



## Chairman's Welcome

Thanks to Alan Laing for producing yet another cracking edition of Fife Flying Club Newsletter and to the contributors, without whom it wouldn't be possible.

As I write this (1<sup>st</sup> July) we are still in lockdown but since 3<sup>rd</sup> June General Aviation has been permitted to recommence. Aircraft owners are good to go but once you have taken off, where can you land? Many airfields are not yet open to visiting aircraft. Tayside Aviation are developing new protocols for instruction and rental. There's more detail in the item *Tayside Planned Return to Flying*. Fife Airport are also considering what arrangements are to be implemented. In the meantime, fuel for based aircraft is being made available from time to time.

Some shops are opening this week and there is reason to believe that a few other restrictions will be lifted in the next 10 to 12 days (always assuming we don't get a localised outbreak like Leicester !)

....so - is there light at the end of the tunnel or is it just a gorilla with a torch ?

*Chris Anderson*

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## Newsletter Editor's thanks....

As Chris says above, many thanks to those who have contributed articles for this edition of the newsletter. It does tend to be the same folk doing so – it would be good to hear something from the majority of you out there who are keeping silent. Any article, letter, comment, etc, will be included in the newsletter. Photos that you may have taken on flying trips... your views on how we are all going to get back to flying "normally". Let's have some views from the rest of you. Send things to me at [alandi@globalnet.co.uk](mailto:alandi@globalnet.co.uk).

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## Webcam Saga



In the last Newsletter we explained that we are trying to host the two webcams on a Raspberry Pi. Adam Hutchison from the Committee has been doing a sterling job, and managed to get into the portacabin recently to try the Pi out. Still having some gremlins, so we are still working on it. Adam reset the portacabin PC and as of today it hasn't crashed..... This view was on Saturday when we were having some fun weather with thunder and lightning.

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# Tayside Planned Return to Flying

Tayside Aviation has been planning for a resumption of flying for some time now, awaiting the appropriate Scottish Government advice while working out the practicalities of the health protection measures that will need to be in place to allow dual flying to restart.

On current plans it looks like training can restart under Phase 3 of the lifting of lockdown restrictions. This will mean flying recommencing in the week beginning 13<sup>th</sup> July.

Numerous measures will be in place to mitigate against the risks of not complying with social distancing both on the ground and in the air. Details have yet to be confirmed but are likely to include a limit of two people in the cabin at any time; face masks to be worn at all times in the cabin and in the aircraft; paperwork and computer data entry all to be done by instructors only; and slots reduced from five to four per day to allow time for aircraft cleaning etc between flights.

Since all PPL renters will be out of currency you will be required to complete the normal eight-week currency check ride. Once the flying resumption date is confirmed, check in on FlightLogger to make sure you have been 're-activated' on the system; then you will be able to make requests for booking a dual slot.

If you have any questions, contact Malcolm <[malcolmgspaven@gmail.com](mailto:malcolmgspaven@gmail.com)> or Jeremy <[jeremybillinge@gmail.com](mailto:jeremybillinge@gmail.com)>.

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## Nostalgia

Sitting at home during lockdown, wishing I was "up there" rather than "down here", my thoughts drifted back to 1999.

The way it started, it was all my sister-in-law's fault, really. The previous Christmas, she had, as wives sometimes do, given my brother a voucher for a trial flying lesson. But not just in any old "spam can". This voucher was for a genuine wind-in-the-hair ride in a Tiger Moth. After several "Are-we-going-today? No-the-weather's-no-good." routines, the big day arrived in the spring. For good measure, my late father accompanied the family as they set out from their home in the Midlands for Cambridge, where the Tiger was based. As the elderly biplane lifted off the grass with my brother up front, wondering why there was no pilot at the sharp end, my father's thoughts drifted back to those carefree, heady, early post-war days of the fifties at the old Wolverhampton Pendeford airfield (of Jack Hawkins "Man In the Sky" movie fame). There Dad owned his own Tiger. G-ANCX, Charlie X-Ray to its friends; it was ex-RAF (as indeed was my father, George to his friends).



Thus started a chain reaction. Where was it now? My father was still flying - was the Tiger still flying? That was where I came in. A search of the British register on the fledgling internet yielded the name of the current owner but not much else. A call to the Tiger club at Redhill elicited the information that it was based at a private airstrip near Tunbridge Wells. Matters rested there for a couple of months until I took the family on holiday to Sussex. A mid-holiday business meeting in London meant I could drive back to the coast via Tunbridge. After several hours searching the flat Kent countryside (no Google maps then) during which I found several private airstrips, I eventually found the right one. Neighbours directed me to the owner's house, and I went to make his acquaintance. Armed with a photo of my father in the Tiger taken in the fifties, I introduced myself and was warmly received. This gentleman, it turned out, was something of a Tiger Moth enthusiast. He had bought his first one for £250 from, yes seriously, a bloke in a pub, even though he couldn't fly at the time. Having put it together and learned to fly on it, he then went on to buy another for spares. But he decided that he just couldn't bear to strip it, so restored it instead, he and his wife. His third was my father's, the most complete of the three when originally purchased, because by this time his

son and daughter were getting the bug. What a character. He told me how, getting fed up with hangarage charges, he bought a couple of farmer's fields one day to make an airstrip. Planning permission was not something he associated with flat areas of grass! To cut a long story short, he invited my father down to fly the Tiger.

That was an invitation my father had no intention of passing up. We booked a C152 at his home airfield, Tatenhill in Staffordshire, where my father had instructed me for my PPL. The appointed September day dawned bright and clear. For a low-time PPL, the flight was easily the longest I'd tackled in one leg, or on one seat (why do all 152 seats have A HORIZONTAL BAR WHICH PIERCES ONE'S POSTERIOR after about ten minutes?) The visibility was excellent. Taking off on 26 we turned left and headed south, worked our way around London, and in due course landed at the private strip.

Introductions made, Dad clambered into the Tiger with the owner. Now for my part, the nearest I've come to being exposed to the elements in the air was the time during my training when a 152's door opened just after take-off, so I couldn't believe all the gear my father had to wear for an open cockpit aircraft. Never again will I complain about something so minor as a recalcitrant heater!

And off they went. For a moment she was held at the end of the grass strip; then, for my father, as the aircraft rolled forward, the years rolled back. Within seconds, the tail was up and soon the aircraft was climbing out. I was amazed at the rate of climb with the venerable old Gipsy on full throttle. Off they went into the blue yonder, performing all sorts of manoeuvres, to reappear suddenly and silently twenty minutes later and glide down to land. A little bouncy, perhaps, but then my father hadn't flown a Tiger for over forty years. All too soon they had taxied in and stopped. Dad was ecstatic and there were tears in his eyes as he climbed out which weren't caused by the wind.

A round of good-byes and profuse thank-yous, and I flew us out bound for Headcorn to refuel. That in itself was an experience - on short finals I was alarmed to find parachutists were permitted to descend alongside us (the drop zone was just to the north of the active runway - never have I more earnestly maintained the extended centreline). A quick refuel of the 152 and ourselves, and into the office to pay. There sat the Tiger Club's legendary Norman Jones with equally legendary dog beside him. Then off again, back to Tatenhill. En route, a kindly Gatwick approach controller allowed us to take the direct course through the northern part of his zone, and we could see the jets approaching the airport itself a few miles to the South.

As I drove home I mused over a fantastic day out. In later years, I continued in mundane fashion flying 152s while Dad undertook a freefall tandem parachute jump for his 80<sup>th</sup> birthday and kept flying as an octogenarian.

*Scott MacIntosh*

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## **Another Dip into the History of Fife Airport**

In the last Newsletter I wrote an item on the history of Fife Airport covering the early days from 1964 to 1982. I'd like to take the story a bit further forward, picking up from the Business and Light Aviation Show.

On 14<sup>th</sup> September 1982 the ambitious Business and Light Aviation Show was held to promote the site for business and industry. Expert advisers were on hand to give guidance to senior business executives who may have been considering moving on to the airfield. The show was opened by the Duke of Hamilton and, as well as outdoor displays and exhibitions on the airfield, there were seminars held in a temporary building called an Orbits Structure. Speakers included the aerospace correspondent of the Financial Times who chaired a panel of aviation industry experts and a presentation by the Chairman of Glenrothes Development Corporation (GDC) on the new developments at the airfield.

In the afternoon there was a microlight flying display followed by an aerobatic display by Squadron Leader David Cyster in his Tiger Moth G-ANRF. At that time David was a serving officer in the RAF whose day job was flying Phantoms at RAF Leuchars. Some club members will remember David. After he left the RAF he flew for British Airways based at Edinburgh. He lived just outside Leslie and kept the Tiger Moth at Fife in hangar 2. Back in 1978 David had flown the Tiger Moth solo to Australia in commemoration of Bert Hinkler's first solo flight to Australia in 1928, 50 years earlier. A few years ago he gave a fascinating club night talk on the adventure.

David continued to give thrilling aerobatic displays during Open Days at Fife until recently when he moved the aircraft down south (I think it was due a reskinning – Ed). David is a good friend of the Club and it was



great to see the Moth at Fife but sad to see it leave. He did air experience flights at some of our open days – Alan Laing, Newsletter editor, was keen to have a go.

By 1982 the airfield boasted an NDB (Non-directional Radio Beacon), a 700 metre tarmac runway with lighting for night operation and aviation fuel was available. It was licensed by the CAA. Two flying clubs, a flying school and a parachute club operated on the airfield in 1982, generating around 7000 aircraft movements per year. However, all was not well. In April the following year Glenrothes Development Corporation gave notice to Glenrothes Flying School Ltd, Pegasus Flying Club Ltd and Fox Operations, an aviation consultancy, to quit the site. They only held month to month leases and GDC were within their rights but these companies considered they were being very badly treated. Bob Malcolm, a director and CFI of Glenrothes Flying School, led the fight against the decision, seeking the help of the local MP. .... I haven't been able to discover how this played out but I met Bob when he was back instructing at Fife for Tayside Aviation around 20 years later. If any readers could throw some light on the matter I'd be interested to know.

Meantime I'll try to find more stories for a future Newsletter.

*Thanks to Fife Council Archives – OnFife - for providing much of the background information for this article.*

*Chris Anderson*

(Editor's note – I recall that flight with David Cyster. The Sutton harness that I strapped myself into was quite loose. North of the airfield, David asked if I wanted to do a loop – all I remember is that he kept 1g all the way through it, so I didn't fall out. The imprints of my fingers are probably still there on the cockpit edges....)

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## **Isle of Man – Nearly Overnight .....** !

*This trip harks back to September 2011, long before the non-flying days of COVID-19(!). For now, though, it's a case of reminiscing and looking forward to when we'll be able to plan such trips once again ...*

Andy Reid, Alastair Shaw & I met up one Friday for a trip down to the Isle of Man in G-WIFE. After a very foggy start to the morning, it had all cleared by 09.00 and we headed off into a 30kt headwind and a 1.5hr



trip to get there. Andy wanted to practise an ILS approach so it was a bit different getting vectored around on altitudes and headings, including a few minutes confusion when we'd intercepted the ILS and found ourselves to be somewhat off the runway centreline ..... Ronaldsway ILS has a 4-degree offset!

On the ground, our next challenge was getting transport to anywhere interesting as it seemed that taxis were a bit reluctant to come and fetch us – no prospect of a 2-way fare! In the end, the chef at the Manx Flyers Clubhouse loaded us into his people carrier and drove us into town to catch the train to Port Erin ..... fantastic guy!

The train's a narrow gauge steam engine effort..... almost makes me want to start building model layouts



again! 20 minutes into Port Erin and we found a hostelry for lunch where Al & I both had Callig – a kind of haddock-type fish, local to the area (known as “Pollack” over here I believe).

Looking forward to some ice creams afterwards, we suddenly noticed the houses on the hill rapidly disappearing into mist and when we came out of the hotel, we found that what had been a stonkingly sunny and warm day had turned decidedly cool and clammy so we agreed to head straight for the airport - easier said than done (remember the taxi

issue?! 3 phone calls later and no joy on a taxi, we jumped on a bus and the very nice driver put us off at the right place to walk round to the GA side of the airfield where we'd left the plane.

By this time, the weather had really closed in and the visibility was down to a level of practically non-existent; but that wasn't our immediate problem. Arriving back at the airfield gate, we discovered them locked and no sign of the Manx Flyer Handling Agent. Andy phones him to be told that he'd phoned him on Thursday and left a message to say he wouldn't be there on Friday (no such call or message received by Andy!). Anyway, the agent says he'll send a security chappie to let us in and we brace ourselves for a ticking off when



said security chap arrives.

When he does

though, he was quite happy about letting us in and even said it would be no problem to let us out again should we need to stay the night (that's right, look on the bright side)!



In at the plane, Andy phones the tower, speaks to the Met Man and decides that the conditions are above IMC minima so we can get going pronto. Engine started and we've got a rough mag!!! Leaning – 2,000 RPM –

shutdown – start-up – running – shutdown – start-up and the mag finally clears ..... but the ATIS is now reporting 1,500m visibility and 100ft cloud base - below minima (we need 1,800m horizontal viz. and 300ft cloud base)!! So we shut down and decide to wait and see what the weather does .....

Over the next hour, the visibility drops steadily to 700m. We hear 2 aircraft going overhead on missed approaches but see neither of them (or was it one aircraft making 2 attempts? We don't know – we couldn't see!!). By now, we're beginning to consider the option of staying overnight. It's 17.15 and we calculate that with sunset around 19.00, our deadline for taking off with sufficient time to get to Kirknewton with enough light is 18.00, perhaps 18.15 max.

Gradually, the visibility seems to improve until the ATIS is again reporting 1,500m visibility however, this seems to go on forever (we never want to hear "Information Foxtrot" again!!) and we're convinced that we've got well over our 1,800m requirement. The tower tells us that the next Met Update is due at 17.50 so we start up in anticipation. Finally, "Information Golf" comes out ..... 2,500m visibility!!!!

Call for clearance and we're away!

By now it's really gloomy but we make a direct track from Ronaldsway to Deans Cross, turn north overhead Talla and enter the Edinburgh Zone at West Linton to land at Kirknewton at 18.45 – 55 minutes flight time home (that 30kt headwind outward became a 30kt tailwind on the way back).

All in all, a fun (if somewhat eventful) day out – and a few lessons learned from our experience .....

1. If you go to the Isle of Man, plan on hiring a car to get around. It's much easier than playing around with non-existent taxis and long walks from bus stops (although the wee train ride was fun).
2. The Isle of Man has its own very distinct microclimate so watch the weather forecasts and keep an eye on how the weather develops while you're there.
3. The trip also showed how handy an IMC Rating can come in. You wouldn't necessarily plan to fly in those conditions but if you're away from base and the weather turns on you, it can make the difference between getting home and being stuck overnight!

Must do something like that in the TB9 one day ..... without the weather bit!

*Peter Crabb*

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## Name that Plane.....



This is the Caproni Campini N1. It is an Italian aircraft that first flew in 1940. Pretty unique in that it had what was a rudimentary jet engine – which used a reciprocating engine to drive a compressor propeller which then fed compressed air to the "jet" part. Apparently the arrangement was so inefficient that the cockpit was always too hot for the crew – hence the aircraft invariably flew with the cockpit open!

The engine arrangement was pretty poor and the performance was less than equivalent conventionally powered aircraft, so that type of powerplant didn't go anywhere.

The aircraft for this Newsletter – what is this aircraft and who made it famous....?



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## Strange Times – Strange Visitors.

Living as I do 20 miles west of Edinburgh on the airport runway centreline, when I am at home I enjoy pottering in the garden and being entertained by the inbound or outbound commercial traffic. Lockdown has meant a lot more time in the garden – but practically nothing by way of commercial aeroplane activity.

The military hasn't been slow to catch on though – the amount of military movements at civil airports has rocketed during lockdown. Steve Murray, from his "eyrie" in Rosyth has been keeping an ear to the radio, and I have been watching ADSB (details below). The following gallery shows the main players during lockdown at Edinburgh..... My neighbours are impressed by how fast I can to grab a camera run when something is inbound.



Boeing E-3C AWACS "Sentry". Has been seen several times doing circuits.

China Airlines Boeing 747 – circuits. (from Steve)



Airbus A400 Atlas – circuits.

BAE 146 – the youngsters amongst you might call it an Avro RJ! Interesting, as I have not seen one in grey before. Note the flare dispensers under the tail.



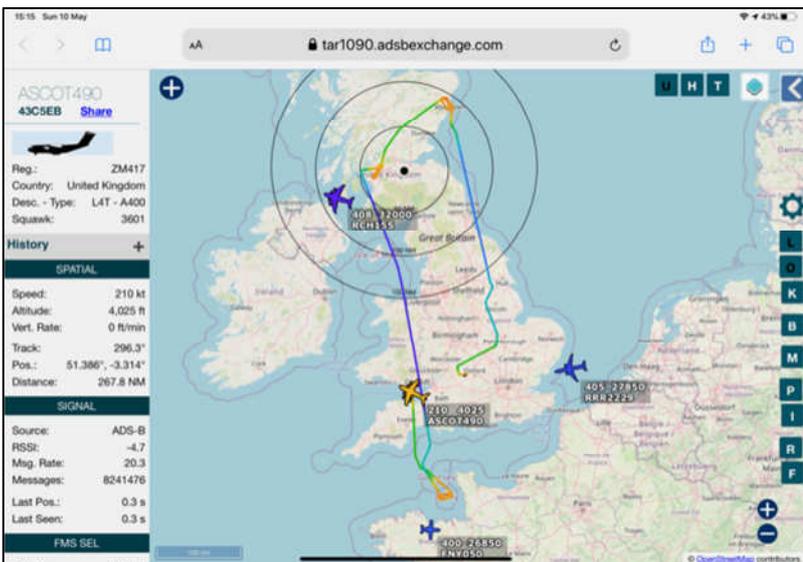
Malcolm Spaven tells me this was a very rare visitor – a KC-135 Stratotanker. (Note the refuelling boom under the tail). Later that same day, one was seen heading stateside at 32,000 feet.....



Despite a lot of photo processing, that camouflage grey works well. A bit of blue Red Arrows' dye in the vapour trails and it would be all but invisible!

Steve and I managed to spot, but not photograph, a Sabreliner – a twin-engined business jet, departing Edinburgh in the past week. I saw it disappearing into the clouds. A Norwegian Air Force aircraft. Built by North American Aviation, it is from the same stable as the F-86 Sabre and the Apollo Command Module!

The one type I have not managed to catch with the camera is a C-17 Globemaster. They have been in to Edinburgh a couple of times but I have not been in the right place at the right time with the camera.



The military have taken lockdown as an opportunity to get their guys training at a variety of airports – amply demonstrated by this track from ADSB of an A400.

That was Aberdeen, Prestwick, Jersey and Cardiff in one trip shooting ILS approaches! He went back to Brize Norton after Cardiff.

If you are interested in military aircraft movements, this is a good website to tune into.

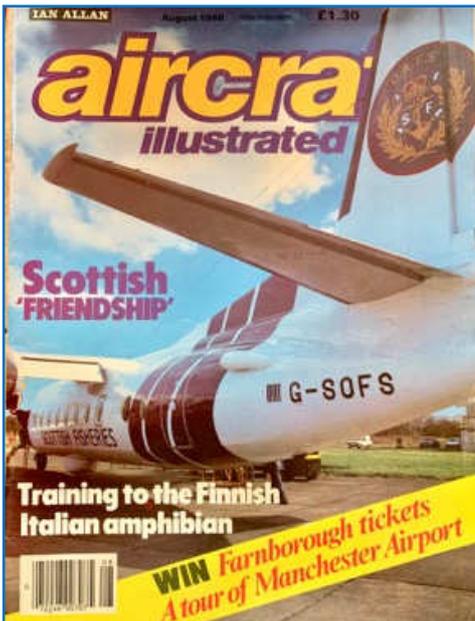
*Alan Laing*

## FifeWeather.co.uk

Some time back I mentioned the above website which has a number of useful Fife webcams in the one place – really handy if you are planning to fly and don't live in Fife. I've been corresponding with Graham Smith, who runs the website, and he is considering doing an advert-free version of the site for a small annual subscription. I have tried the ad-free version out and it is superb – straight to the webcam feeds without the ads. (we will be talking to Graham about getting the west Fife Airport webcam on the site too).

From Graham - "FifeWeather.co.uk is an amateur-operated weather information website dedicated to Fife. The website provides live weather information from a weather station located in Lochgelly, as well as live feeds from weathercams from six locations around Fife. It also provides a database of historical weather information and weather records dating back to it's inception in February 2006."

# Scottish Friendship



Nearly 32 years ago I was heavily involved with the Air Training Corps. I had been a Cadet, done the gliding, flying and lots of fun things. As a 16 year old lad I applied for and got a position as a "Staff Cadet" with number 12 Air Experience Flight at RAF Turnhouse. This involved briefing cadets, taking them out to the aircraft, strapping them in and anything else that was required. Lots of flying as payment in kind in the venerable Chippie - a position long since decreed too dangerous by Health and Safety.

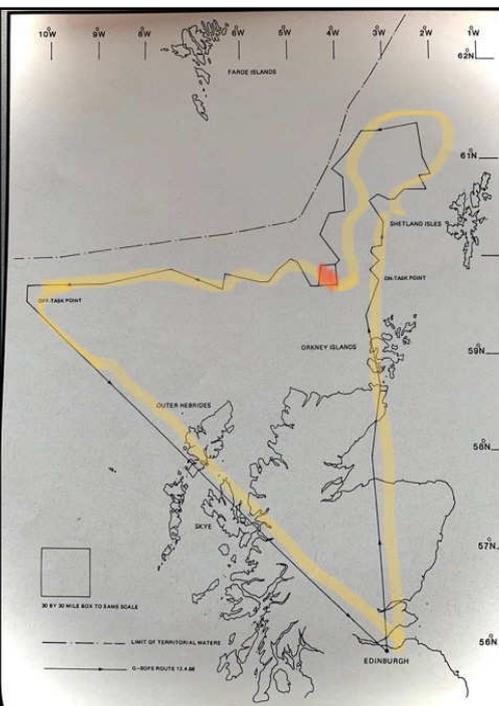
I kind of hung about as I became adult Staff in the organisation. I ended up with my own Squadron at Bo-ness (2299) now also sadly passed into history.

1988 and I had been in the Police 10 years. Still haunting 12 AEF I had often seen a Fokker

Friendship operating out of the airfield fitted with drop tanks and a radar bulge underneath. Purely by accident I learned that one of the AEF Pilots, Alan Lamb, sadly no longer with us, was a captain on the aircraft. I boldly asked if there was any chance of a flight. He pointed out that the aircraft was operated by a Government body, the Department for Agriculture and Fisheries for Scotland (DAFS). I would need to write to them for permission.



I figured that as the aircraft was used in a "Policing" role that as a Policeman I could say I was interested in writing an article for the aviation press. As it happened, one of my fellow officers on my Air Cadet Squadron, Glenn Surtees was a technical Author with Ferranti and the F27 was fitted with Ferranti Seaspray radar, and so DAFS bought our line about writing an article. Now we were committed.



At 7.45am in mid April 1988 we turned up to meet with the crew, to brief, and board G-DAFS a fairly elderly aircraft but looking resplendent in its DAFS paint scheme.

Our flight was to take us north out of Edinburgh climbing to about 12,000ft on a more or less direct track to the west of Shetland, before heading out west into the Atlantic (see map). As we passed Orkney we would be descending to an average height of 500'. The Seaspray Radar Operator used the system to detect fishing vessels which were plotted against known licences and a course was given to the pilots

to descend even lower, 250' on the Rad Alt and even as supernumerary on board we were expected to look out of the observation domed windows and ascertain the vessel registrations. Some of the ships who were possibly on the edge made this difficult by having the ship hull green and the registration in red.



I must admit it was thrilling to fly so low in an airliner over a large group of ships before climbing to a chandelle manoeuvre to run back for a second pass!

The penalties back then for illegal fishing were huge and could range from a fine, confiscation of nets or even the ship. Nets could often be valued in six figure sums so gives some idea of how serious the business was.

When the patrol was over we took a direct track back to Edinburgh climbing back to around 12,000' crossing over Torridon, Perth and home. Over the Highlands sitting looking down from the cupola windows we caught flashes of Buccaneers, Jaguars and other military aircraft zipping down the valleys and Lochs.



We landed back at Edinburgh about 15.25hrs by which time we had flown about 7 hours and covered roughly 1000 miles.

And so, we had an article to write. Being a cop I was good at taking notes, which Glenn then compiled into some sort of story which we polished and after selecting some of our photos submitted to Aircraft Illustrated.

We were both astonished when through the post came copies of the August 1988 edition where we were the lead article!



*Steve Murray*

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## Adverts....

### 1/8th share for sale in Fife-based SportCruiser

One of our group has decided to resign for work reasons and we are therefore advertising for a new shareholder. The aircraft is a certified, factory-built variant of the SportCruiser with a 100hp Rotax engine and Dynon glass avionics. It was built in 2012 and has 350hrs (airframe, engine, and propeller). The aircraft is maintained under contract by ACS. You would be joining a friendly group of long-term owners who regularly fly with each other and take pride in our aircraft.



The share price is £7,250. Fees are £85 per month and £40 per hour dry (fuel burn = 18lph, MOGAS).

Monthly fee includes landings. Hourly fee includes engine reserve. Email: [michael.pye@gmail.com](mailto:michael.pye@gmail.com)

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### Share for sale in the Fife-based Socata TB-9, GBKUE.

Four-seater, excellent for touring with 7 hours endurance on full tanks. Online booking system and good availability. Share price - £3,500, monthly £110, £70 per hour wet. Contact the Newsletter editor for more details.

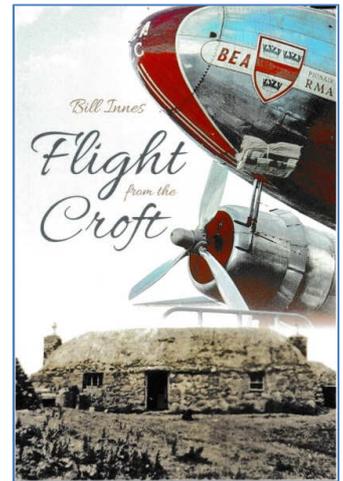


## Book Review - Flight from the Croft - By Bill Innes

Published in 2019 by Whittles Publishing Ltd - £18.99

ISBN 978-184995-397-9

This is an autobiography of a lad from South Uist in the Outer Hebrides who fulfilled a boyhood dream by learning to fly. Thinking it was an impossible ambition he went to Glasgow University to take a degree which would qualify him as a primary school teacher. Once at university he discovered the University Air Squadron. His initial training with the UAS was on Chipmunks at Scone in the early 1950s. From 1947 to the early 1960s, National Service was compulsory and was resented by some, but for Bill it was life changing and life enhancing. He was accepted by the RAF for pilot training and it set him up for a lifetime career in aviation. Qualifying for his "wings" and receiving a commission he flew several RAF types, latterly on Hastings, the major transport aircraft at the time.



After National Service he joined British European Airways and flew DC3s, called "Pionair" in BEA service. He was based at Renfrew, then the airport for Glasgow, and flew into all the Scottish airfields served by BEA. Fife Flying Club members will find it easy to relate to routes and destinations he covers. The navigation aids in the early 1960s were few and far between and he often had to find his way by dead reckoning and map reading, supplemented by a bit of local knowledge. Sounds familiar? This is the part of the book I liked the best. I spent a few of my early teenage years in South Uist and my first ever flight was from Benbecula to Renfrew in a BEA DC3. The dates would suggest it is possible it was piloted by Bill.

Bill goes on to fly short haul to Europe and the Near East with BEA and eventually long haul with British Airways and other airlines, finishing his professional career with Alitalia. The descriptions of the various training practices (some good and some Bill found highly suspect) are fascinating. They were influenced, and not in a good way, by professional rivalries at the time of the BEA/BOAC merger. Among the aircraft he flew are Viscount, Vanguard, Comet 4b, Trident, Boeing 757 and 767 as well as a number of light aircraft.

This book gives an excellent insight into the life of an airline pilot from the 1957 to 1996, a period of exponential growth and tremendous technological change. I recommend it as an absorbing read during lockdown or, indeed, at any other time.

*Chris Anderson*

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### Overheard in the Tippy Nipper ...

..... back in the day when some of the Flying Scholarship cadets were trained at Fife. (They're all trained at Dundee now.) John, a young cadet in green flying overalls, is sitting having a coffee waiting for his instructor to give him a shout. His mum and dad are there to see their pride and joy take to the air for his very first flying lesson. He is nervously fidgeting with an expensive looking pair of sunglasses. The instructor comes in and says, "Right John, are you ready to go?" John eagerly gets to his feet and follows the instructor towards the door, but in his haste leaves the "shades" on the table.

**John** – "Do I need to take my sunglasses?"

**Instructor** – "Only if you want to look cool!"

Mum and dad try unsuccessfully to stifle their laughter.

**An Eavesdropper**

## Malcolm Spaven's Quiz....

In the last Newsletter, Malcolm set some questions to keep your brains working.... Here are the answers. I am sure we all tried the questions and all got 100%...

**Question 1 - Forgotten to set the airfield QFE**

**Question 2 - C**

**Question 3 - B**

**Question 4 - 053°**

**Question 5 - 100kts**

**Question 6 - Ask them "say again the squawk?" because transponder codes only contain 0-7**

**Question 7 - Six minutes and six miles**

**Question 8 -**

1. Report your position and intentions to 'Fife Traffic'
2. Report when you get the traffic in sight and announce your intentions – but if no response from other traffic, position at a safe distance behind them
3. If no response from other traffic, and you can't see them, consider continuing round the circuit at circuit height to reposition
4. Calm yourself before speaking to the other pilot on the ground!

**Question 9 - 95 litres**

**Question 10 - Yes. Departure fuel 100lbs = 62.5 litres, sufficient for 1hr 57 mins**

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### And finally - Nothing to do with Flying....?



Early on during lockdown I noticed a pair of robins building a nest under the eaves of my garden chalet. I managed to buy a cheap security camera and get it set up before they settled down to raise a family. Five eggs were laid, and all five made it to flight status. This photo was saved five minutes after the first chick flew from the nest for the first and only time – it never returned. Within 25 minutes, they were all gone. The most any of them had done up to that point was stand on the nest and flap their wings... No GFT, no check ride, no exams..... So – five first solos in under half an hour.... A record?

**Alan Laing**

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**Keep yourselves safe – and healthy.**

Please send any articles for the newsletter to [alandi@globalnet.co.uk](mailto:alandi@globalnet.co.uk).

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