

Fife Flying Club Newsletter

In This Issue:

- *Glenforsa Ho!*
- *Colonsay Flyout Report*
- *TB9 Five Year Tribute*
- *Open Day Preview*
- *Meet The Members*

ISSUE 29 - FMAY 2011

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★ AWARDS ★



★ PPL ★

★ Stephen Corr ★

★ Karen Simpson ★

★ Malcolm Slora ★

★ David Proudfoot ★

★ FIRST SOLO ★

★ Gareth Reynolds ★

★ Kevan Shaw ★

★ Congratulations to one and all! ★

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CHAIRMAN'S WELCOME



Welcome to the latest edition of the Fife Flying Club Newsletter.

Well, late-April / early-May saw a few weeks of great weather and a number of interesting trips being undertaken; unfortunately though, less amenable weather at other times has caused last-minute changes or even cancellations to plans but that's the Great British Weather for you!

So far this year, we haven't managed to hold a fly-out as planned: lunches in Oban and Kirkbride both falling foul of the weather (although some of us having intended going to Oban ended up in Perth for a bacon buttie!) but we live in hope (just remember Newtownards last year)!

On the positive side, we had a great Quiz Night last in April, designed as inter-club affair. We had four teams and the winners were the visiting team from RAF Leuchars Flying Club. We have a trophy (the "Fife

Flying Club Open Quiz" trophy) and hopefully this will become an annual event in the calendar.

The big event looming in the calendar is the Annual Fly-In & Open Day on 11th June. This year, we have a wider range of attractions, the usual Air Experience Flights, Aerobatic Experience Flights, a Glider Landing from Portmoak, representations from the local Fire Service (and, hopefully, Police) and many stalls on the ground. As always, we need volunteers to help organise, set up and run the various activities so please give me a shout or speak to any member of the committee if you'd like to be involved in the day's events.

The Events Diary is always subject to changes as our plans materialise through the year so please keep an eye on the website for the latest information. In the meantime, I hope to see you around the club enjoy your flying and be safe!

Peter Crabb
FFC Chairman

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

★ **FFC CURRY CLUB** ★

★ Topsy Nipper ★

★ Pint & Curry ★

★ £ competitive ★

★ 11 August ★

★ 7pm ★

★ Phone in advance ★

★ 01592 753792 ★

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Inside:

Upcoming Diary Dates	2
Glenforsa Trip Report	2
Coll/Colonsay Fly-Out	3
TB9 Five Years On	4
Open Day Preview	5
Meet The Members	5
Wind Turbines Blows On	



Fife Flying Club Summer Fly-In (2010)

UPCOMING DIARY DATES

02 June	Committee Meeting & Final Open Day Planning Session
4/5 June	Plockton - Fly-Out Overnighter - Take in the scenery over Oban, Ben Nevis, Fort William, Glenfinnan and Arisaig.
11 June	Summer Open Day & Fly-In - The biggest & Best yet?
25 June	Buddy Day
30 June	FFC Club Night - With our own friendly Air Ambulance Pilot.
16 July	Portmoak Visit (TBC)
21 July	Club Night (Leuchars Safety/Survival)

GLENFORSA HO!

By Peter Crabb

Alastair Shaw and I decided to make use of the recent spell of warm weather and planned a trip out west. We discussed options such as Islay (both of us have been there before) and Tiree (apparently the eatery beside the airport isn't open any more) before finally settling on Glenforsa (Alan Laing had been in earlier that week and had found the runway in superb nick after the dry weather).

We set off heading west into glorious weather, looking forward to an enjoyable flight, a bite to eat and flight back however, we didn't realise quite what an interesting day lay before us . . . !

Round about the Dollar / Tillicoultry area, working Scottish Infor-

mation, another flight came on frequency and announced himself as "Rainbow One Romeo" – an unusual a call sign! Turned out he was a Royal Flight with Prince Andrew on board who had been up in Ayrshire and was heading down Lancashire-way!

The rest of the flight out was pretty uneventful except that Scottish had asked me to report approaching the Oban area and although the radio had remained relatively quiet for the

. . . announced himself as "Rainbow-One-Romeo" . . .

best part of 40 minutes or so, as soon as I was about 10 miles short of Oban Airfield, it seemed as if all of a sudden, everyone wanted to talk and I was actually past the

airfield before being able to get a word in!

Arriving at Glenforsa (my first time), a stiff wind from the south-east suggesting a fair crosswind, I decided to fly a precautionary circuit just to get the feel of the place. I overflew the runway at 300 ft only to experience some stiff turbulence and did find myself wondering if we might change our minds and head off to Oban instead however, the landing turned out to be much smoother – probably the shelter provided by the trees behind the hotel.

While we were tucking into the Glenforsa Hotel's superb food, a couple other planes came in (one being the Robin from RAF Leuchars) but the second one caught a nasty bit of sink and ended up burying its prop into the ground and sticking its tail vertically up in the air. The 2 PoB were OK thankfully but the plane suffered a broken wheel, prop and a few other bits of bent metal. With the plane parked in the middle of the runway, our stay had to be extended a bit until photos were taken and the bunch of us then man-handled it off.

It was about this point Alastair realised that, being involved in the Scottish Election the following day, he was supposed to collect the ballot boxes for his

Polling Station but our delay was putting that at risk. Nevertheless, a couple of phone calls and he found he could get the boxes delivered to his house so – problem sorted!

Just when we were finally ready to go, the Scottish Air Ambulance helicopter arrived – nothing related to the activities at the airfield but to airlift someone to the Royal Alexandra Hospital in Paisley.

We finally got off the ground and an uneventful flight saw us landing back at Fife around 7.30 pm, slightly later than planned.

All in all, an eventful but enjoyable day and a couple of "firsts" for me first time into Glenforsa and first time onto a grass airfield! 

COLL / COLONSAY FLY-OUT

By Pete Malone

The optimistic weather forecast for the 16th April suggested that this could be the biggest FFC flyout yet. On the day however the weather was not quite as good as expected, although benign it was a bit cloudy, in fact overcast in the west. The visibility was in excess of 10K but in the general greyness looked worse. Note to Garrick. Please organise better weather.

On the day six crews turned up at Fife. Drew from Dundee scrubbed.

*I heard 'KU'
reporting
turning back . .
. because of low
cloud and
turbulence.*

Argyll and Bute Councils refusal to issue out of hours permits to Tayside aircraft on the basis of them being "company" aircraft resulted in plan 2 being put in action. Talk about shooting oneself in the foot!!!!

Glenforsa was plan 2. Drew had already made other plans, Garrick was unsure about a grass landing for the first time four up, not a bad decision. I confess I can't

remember what happened to the crew of Ian and Sandy in 'TH. Finally G-BKUE set off for Oban concerned about takeoff performance on the grass. (we were not going to leave them stranded).

Roger and crew set off in G-BITF ahead of Andy and crew in G-WIFE. Then myself, Gareth and Alistair in N2231F.

We contacted Scottish information west of Loch Leven. At this point '31F 'KU, 'FE and 'TF were all on the same frequency. I heard 'KU reporting turning back from the Loch Lomond direct route because of low cloud and turbulence. Alans planned trip to Florida the next day was probably concentrating his mind on the possibility of having to spend the night in Oban! Hearing this 'TF were next to turn back. 'FE continued using the pretty route low level from Loch Lomond towards Helensburgh, Crinan then North. I could see a clear route direct from

Loch Lomond so took that heading not realising that Gareth was nervous about turbulence. Sorry Gareth! It only lasted 30 seconds!

From the original seven only G-



WIFE and N2231F touched down at Glenforsa. I think in retrospect a different mix of experience in the aircraft would have been beneficial. Unfortunately none of the instructors were available for this trip which might have made all the difference but hey, these guys have to earn a living. Alison and Brendan at the hotel laid on a great spread as usual and made us all welcome as did David Howitt the Glenforsa airfield manager who is probably the only person in Argyll and Bute council who has any idea about aviation! This is the BEST aviation destination in Scotland.

Frustrated by the original plan being scuppered G-WIFE and 31F set off for Coll and did a low approach and go around. I hope Gareth got some good photos!

If you have not been before please take a pilot who has. It will take the stress out of the trip and make life easier. It is not difficult. Just different.

Pete, Alistair and Gareth.



FIVE YEARS OF THE TB9 - G-BKUE

By Alan Laing

It is hard for me to credit that it was on the 31st of March 2006 that Dave Mackay, Richard Street and I watched the TB9, G-BKUE, appear out of the murk on approach to 07 at Fife with the previous owner Dave Plange flying and Rob Swinney, the fourth of our new syndicate, sitting beside him. They had had an adventure coming up the coast through low cloud and had to settle at Edinburgh for a bit until the clouds cleared at Fife.

But – there it was – the plane the four of us had bought together, taxiing in. It looked huge, it looked different but it looked fantastic as well and it was the realisation of four boyhood dreams all wrapped up in that white paint with blue stripes down the side.

... the best money I have ever spent in my life!

Dave parked the plane up at Hangar 4 and we gathered for the photo printed here. Four blokes in “anoraks” who had little clue what they were doing, nor what they were in for over the years. The plane – affectionately known to us as “Uniform Echo” or just “Yoo-

ee” has given us five years now of pretty much fault-free flying. Yes, there have been niggles, one big one with the oleos, but as a syndicate, we have prevailed and are in credit, the availability of the plane is superb, despite expanding the syndicate to eight



members.

Some well-known names at Fife have come and gone as syndicate members but Dave, Rob and I are still flying our plane. Richard has moved away south but still gets to look lovingly at the plane from a safe distance when he's up. Peter Crabb, Richy Thomas, Les Souter, Paul Hughes and Stuart Wright make up the rest of the syndicate.

I wrote a Newsletter article a few years ago about owning a share in a plane. I said then that it was the best money I have ever spent in my life. I regret not one penny of the not inconsiderable amount of money I have spent on the plane over the past five years. I have seen things and done things because of that flying

machine that I could not have done any other way. I have seen more of Scotland and more of the UK than I would have any other way. Wick, Kirkwall, Stornoway, Plocton, Oban, Coll, Colonsay, Tiree, Benbecula, Inverness, Caernarfon, Carlisle, Durham, Cranfield, the Isle of Wight, Plymouth, and even Land's End and places in between.

What a privilege, and I hope I've shared it with as many folk as I could along the way.

Five years of the TB9 to me mean friendship, fun, flying, and freedom. Thanks to all the guys in the syndicate, past and present and a big thank you to a big lump of metal with the remarkable property of being able to defy gravity with a big dollop of ballast like me in it. Thanks UE! Here's to the next five years . . .



Have you got your FFC badge yet? Only £1.50 for members, £2 for visitors. Ask Julia for one.

A RECORD BREAKING OPEN DAY AT FIFE AIRPORT?

Make a note in your diary, this year's Annual Fly-In and Open Day is on Saturday 11th June.

The Open Day has traditionally been a great event to which we welcomed a large number of people from the local community as well as aircraft flying in from clubs around the country. We have a wider range of attractions this year so hopefully, the event will be as enjoyable as it's been in previous years.

Some of the key activities and attractions planned are:

- Air Experience Flights;
- Aerobatic Experience Flights;
- Glider Landing from Portmoak;
- Representations from the local Fire Service and, hopefully, Police;
- Childrens attractions including Bouncy Castle & Slide, Face Painting, Clown & Magic Show;
- Tombola Stall and Raffles;
- BBQ and many other stalls on the ground.

As always, we need volunteers to help organise and set up many of the activities beforehand as well as running the various stalls on the day. Can you help with this?

Your Flying Club Needs You!

As we did last year, we're also printing flyers to be distributed around the local community to advertise the

event. We only printed 1,000 last year but the reaction from those who received them was very positive so we're going to print 2,000 this time and cover a wider area and we'll need a group of volunteers who can help with putting the flyers through doors the previous weekend. Can you help with this?

Can you help? We have a few people in addition to the Committee who have volun-

teered but we need many more so, if you haven't already been in touch, please do so – either by posting on the website, e-mailing me directly or let Julia know and she can pass a message on to me.

The Open Day is always a great event – let's make this year's as good as, if not better than ever, before! 

FIFE AIRPORT OPEN DAY 11 June 11a m – 4pm



Air Experience Flights
(Bookable on the Day)

PRIZE RAFFLE !!! WIN !!!

Air Experience Flight
Or
Tandem Parachute Jump

Barbecue & Sweetie Stall
Fun Fair Stalls in the Hangar
Model Planes Stall
Guide Dogs for the Blind
Aircraft on Display
Classic Cars on Display



MEET THE MEMBERS

First flight (Passenger):
1972 Vickers VC10.

First flight (At controls):
2009 Cessna 172.

Favourite Aircraft: No Favourite.
Favourite holiday destination: Tenerife.

Which animal would you like to be? Pitt Bull Terrier - Small & Dangerous.

Favourite sport: Dancing- Modern jazz/Salsa/ Merenge/Bachata.

Logged hours: 25.

Favourite logged destination: None.

Actor to play your life story: Danny DeVito.

Favourite film: No Favourite.

Joke: No Clean Ones—See Me Later

Favourite cuisine: Steak

Best airline flown: Thomas Cook.

Dream dinner guests: Eric Clapton, Attila The Hun.

Dream car: Aston Martin DBS.

Favourite book/author: No Favourites.

Worst Job: Butcher.

Birth place: Kircaldy.



TURBINES BLOW ON

After a recent Planning Committee meeting in Fife the application is being 'continued' until 14th June because a "very strong representation" had been received from Infinis concerning the council's own independent expert witness on aircraft safety issues, on which a refusal recommendation was based.

Infinis has demanded more time to address the matters raised in the expert analysis of the issues and Development Services felt it would be unreasonable not to give way on this.

The Planning Committee accepted this and the meeting on 14th will determine the application.

No doubt, Infinis will be lobbying their case therefore we must consider how we should lobby our case. I'll be talking to a few folk over the next fortnight to determine the most effective approach to take here.

VFR Navigation - Top Tips For Old Hands & New

Use up-to-date charts and update the information

Prepare a route plan which considers other airspace users, high ground etc.

Plan to fly above 1000 ft agl to keep clear of military traffic

Plan and note minimum safe VFR altitudes for each leg

Get an aviation weather (including area) forecast, and if the actual weather

turns out worse than predicted KNOW WHEN TO TURN BACK OR DIVERT

Check NOTAMs at www.ais.org.uk for latest airspace/frequency information and Freephone 0500 354802 for late Restrictions/Red Arrows Displays

Let someone responsible know your route and timings, or file a Flight Plan

Look out ahead and around for features, other aircraft, and weather

Check DI against compass at regular intervals as part of your FREDA check

If you encounter bad weather, turn back, divert or land

Use the Lower Airspace Radar Service (LARS)

Obtain permission before entering anyone else's airspace

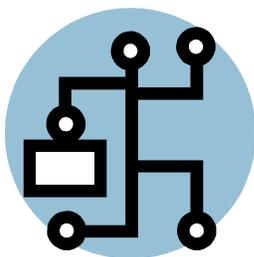
Know what to do if you become lost or suffer an emergency

Don't be afraid to call for help

Check when near your destination that it really is the correct aerodrome

Fly within your licence privileges and current capability

TO FAIL TO PREPARE IS TO PREPARE TO FAIL



CONTRIBUTIONS WELCOME

The committee are always keen to receive comments, suggestions and criticisms so that we can make sure we properly represent club members views . Everything we do is aimed at promoting and improving the club and we can't do it alone so please email Peter at chairman@fifeflyingclub.co.uk. Also if you have any articles for the newsletter please send them to Garrick via the website at www.fifeflyingclub.co.uk.