



# THE WILL TO SURVIVE

By Alan Lang.

A couple of winters ago I was sitting at 6,000 feet in sunshine over the Cairngorms in shirtsleeve comfort admiring the snowfields on the mountain tops, and watching the snow drifting below in the wind. It occurred to me that despite the sun, it was probably freezing on the ground – and all I had was a summer jacket on the back seat of the aircraft. What if my trusty TB9 engine failed right then? Late on a win-

*Do you know  
where you  
are?*

ter's afternoon, a forced landing in snow in a white aeroplane would probably mean I would be spending the night at best in a very cold, very draughty aircraft wreck.

With this in mind we asked RAF Leuchars if they could maybe send us a survival expert to give us some insights into what they thought light aircraft operators should be thinking about by way of survival techniques in the Scottish Highlands.

On July 21st, Flight Lt Dan Bowles and Flt Pete Barker from RAF Leuchars kept us splendidly entertained for a couple of hours as Dan, who usually

drives a Typhoon, explained the basics of survival techniques and talked us through the contents of a Typhoon seat survival kit.

Protection – Location – Water and Food are the four key words. Water is much more important than food, we were to find out – preventing dehydration more critical than eating, as you can go a fair few days without food.

But first we spoke about Protection – protecting yourself from the remains of your aircraft (ie if it's still on fire); protection from the elements, snow, sun, wind, etc. Building a shelter, or finding some sort of shelter is critical if you are going to be exposed for a while. Preventing Hypothermia, by keeping warm and active is important. Having decent clothing can help – and Dan's advice is this – if you are going flying over the mountains, would you choose to wear what you are wearing if

you were actually going to find yourself on one of those mountains? If not, why fly like that? Best to fly dressed for the condi-

## UPCOMING DIARY DATES

25 August	Club Night - Leuchars Safety/Survival
10 September	RAF Leuchars Air Show
15 September	Club Night - Student-Pilot Quiz Night
24 September	Buddy Day
29 September	Planes & Flames - Barbeque at a local airfield
13 October	FFC Curry Club
06 November	FFC Firework Evening

tions you might meet should you have to force land, especially over the wilder parts of Scotland.

Location is the next thing to think about. Do you know where you are? Were you able to communicate that before you

ing, away from your wrecked aircraft, is very important. Carrying some basic items, like a big orange survival bag, or a silvery space blanket, means that you have ways of making yourself more visible. Hanging bits of reflective space



landed? How would someone searching for you be able to spot you? Making your position – or the direction in which you are head-

blanket in trees near your shelter will help attract attention. An ELB – emergency locator beacon – is a handy thing to have and strangely enough the

Fife Flying Club McMurdo Fastfind (you can hire it for a pound a trip) is exactly the same as those issued to Typhoon pilots. (We asked the RAF for advice before buying a new one for the Club!).

The Typhoon seat survival pack contained many nifty bits of kit, but for GA pilots flying over the mountains a



son on board, a safety pin and a razor blade are all things that could be collected together and put in a small grab bag for the back of the plane, along with your First Aid kit. Balaclavas and scarves and warm clothing to hand on a winter trip wouldn't go amiss either. Sensible stuff, light in weight but which might make a difference if you are stuck out over night in the Highlands after a forced landing.

Dan reckons that in Scotland, we are most likely to be spending no more than a day out in the wilds should we force land, as the SAR service is so good. But a day can be a long, cold one if you're not prepared for it – particularly if you or a passenger is injured as well. Have a think about what you would like to have in the back of your plane before you set off over the mountains again.....

Pete Barker is an ATCO at Leuchars – so we have all probably spoken to him at some time. He flew Dan Bowles down to Fife in his Dans D2a – see photo. Pete is the Chairman of Leuchars Flying Club and can sometimes be seen at Fife either in his Dans or the Leuchars Robin.

The talk on the 21st opened with a brilliant video shot especially for us by Dan from the back seat of a Typhoon T.2, showing some fantastic shots of Typhoons tanking from a VC-10 out over the North Sea, all set to music.

A brilliant Club Night – with 20-odd members there, one of the best nights I have seen in years. Thanks to RAF Leuchars for doing us proud.

## 100 years of British Female Pilots Sunday 28<sup>th</sup> August

Readers have probably heard, we are planning to celebrate 100 years of British female pilots at Fife airport.

The main aim of the day is to have as many females in the air over Fife as possible, either by reduced price trial lessons, passenger flights, helicopter hover challenge or a parachute jump. We are also advertising the day to other flying clubs and waiving landing fees providing there is a female on board!

We will also have several female pilots representing various areas of aviation – from gliding and helicopter flying, to commercial airliners and RAF fast-jets! They will be present on the day to answer any questions in their related fields – what better way to find out the reality of flying a Tornado. Or what it is like to fly with umpteen passengers in the cabin behind you.

There will be displays in the hangars charting the past 100 years of female flying and information on learning to fly (for future pilots), an RAF Benevolent Fund stall and careers unit, raffle, flight simulator, BBQ and activities for children.

To highlight the 30 year anniversary of the asphalt tarmac runway at Fife, and also local involvement, we are planning a Sky-Watch stall to publicise the effort and time various members put into this valuable organisation.

Local and national media have been invited to cover the day and with various articles and interviews planned for the next couple of weeks we should manage quite a bit of publicity for our event.

There is also a rumour there could be some well-known faces on the day...

Finally, the British Women Pilot's Association has notified us of an optional competition on the day – the winning airfield being the one that gets the most females airborne on the day. So if you are a female pilot, why not go for a flight on the day? Or if you're a male pilot, why not grab a willing female and get your landing fee waived. All females can also add their name to our Signature Board to record their involvement on the day.

So whether you're male or female, why not come along and help celebrate the anniversaries at Fife – Sunday 28th August 11am – 4pm.

few basic items can help – a decent knife or multi-tool, a mirror or similar to use as a heliograph, some bottled water (the containers are useful and can be refilled from burns), matches, a torch, a survival bag (about £4 from a camping shop) for each per-



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

# LEUCHARS - OPEN DAY REPORT

By Mark Boyle.

The week didn't start with the usual Boomtown Rats tune knocking about in my head, instead I was looking forward to what the day held in store. Up & showered a wee bit earlier than normal, and off to Kirknewton for 8.00am. G-WIFE was waiting for us outside the hangar and after the long taxi up the hill, we were airborne into the Edinburgh zone. A lull in arriving traffic meant passing straight through the overhead without holding, then straight over the bridges and on to Kelty, then a change to 130.450 once clear of the zone for a stop at Fife en-route to break up the journey. What a sight to see aircraft queuing to line up on 25, before 9.00am on a Monday morning.

After a coffee stop, we were again airborne, heading for the Leuchars MATZ, entering at Cupar and following the detailed instructions provided to take us onto the curved finals for the massive runway, landing after the arrestor cables.

*... in most cases no-one did anything wrong ...*

After exiting, the taxi was even longer than the Kirknewton one and slightly more complex, luckily there was someone else to follow to take us to the man with ping-pong bats who parked us alongside 50 other light aircraft, all dwarfed by the Typhoons parked beside us on the apron.

A Coffee and some biscuits in the VIP lounge, and then off to a very interesting, if not a bit worrying, talk about near misses where we heard actual

ATC recordings played alongside the corresponding radar returns. Worrying because in most cases no-one did anything wrong, it was just a matter of who they were, or weren't speaking to at the time. Back to the VIP lounge for



some lunch, where we were treated to the amazing sight of one of the Typhoons taking off. (Note to self: investigate how to get a seat in there for the air show in September) A couple of students from the University Air Squadron showed us round one of the Grob Tutors they are learning to fly in. Much the same as Tayside's Herons, but with an extra blue lever in the console and a constant speed prop. Most people however were more interested in the somewhat larger jet parked alongside on the apron, another Typhoon, with two seats. A short bus ride across the base took us to the ATC tower where we got to see the people and the place we regularly talk to when bimbbling around Fife. With so many visiting aircraft, some of which had started departing while we were in the tower, it was starting to get fairly busy. Hmmm. This would be another good vantage point for the air show

in September, but I fear harder to get in and I suspect fairly frantic on the day. Maybe not. By the time we got back off the bus the weather was turning a bit soggy, although still clear to the south and east. A good time to head back to Kirknewton. Not such a long taxi this time, as the wind had changed

and we were taking off from the reciprocal - 09. Soon lift & thrust were beating gravity's hold of us & we were heading down the coast past St Andrews, then towards Kirkcaldy across the Kingdom, saying farewell on 126.5 with a better understanding of who we were speaking to. Edinburgh Approach cleared us via the bridges and their overhead, again straight over without holding. A quick check on Kirknewton's frequency as gliders had been active all day, and we were back on the ground, taxiing to the hangar. It's sad to think that this annual event may not be happening for much longer thanks to some politicians, but I am glad I've been lucky enough to experience it twice now. Who knows, common sense may prevail and EGPJ might not become the longest hard runway in Fife.



# MEET THE MEMBERS FIVE MINUTE INTERVIEW - KEVAN SHAW

First flight (Passenger): Edinburgh/London, 1976 BAC 111.  
First flight (At controls): 2009 IKARUS C-42.  
Favourite Aircraft: C172 G-BURD.



Favourite holiday destination: What holiday, I run my own business!

Which animal would you like to be? Some kind of big lazy cat.

Favourite sport: Shooting rubber bands at my employees???

Logged hours: 37:30 this morning, 39:30 this afternoon.

Favourite logged destination: Fife.

Actor to play your life story: Danny DeVito on stilts.

Favourite film: Brazil.

Joke: How many eurocrats does it take to screw in a light bulb?



None, they banned them instead . . .

Favourite cuisine: A good curry.

Best airline flown: Emirates.

Dream dinner guests: Stephen Fry, Alex Salmond.

Dream car: 1965 Aston Martin DB5 preferably with James Bond accessories!

Favourite book/author: Crow Road, Iain Banks.

Worst Job: Ice Cream van driver in Westerhailes!

Birth place: Edinburgh.

Favourite song/band artist: Daft Punk, Technologic.

# ADVENTURES OF A NEWBIE PILOT

This might not be of interest to you seasoned PPLs out there but

it occurs to me that some of those less experienced fliers might be happy to hear about some thoughts of an inexperienced PPL holder as they take advantage of having a newly signed and stamped licence to fly! I passed my in December; half at Fife and half in a snow surrounded Dundee in G-BHDS. Aside from a few local trips, conversion to C172 and a few circuits, with family members, an aborted fly-out (Coll), and a short hop to Perth; the terrible weather this year had put paid to several planned trips further afield - this was hampering my confidence and my belief that flying anywhere and back was a realistic proposition in Scotland.

So hooray when Friday 1st July came along with a glorious day ahead I booked G-FIFE, which isn't my favourite by the way (I prefer G-TAYS). I planned a trip with my wife to Oban - you can't imagine how big I had built this hurdle up in my mind during the preceding weeks. I almost bottled out and suggested another wee hop to Perth.

Part of flying is what tips and techniques you adopt as you own - we all know that many PPLs rely 'security blanket like' on GPS and I was determined not to be one of those, yet the reason I learned to fly wasn't to be bound up with exhaustive planning and paperwork. The holy grail I sought was how to navigate safely with the minimum time spent on planning; and whilst short of practice I think I'm getting there. Yes, I'll use the new free SkyDemon web based planning tool, preview the PLOG then past it into a word document (overtyping the grid referenced turning points with more sensible names - remembering how I could still use the whiz wheel if needed. I will then plot my course (with fan lines), turning point times and then, rather than being too specific about waypoints I mark divisions between the turning points (say halfway, or thirds, depending on distance) and note a nearby feature and put in the appropriate minutes. Then of course there is the dreaded fear of busting a controlled zone - well I thought the Air box Aware (basic version) looked like a good value device for the job, and took a walk up from my work in Haymarket and bought one from Mendelsons a few weeks ago - just the job!

We arrived at Fife and departed at around 15:00 departing the circuit to the West, overhead Ballingry then called up Scottish Information who were ever helpful and relaxed - I was going the long way round via Kippen (actually the next settlement west of Kippen I called Kippen+1), Dunoon-1 and Crinen. During the trip I made a few heading corrections but on the whole was on track and on time. At Kippen I was expecting to change to Glasgow Approach but SI seemed happy for me to keep with them. Just past Stirling my passenger pointed out a glider soaring about 150 feet below me to the north (he must have been on Cumbernauld (and I could understand the benefit of two radios).

As we passed Loch Lomond another pilot with a heavy French accent was making heavy weather of his calls to SI who, as ever gave him the patient measured service we have all come to expect. I must admit not being as situationally aware as I might regarding the radio but I also heard my favourite 172 (BURD) on the air at one point.

Turned north of Dunoon and could have cut the corner at Crinen but thought this time I'd maintain discipline. Just after starting the last leg I called up Oban and passed my intentions. With runway 19 to land the high ground to the north made me a bit nervous but I made a nice landing - the trip was a real confidence boost!

## 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](mailto: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](http://www.fifeflyingclub.co.uk).

# A LESSON IN MULTI-TASKING?

By Karen Simpson

How do you advertise an event, geared to encourage as many females to take to the air as possible, when a significant amount of the target audience (school-children and students) have broken up for the Summer? I believe it was this pressure that drove me to frantically email various media people believing that somehow this would help. And initially, when we discovered BBC Radio Scotland had contacted us via the website, it looked like the act had paid off - we would be getting media coverage.

However, I didn't really think this one through. Or rather, the consequences hadn't actually hit home. To be honest, we were rather excited that the station wanted to feature our event, and the producer had suggested someone from the club take her flying. Chairman Peter suggested I should do this to keep the female theme, and without thinking I agreed - we wanted this event publicised, what's the problem?

Like any naive individual, I did not dwell on what this would entail, and a few days later, I found myself driving to Fife, suddenly realising this is actually quite nerve-wracking! When Peter had said that she wanted an airborne interview, I initially thought he was joking (how would a mike pick up voices over the noise of the engine?!?!), but his words were that Denise (producer) had said "oh we've done this sort of thing before".

Sorted - she knows what she's doing. So when I was introduced to Denise, I started the ball rolling by asking whether she'd been in a small aircraft before, expecting her to reply "oh yes, I've been in a such and such, etc".

"No, never!".

WHAT????

Erm...I composed myself and put on a calm face "Oh really, so what's the smallest aircraft you've been in?". It turned out she'd been in tri-landers when flying to various Scottish islands, so it wasn't quite as bad as if she'd only ever been on a Boeing 777.....

Peter's wife Shona then thought it was a good idea to inform Denise how bad a traveller she is, and that she keeps getting airsick in these small planes....

Oh please stop.

now!

So I escaped to the control room to ask Mark Pendlebury (flying instructor) his advice. He suggested a 172,



and asked if I'd converted on to that type (a bit bigger, some differences with handling, and requires a few hours to convert from a 152 to a 172....). I explained I'd done one circuit with Greg once...but was happy to be talked through it!!!!!!

Mark (maybe thinking I'm joking), said he could sit in the front if Denise could do the interview from the back seat, just to keep me right (I still think he reckoned I'd maybe had more experience in 172s than I was letting on...). I also said we simply HAD to use G-BURD for obvious reasons! So that's it, with the weather closing in (I would not have set off flying on my own in these conditions!), little post-licence experience, and an aircraft I hadn't yet converted onto, we set off to conduct my first ever radio inter-

view! Brain Walledge took Denise out to the plane to get her strapped in, whilst I wandered through to the control room to have a mini-breakdown and get my nerves out without poor Denise being aware! Then when I asked Mark "What's the take off speed for a 172, and when do you deploy the fourth stage of flap?" the colour drained from his face, and he started looking decidedly ill.

We walked out to the aircraft, with Mark repeating "This is it, this is how I'm going to die!", and asking if there were any other questions I needed to ask before we reached the aircraft.

Mark then stood at the side with Peter, maybe giving his next of kin details, I'm not sure. I spoke to Denise, as she sat blissfully unaware of the nerves of

her pilot, looking happily strapped in and briefed by Brian. I then proceeded to do all the pre-flight checks (with my 152 check-list...). Of course Denise thought this could make interesting radio, and decided to record me, bearing in mind that after just about every instrument and control there is a dramatic pause as I try to locate the blooming thing in a completely alien cockpit!!!!!!

Mark and I then jumped in and strapped up. At this point I realised sitting on one cushion with the seat as far forward as possible is still not quite enough to fully reach the pedals. Mark's colour seemed to change further from white to sickly green. I then had to smile confidently to our "victim" in the back and asked her to pass me my other cushion. I stuck this behind me in the hope it would nudge me closer to the pedals. It did, but not quite enough. I then had to ask poor Mark if he'd help cover me on the brakes. How on earth he remained sitting in the aircraft, I have no idea. So I continued with the remaining checks (still complete with the pauses), then started up. After the radio calls (where I kept forgetting my call sign - I'm not exactly a regular in this aircraft), I then increased power to begin

taxiing and said to Mark "you can release the brakes now". "I have!" he said, as I forgot how much heavier the 172 is to get moving! Still Denise had no idea what on earth she'd let herself in for.

The rest of the ground based "excitement" seemed okay, and I started to explain to Denise what the plan was (probably my only sensible thought of the day being to do the interview whilst on frequency to Leuchars so they had us on radar in case of other aircraft). She thought this could be recorded, so again I'm speaking to a large hairy mike, which has the unnerving effect of causing my brain to slow.

So we eventually get airborne, and everything seems hunky-dory, except for the weather. Oh, and the handling is a tad different (needed greater rudder input). And cruise attitude seemed significantly different from a 152. And I still had a delay locating various instruments. But apart from that...

I left Fife's frequency and called Leuchars, then we set course for Crail (bearing in mind the visibility is cruddy, although legal!). Denise then does the interview part, and this is another situation where Mark was invaluable and took the controls. However, the thinner air (at a mere 2,000ft) was clearly affecting my brain, as I kept replying to her questions with a lot of ums and errs, and had one MAJOR mind block when she asked me about the early female pioneers of aviation. I mentioned a few names, and kicked myself afterwards that I hadn't specifically mentioned Scotland's own Winnie Drinkwater - believed to be the first and youngest commercial pilot in the world. And also the incredible ATA pilots used to ferry aircraft about during WW2. Argh!!!

So we circled overhead Crail and Denise spoke into the hairy microphone. No idea what was said, but she was smiling and didn't look like she was recording evidence for a legal case. There didn't seem to be any other aircraft about, which was one benefit to being the only nutters flying in that weather.

Route back was fine, albeit mainly with reference to the coast due to the limited visibility. I then changed frequency back to Fife with no local traffic known to affect my route - oh good! I also hoped for no witnesses on the ground, as landing a 172 is reput-

edly a tad harder than a 152.

So I started preparing for landing, and began bringing back the power and deploying the first stages of flap. I then got us lined up on final, with my hand hovering about the various controls trying to find the flap lever again, which Mark thankfully operates. We then, incredibly, land on the correct runway, at the correct aerodrome, with all the undercarriage intact and no sick bags in sight!

When we shut down the aircraft I turned to Denise to check she was okay, and she was grinning like crazy and kept saying how much she'd enjoyed the flight!

Mark left us, and Denise interviewed me further about the aircraft. I did smirk when one question was "So Karen, is this the type of aircraft you

usually fly?", hahahaha, poor Denise really was blissfully unaware of what she'd just experienced, "Well occasionally, but I mainly fly the smaller two-seater 152s",.....like every time I go flying.

She then took some photos, and I made sure the registration (G-BURD) was included - is it just me that finds the link so funny?

You are meant to learn something from every flight and I certainly did - I realised the handling differences between a 172 and 152; the visibility minima in uncontrolled airspace must be horrendous (5km) as we'd calculated we had at least 6km; and that if you don't show nerves to your passenger they remain blissfully unaware and actually enjoy their flight!

What an experience!!!!!!

## Fife Airport – Celebrating 100 Years of Women Pilots. Sunday August 28<sup>th</sup> 2011

11am to 4pm ALL WELCOME



A special day celebrating the 100<sup>th</sup> anniversary of the first Pilot's Licence issued to a woman in the UK, and the 30<sup>th</sup> anniversary of the laying of the hard runway at Fife. Famous personalities and women pilots attending!



Raffle and Tombola  
Parachute jumps  
Air Experience Flights  
Helicopter rides and  
Hover Challenge  
Barbecue



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