron McKay (standing at LHS of back row) chosen from the cohort of pupils involved in the build due to his high level of interest and engagement in the project. Aaron commented:

*"It was a truly incredible honour to be the first pupil to have a flight and it has been a terrific project to be involved in. It was an amazing experience to fly in something you've seen built all the way up. I can really visualize taking forward my interest in STEM subjects and perhaps go on to a career in aviation engineering."*



The Build-A-Plane project began in November 2017, when the Slovakian manufactured kit was delivered to Kinross High School by Eurofox UK. This formed a key part of the Aero Space Kinross STEM awareness raising campaign and trailed its ambition to create a flight themed science and space centre in the area. Kinross High School pupils learned about aviation engineering as part of their studies, but also gave up their personal time after school to get involved in the project.

It has taken two years of planning and fundraising, hundreds of engineering assembly hours by a small team of amateur pilots, support from four teachers, the engagement of over 50 pupils, several engineering workshops at Air Service Training - part of UHI Perth College - based at Scone, plus rigorous certification and testing by LAA Inspector Adrian Lloyd who has a wealth of experience in the Eurofox.



Photo: George Ross with Aaron McKay on board taxis G-OASK out for its first pupil flight

Funding for the project was made possible through pilot subscription for flying class shares in Aero Space Scientific Educational Trust (which owns Aero Space Kinross), matched by the Rural Perth & Kinross LEADER programme and supplemented by sponsorship support from W.L. Gore.

Chairman of ASSET, Alisdair Stewart, said: *"The project has given Kinross High School pupils an opportunity to learn about simple aircraft structural engineering design, kit assembly, instrumentation and avionics, as well as the basics of health & safety and tool control in the workshop. Not only that, the pupils are now to experiencing the joy of flight in a light aircraft which has come together before their very own eyes. The project also fully demonstrates a clear link between STEM education and future careers for young people by encouraging them to engage in this once in a lifetime experience. We couldn't have done this without the support of our investors, match funders and sponsors – to whom we are truly grateful. Our hope now is for further Scottish schools to want to benefit from a similar Build-A-Plane project, in their own campus."*

Headteacher of Kinross High School, Sarah Brown said: *“From the very start this project has sparked interest from both staff and pupils across the school and beyond. We have been in the amazing position of having the dedicated ASK team on our doorstep, to guide the entire process, but also have staff willing to give extra-curricular hours and that speaks volumes. We would welcome the opportunity to share this experience with any other schools and colleges wishing to know more about inspiring their young people in this way. Not only have our pupils taken away a truly memorable STEM education experience from the Build-A-Plane project, but also inspiration to progress further in the field of aviation and engineering”.*



Keith Cuthbert, Aerospace Engineer at W L Gore, added: *“This is an amazing educational aviation project which Gore is delighted to be part of. We were very excited to be present at the first pupil flight and it is fantastic to see the end result of this inspirational scheme. Gore is pleased that sponsorship of the trailer for the aircraft will potentially give the “Build-A-Plane” greater scope for outreach to other schools and events, and consequently inspire more young people to consider a career in the field of aviation.”*

Images courtesy of Wallace Shackleton

**The event was well covered in the local press, and you may have seen an associated article in “Pilot” magazine....**



## A Day out to Oban..... (part 1)

You may have seen this piece on the BBC News recently.... It was a follow-up story about an incident at Oban last July in which a plane with a family of Austrian tourists on board ran off the end of the runway.

Well, here’s the story from a slightly different perspective ...

July 2018 and *La famille Crabb* is about to embark on their annual sojourn in the South of France. I’d taken the Friday as an extra day off work and the weather turned out to be good, so Lesley (my daughter) and I decided to nip over to Oban.

After a pleasant lunch and now walking back to the airport, we heard sirens heading up the main road. Having joked about “someone’s late for his lunch”, we arrived at the airport to find an ambulance coming off the apron, a couple of police cars in the car park and the airport closed due to “an incident on the runway”. An Austrian Extra 400 had run off the end of the runway and into the airfield boundary fence overlooking the Connell Sound.



Thankfully, no-one was injured. However, Dixie, the Airport Manager, told me that as a result of the incident it was unlikely there would be any more flying that day. If they could clear the runway there was a slight possibility of me being able to leave after hours but that would mean a lengthy wait and no guarantee of a departure.

***Remember the bit at the beginning about France? We were due at Edinburgh Airport the next day for a 6.15am flight to Nice so this wasn't the best of news!***

I phoned Shona (my wife), told her what had happened then phoned Alan Laing and told him what had happened. What was weighing on my mind was the fact that one way or another, Lesley & I needed to get back to Perth that evening and abandoning the TB9 at Oban for someone else in the group to collect was a distinct possibility!

We decided to wait for a bit to see how things might develop and I got talking to the Austrian pilot. He was clearly shaken by the whole experience and kept talking about "3 seconds" having caused the problem; apparently, he'd noticed a drop in manifold pressure during his take off roll and that had led to his abort decision. It's easy to be wise either in hindsight or absentia but I guess he was blaming himself for not aborting his take off sooner and the fixation on "3 seconds" was simply a product of the shock he was experiencing.

A couple of hours later, it was clear that the recovery operations were taking longer than originally anticipated and even after-hours flying was unlikely. I'd asked Dixie if there was any possibility of me taking off in the opposite direction to the location of the trouble but that was a non-starter; the Emergency Services were in charge and nothing was moving. Frustrating though that was, I suppose if I'd been allowed to take off only to have a problem in the air that demanded an immediate return, I'd have been landing right over the recovery work ... not a good scenario!

Time for "Plan B" ... Lesley & I needed to get back to Perth but clearly, that wasn't going to be by air.

The train from Oban to Glasgow takes almost 3½ hours, then an hour on to Perth, but it's only 1½ hours to Crianlarich so another phone call to Shona who agreed to drive from Perth and meet us at Crianlarich. To do that though, she first had to get Samantha (my other daughter) to drive her to the airfield at Fife to get the car; what it is to have a wife and daughter who support your flying!

Alan and I had spoken a couple of times by now so he wasn't overly surprised when I told him we were going to have to leave the plane at Oban and could someone else please collect it because I was off to France in about 12 hours' time? Alan was due to fly G-OSSA the following day and the Sunday weather forecast for Oban wasn't good so it looked like Monday nevertheless, he said to leave it to him and he'd figure something out; what it is to have syndicate folk to dump your problems ... er, to call upon! So ...

- Lesley & I are now getting the bus into Oban to get the train to Crianlarich;
- Shona & Samantha are driving from Perth-to Fife-to Crianlarich to meet us;
- Alan's figuring out how to fetch the plane back from Oban to Fife;
- *La famille Crabb* gets to go on its holiday to France after all! ... all's right with the world? Or is it?

There's still the small matter of how Alan gets to Oban in the first place and, of course, the Austrian folk need to get back home and arrange for their plane to be repaired, but not until the AAIB have investigated the incident.

Next time ... Alistair Shaw gets involved and the Austrian plane gets repaired; but not just the crash damage!

**Peter Crabb**

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## Name that Plane.....



In the last Newsletter we asked if you could name this aircraft – since then, the “Stratolaunch” has made its

maiden flight – on April 13<sup>th</sup>. Weighing in at 500,000lbs, it’s a tad heavier than a Warrior. Designed to air launch orbital rockets. The concept is not new – Northrop Grumman has been launching its Pegasus XL rockets from a converted Lockheed Tristar. Virgin are planning a similar launch capability from a 747.



Try this aircraft – what is it, and what makes it unique?

## Club Flyouts.

Tayside Flying Club have made an open invitation to FFC members to join in on any TFC flyouts. Keep an eye out on their website and contact them and join in as you see fit.

On that subject, we are trying to arrange an evening when we can get permission to fly in – and land – at Crail. The north-south runway there is still usable and we have had a club flyout to Crail in the past. Given that it is around 20 minutes away, there and back is possible in an evening – sometimes with multiple trips for club members in a Warrior. An interesting place, with a lot of the old World War 2 training buildings still intact. Watch out for an eNews with details.

## The Airfield webcams.....

Some of you may have noticed that there has been a change on the club website. We now have views from two webcams, one facing east and the other west. There have been some teething problems getting them to work, but we are hoping they are now fixed and will be a useful tool in flight planning. Work is continuing to improve our weather station information – we’ll let you know when we get that sorted out.



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).