



Fife Flying Club

Out of the blue

Issue 15 December 2007

## Chairman's Welcome... We

Welcome to the final 2007 edition of the Newsletter. Once again despite the weather's best attempts to sabotage our plans, there's been a reasonable amount of activity going on in and around the Club. As you can see from the Award's section, there's been quite a few more 1<sup>st</sup> solo's and PPL passes, meaning we just might equal the 2006 number. A group of intrepid instructors, students and new PPL's successfully managed what many of us have tried and failed – a fly out of international proportions to Dublin. And closer to home we just about managed to pull off the Treasure Hunt at the 3<sup>rd</sup> attempt, although worsening weather scuppered all but the early birds.

In recognition of the worst year of flying in living memory, Tayside have invested a small fortune in a new Flight Simulator. Next time we have a fly out when the cloud is down to the deck, the viz is just past our noses and the 152's are going backwards in the headwind, we can now hold a virtual fly out taking turns to fly, navigate and sit in the back sipping gin pretending it's BA First Class!

As we come towards the close of a year which will be remembered more for what we didn't manage than what we did, attention is now focussed on our traditional year end Christmas Dinner and Wings Awards Night together with the annual "Escape the Christmas Shopping" Fly-Out to Eshott. There are still a few places left in the aircraft currently slated to attend if anyone is interested in coming along as a passenger.

Here's to 2008 !

Good flying....

Andy

## Islay Airport Open Day – August 2007

After a foul Saturday which once again kyboshed the Club's attempt to visit Carlisle, I awoke on the Sunday with a feeling of hope that I might actually get to go somewhere. It was the day of the annual Islay Airport Open Day and Airshow and also the final day of the Elvington Airshow down south.

The weather forecast suggested it was going to get better but it wouldn't be the first time they got it wrong. Arriving at Fife at 10am, I was welcomed by a fairly vicious northerly which was right across the runway. At least this meant I could depart on 25 and land 07 avoiding the turbulence on the 25 approach which normally accompanies northerly winds. The weather at Newcastle was dreadful, 1km viz and cloud base of 300 feet. Islay had 40km viz and broken at 2500 so the choice to head for Islay was an easy one. All I needed now was some company and it wasn't too difficult to persuade Kate, who was still on cloud 9 after passing her last written paper, to join me. Our little fly out was complete when Jim Watt managed to persuade Martin West to get out of his bed and they headed across in the TB10.

On my previous visit to Islay some 7 years ago the airfield was deserted. This time it was very different picture with around 30 GA aircraft of all shapes and sizes. On the apron were a King Air Air Ambulance, a BAE Hawk, an Army Puma helicopter and a Loganair Saab 340, ably piloted by our very own Scott who was moonlighting for Loganair for the day.

We were treated to a warm welcome and a varied display from a great range of aircraft including a pair of Chipmunks, an SE5, a Messerschmitt 108, and Dai Heather Hayes in his Pitts Special. The guys from Strathallan did a parachute jump and music was provided by the local Pipe Band. There was also loads going on around the airfield including a BBQ serving what we all agreed were some of the best burgers we had ever tasted!

After the show was over there was a constant stream of aircraft departing in various directions and a good lookout was essential at all times. The poor chap at Scottish Information was certainly earning his money; I hope he was on double time because he deserved it!

*Many thanks to Andy Reid for this article which was held over from the last Newsletter due to lack of space. It's a good reminder of some of the things we did manage to do in 2007 despite the weather. There are some cracking photos from the Islay Open Day on the Club website – in the "Gallery" section. If you haven't logged onto the website yet, why not give it a go at [www.fifeflyingclub.co.uk](http://www.fifeflyingclub.co.uk) and see what's there?*

# FIREWORKS!

The Club's Annual Firework display went ahead on Sunday the 4<sup>th</sup> of November, starting with the usual excellent cup of soup at 6pm and the fireworks a bit later. The bonfire this year was a huge affair – various club members helped shift a couple of tons of scrap wood in the afternoon and turned it into a towering inferno in the evening. Strong westerly winds meant that some of the grass down-wind joined in the conflagration, but the cold and wind didn't put people off from coming along. The fireworks were as good as ever with the added comedy of the Club Chairman apparently coming under friendly fire from one firework that didn't go off quite as expected. The evening finished off with a plate of steaming hot stovies and the raffle. The bonfire was still glowing away at 9pm, but by the following morning there wasn't a stick of wood remaining.

# Treasure Hunt.

Believe it or not, the Treasure Hunt may still be on-going as you read this. Poor weather on the 4<sup>th</sup> November caused problems for some of the competitors so the decision was made to allow the clues to be solved on the day, and the flying to be done as and when the weather permits. Have you finished it yet?

# Eshott Fly-Out.

**The Eshott fly-out is set for Sunday 16<sup>th</sup> December. This year, we're taking the food to them – so if you're planning on flying down, make sure you get together something from the list of food suggestions posted on the Website and on a notice in the greenhouse. Let's show the Eshott folk that we can put on a spread for them for a change!**

# Tayside's New Simulator

A wee note below on the new simulator at Dundee. In the next few weeks I Jim Watt will be doing trial demos on the sim if anyone is interested they can contact Jim Watt either through the desk at Fife or at Dundee.

- Q. What is the name of the Sim and where did you buy it from ?**
- Q. Is it currently operational, if not when is the unveiling ?**
- Q. What is the purpose of the Sim, PPL, IR, CPL ???**
- Q. What type of Pilot would benefit from the sim ?**
- Q. How much will it cost to hire per ½ hour / 1 hour?**
- Q. What type of aircraft does the sim operate ?**
- Q. How many airports does the sim operate from when being used ?**
- Q. Can anyone hire the sim?**

## Answers

The Simulator is an Alsim AL200 MCC FNPT2 . What does that mean? . "AL200" is the model, "MCC" means that it can be used for Multi Crew Coordination courses which is the last tick in the box needed to get an airline job.

"FNPT2" means it's a Flight Navigation Procedure Trainer and "2" means that it has force feedback to give the stick and rudder forces a real feel and it has 180 degree visuals.

The simulator is a French design , built in Nantes and essentially as well as simulating flight it simulates the instruments also. A very clever device which is all electronic and the leader in the field of simulation.

It is now operational but accreditation by the CAA takes place 6<sup>th</sup> ,7<sup>th</sup> , and 8<sup>th</sup> of December.

The main launch will be January but it is currently available for hire.

The main purpose of the sim is to support the Instrument Rating associated with the twin Seneca. Some 40 hours of the 55 hour IR can be flown on the simulator. It can also do 5 hours of the CPL and some 5 hours of a PPL can be done to supplement normal training.

Any pilot at any stage of flying would benefit from using it but especially if anyone is interested in doing an IMC or wants to understand radio nav a bit better.

Initially it can be hired at £55 per hour (+ vat) without an instructor and £120 per hour with, and can be booked as normal through the reception in Dundee.

Because of its generic design and Instrument simulation there are 17 different flight models. Including Beech 200 King Air, ATR 42 (Fly Whoosh) turbo props. Seneca's 1,2 & 5 , Piper Seminole, Piper Navaho, Cessna 303. In the singles it has PA 28 Arrow, TB20, Warrior ,C172 and C182. The power lever controls can be changed to configure to the Citation 2 Jet.

It has the whole of Europe on the database , so you can fly procedure at any airport in Europe. There only 20 airports at the moment with enhanced graphics such as Bournemouth , Exeter , Malaga , Amsterdam etc.

So it's available for all and great fun.

**Jim Watt.**

## COMMITTEE NEWS

Next Committee Meeting is the AGM at the Topsy Nipper – see below.

### AWARDS



### November

**Martin West - FIC**  
**Gary McLuckie - PPL**  
**Andrew Devlin – First Solo**  
**Les Soutar - PPL**  
**Jon Anderson - PPL**

**Special Mention:**  
**Ian Heggie - 1st landing in 27 years - proves you can teach an old dog new tricks.....!**

**Membership Renewals.**  
**A reminder that your membership renewal will be due shortly – a letter will be in the post with this Newsletter.**

### Flying Club AGM.

The Flying Club AGM will take place at 7.30pm on Thursday 10<sup>th</sup> January in the Topsy Nipper. As well as the usual business there will be a guest speaker and refreshments will be served. A good turnout is required to ensure we have the necessary quorum so please come along and support the club.

### Holiday Season

**The airfield and the Topsy Nipper will be closed on December 25<sup>th</sup> and 26<sup>th</sup> and January 1<sup>st</sup> and 2<sup>nd</sup>. Private owners can still fly, but should be aware the car park gate will be locked on these days. If you need fuel, fill up before the holiday dates.**

# Christmas Dinner Dance.

**The annual Christmas meal and dance will be held in the Topsy Nipper on Friday December 14<sup>th</sup>. There will be a disco, and the usual excellent Christmas nosh courtesy of the Topsy Nipper. Dress code this year is “smart”. Tickets are available at £19.25 – speak to Julia or June at the desk about tickets. If you haven’t got your ticket, you might be too late.**

**If you have anything suitable for a prize for the raffle, hand it in to Julia or June at the desk.**

## *Forthcoming Events*

14 <sup>th</sup> Dec	Christmas Dinner and Wings
16 <sup>th</sup> Dec	Fly Out to Eshott
10 <sup>th</sup> Jan	AGM – Topsy Nipper, 7.30pm
24 <sup>th</sup> Jan	Club Night - Topsy Nipper, 7.30pm (Alan & Rob’s Excellent Adventure)
21 <sup>st</sup> Feb	Club Night - Tayside Sim Visit #1
20 <sup>th</sup> March	Club Night - Tayside Sim Visit #2
TBC	Visit to Edinburgh ATC

## Handy Hints.

Fed up with Meths? Want something with real alcohol in it? Cleaning indelible pen off of your map, fingers, ruler, etc can be a bind. And if you use Meths, you’re carrying a very runny and very flammable – and smelly – liquid around with you, maybe even in flight.

If you go to Boots you’ll find “Cuticura” alcohol-based hand-wipe gel in a 100ml bottle which will do the job just as well, won’t run out the bottle and smells just fine. It costs about £1.30 a bottle.

## Coll and Collonsay

We seem to read on almost a weekly basis of yet another GA airfield coming under threat of closure. With all this negative publicity we could all be forgiven for missing some very good news. As part of a significant investment in upgrading air services in Argyll, Argyll and Bute Council have upgraded the airfields at on the Islands of Coll and Collonsay.

Previously these were grass strips and, I understand, not for the faint hearted. Both strips are now 500m of tarmac with small, but adequate parking areas. PPR is required and is issued by Oban. The Council are also offering a £20 landing card which permits you to land at both islands plus Oban and Glenforsa. The card is valid for 7 days so you don’t necessarily have to visit all islands at once.

The islands are quite remote and have relatively small populations. However this makes them ideal for a quiet and peaceful getaway. Both islands have good hotels serving excellent food. The Coll hotel overlooks the bay, harbour and main village and has excellent views to Mull. Collonsay also has a number of estate cottages which can be rented for holidays or weekend breaks. One word of warning through, mobile coverage is next to non-existent and the hotels/main towns are some distance away. Therefore advance preparation is strongly recommended. A call to the local hotel should be all that is required to get things moving – provided of course that you plan to sample their excellent local hospitality.

AR

Winter brings changeable weather with fast moving fronts, strong and gusty winds, snow and icing. This calls for good judgement, caution, changing some habits, and caring for your aircraft.

**Winter Care (A/C owners).** First of all, follow the manufacturers recommendations for winterising your plane. Check all hoses, flexible tubing and seals for signs of deterioration, cracks, hardening or perishing. Ensure all clamps and fittings are correctly torqued. They may loosen off in the heat (?) of Summer... Consider getting control cables adjusted to compensate for cold contraction. Get the heater system pressure tested for leaks (carbon monoxide risk...). If parked outside use covers for at least the pitot. Keep the battery fully charged. Cold lowers it's efficiency. Engine Oil - The correct oil "weight" is extremely important in low temperatures. 'Spot' type carbon monoxide detectors only have a limited life when unwrapped and in the cold. Use a 'fresh' one and read the instructions.

**Winter Procedures.** There may be a greater risk of water condensation in aircraft fuel tanks in winter. Drain fluid from all water drains. Drain it into a clear container so that you can see any water. The pitot-static system should be checked for water which can freeze and block the system. If static drains are fitted, know where they are and how to use them. The battery is worked harder in winter, so make sure it is in good condition and well charged. If you've had to make prolonged attempts to start the engine, when it does start allow plenty of time for the battery to re-charge before using heavy electrical loads. In a single-engined aircraft it's all you are left with if the electrical charging system fails in flight.

**Removal of Ice, Snow, and Frost** - A common winter accident is trying to take-off with frost on the wing surface. It is recommended that all frost, snow, and ice be removed before attempting flight. It is best to place the aircraft in a heated hangar. If so, make sure the water does not run into the control surface hinges or crevices and freeze when the aircraft is taken outside. Don't count on the snow blowing off on the takeoff roll. There is often frost adhering to the wing surface below the snow. Alcohol or one of the ice removal compounds can be used. Caution should be used if an aircraft is taken from a heated hangar and allowed to sit outside for an extended length of time when it is snowing. The falling snow may melt on contact with the aircraft surfaces and then refreeze. It may look like freshly fallen snow but it usually will not blow away when the aircraft takes off. Openings should be free of snow and ice before flight. Some of these areas are as follows: Pitot Tubes, Heater intakes, Carburetor intakes, main wheel and tail wheel wells, (where snow can freeze around elevator and rudder controls), and fuel vents - fuel tank vents should be checked before each flight. A vent plugged by ice or snow can cause engine stoppage, collapse of the tank, and possibly very expensive damage. Always top up fuel after landing (to reduce condensation icing in the fuel system).

Starting will be more difficult in cold conditions, the oil will be more viscous, the battery may lose up to half of it's capacity and the fuel will not vaporise readily. A greater number of primes may be required and external power may be needed to supplement the battery. Oil is partially congealed and turning the engine is difficult for the starter. There is a tendency to overprime which results in washed - down cylinder walls and possible scouring of the walls. This also results in poor compression and, consequently, harder starting. Sometimes aircraft fires have been started by over-prime, when the engine fires and the exhaust system contains raw fuel. Other fires are caused by backfires through the carburetor. Know how to get at your extinguisher, just in case. Where appropriate, consider starting without the alternator engaged initially to reduce load. After the engine starts, use of carb heat may assist in fuel vaporization until the engine obtains sufficient heat. Radios should not be tuned prior to starting. Radios should be turned on after the aircraft electrical power is stabilized. During the engine run-up, check that use of carburetor heat gives a satisfactory drop in rpm or manifold pressure.

**Taxiing and Take Off.** Taxi slowly to avoid throwing up snow and slush into wheel wells or onto the aircraft's surfaces. Taxiing slowly is safer in case the tyres slide on an icy surface. Stop well clear of obstructions if there is any doubt about braking effectiveness. Ensure that no carburetor ice is present prior to take-off by carrying out at least a 15 second carb heat check both during power checks and before take-off. Ensure the engine is developing full power before taking off. If your aircraft is equipped with a heated pitot tube, turn it on prior to takeoff. It is wise to anticipate the loss of an airspeed indicator, or other pitot/static failures. On oil Pressure Controlled Propellers - Propeller control difficulties can be encountered due to congealed oil. Feather regularly.

**Heater problems.** If you smell fumes or feel any of the following symptoms, you should assume that carbon monoxide is present. Feeling of sluggishness, warmth, and tightness across forehead followed by headache, throbbing, pressure at the temples and ringing in the ears. Severe headache, nausea, dizziness, and dimming of vision may follow. If any of the above conditions exist, take the following precautions: Shut off the cabin heater or any other opening to the engine compartment. Open a fresh air source immediately.

**Weather wise.** Plan carefully (Do you really understand the forecast?) Prepare alternate ways out in case of unexpected weather. Allow for the shorter day. Carry a safe margin of fuel. File a flightplan when possible. Dress for the weather outside the cockpit; It will stop you rushing walkround checks (you could have a heater failure or even worse over the Cairngorms, a forced landing). Monitor weather broadcasts, get forecast updates enroute. Watch for warning signs ahead: clouds, indefinite horizon, wind and temp changes. Know what whiteout is, especially if flying over snow covered terrain with no contrasting features, disorientation can set in quickly, height perception lost, can you handle instrument flight? Be alert for carb icing in the icing range. If ice does start to form, act promptly, get out of the conditions by descending (beware of high ground), climbing or diverting. Set yourself reasonable limits and stick to them, be prepared to divert and carry a night-stop kit. Don't put pressure on yourself to get home if the weather deteriorates.