

# EFC NEWS

EDINBURGH  
FLYING CLUB

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## *Editor's Notes*

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This issue is a little different in that it has a feminine slant to it. In the year when a female pilot joins the Red Arrows for the first time – Flight Lieutenant Kirsty Moore seen below who has been an RAF pilot since 1998 and has had front line experience in Tornado jets – we should celebrate women in aviation. This issue features Pat Warren, one of the Club's most experienced PPL pilots, with nearly 500 hours logged and whose profile appears below. Also in this issue we feature the first instalment of "CPL – the inside story", by Joanne Lyall and gives us an insight into the integrated approach to achieving a CPL, undertaken at Jerez in southern Spain.



Also in this issue, Tom Ward has the first of a number of reminders of what to do when things do not go according to plan when in the air.

Other news:

Congratulations got to Paul Smith who passed his skills test at Perth – well done Paul. Paul will be joining Malcolm, myself, and Mark Allan on the first EFC "Summer Camp" flying GT based at Glenforsa in Mull – weather permitting.

G-BNGT is now back from its annual complete with a brand new DI, so now you can confidently navigate the aircraft without it wandering off the compass heading by ten degrees every time you look.

G-BMCI will shortly be taken off-line for a brand new engine to be fitted, so it is expected to be away for several weeks. We all wait with bated breath to see what difference the new engine will

make to dear old Charlie India's traditionally rather sedate performance.

Finally, a reminder from Jack and Malcolm re the ID passes you signed for:

### ID PASSES: MESSAGE FROM THE CHAIRMAN

Now that everyone has their BAA ID pass, can I remind you all that the rules state that they must be worn at all times when you are on the premises – even if you're not going flying. We are subject to periodic police and security inspections so to avoid any further risks to our airside access I would urge you all to make sure you comply with this rule at all times.

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## *Member Profile*



**Name:** Pat Warren

**Age:** 60

**Job:** Retired. Previously, the job that paid the mortgage was as a senior lecturer in biomedical science at Edinburgh University based in the College of Medicine teaching the intricacies of the respiratory system to medical and science students. Other hobby is music - wedding fees as organist and choirmaster at a local church help fund the flying!

**Reason for taking up flying:** Years ago during a flight down to London between Christmas and

New Year, the flight deck crew invited children to visit the flight deck. I've always wondered why all the fun has to stop when you reach 12 so asked a member of the cabin crew if this included 40-year-old children. The upshot was that I got a seat on the flight deck for the landing at Heathrow and was utterly transfixed. Subsequently booked 5 flying lessons (well, you need to give something a good try) – hated the first flight but by the third I was hooked.

**Flying training:** Originally trained at Turnhouse Flying Club and got the basic PPL in 1990 (did the first solo flight as a qualified PPL on my 42<sup>nd</sup> birthday). Joined EFC in 1991 and did a night rating in 1992. After much struggle (and some training at Jersey Flying Club during summer holidays on the island to get good weather) got an IMC in 2000 although have allowed this to lapse – I've decided I am never going to do enough instrument flying to stay current and therefore safe. Have also recently decide to resort to flying under NPPL rules with my UK licence as I really only do daytime, good weather flying and it saves on the annual medical fees.

**Total hours:** 462

**Favourite route:** Probably two. Any flight down to the Borders in particular Dalkeith to Melrose, up the Tweed valley to Berwick-on-Tweed and back along the coast to Musselburgh. Longer trip landing away would have to be to Islay (enormous long runway to land on, and there used to be a good café nearby for lunch). Actually, make that three favourite routes – if I can get clear skies and 4000 ft, then Kirkcaldy to Crail, backtracking to Earlsferry for the Forth crossing to North Berwick at the narrowest point.

**Most memorable flight:** From Jersey up over the battlefields of the Normandy landing beaches. From the air, the ground for several miles inland looks like the surface of a golf ball – still pockmarked with craters from the massive offshore bombardment in 1944.

**Worst SNAFU:** How long is this profile meant to be!!! Almost certainly not my worst SNAFU but did accidentally entering the control zone before receiving clearance at what was, in those days, Tyne Tees airport. We were directed by ATC to the VRP at the reservoirs so my co-pilot and I looked for the bodies of water marked on the map. Not until after landing and visiting the local flying club to pay our dues did we find that the reservoirs had been drained and we should have

been looking for large expanses of concrete. Take home message – find out what reporting points actually look like before setting out!

**Most amusing incident:** Before the trip, phoned Mull for permission and was assured that the sheep would be moved off the runway area before we arrived. On arrival in the overhead, I was puzzled by the unusual large white 'markers' at the end of the runway – and even more puzzled when the said markers toddled off down the runway! Closer inspection on a low pass identified them as sheep, which resolutely refused to munch their way off to more suitable pastures (apparently they had snuck back onto the airfield through a hole in fence somewhere). It also made for an interesting call to Scottish Information to explain the reason for aborting the trip.

**Ambitions:** To stay safe and always get back on the ground in one piece. I'm neither very ambitious nor very brave - I just like being up in the air enjoying the views and, for me, the challenge of getting everything correct.

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### *CPL – the inside story*



Having always wanted to learn to fly, I joined the club in April 06 and started training towards my PPL. I soon realised I would like to make a career out of flying, so decided to go to Flight Training Europe in Jerez, Spain to complete the commercial training. I recently returned, and have started the hunt for that elusive first job.

Flying is something that has always interested me. When I was at school, I decided to look at the options available for pursuing it as a career. However it quickly became apparent that the costs involved made it unrealistic without serious financial implications and I felt it was an unobtainable goal without having an airline sponsorship.

Having made the decision that flying wasn't an option, I went to university to do a computer science degree. On completion of my degree I began working in IT as a computer programmer. However while at university my interest in aviation was reignited by a trial flight gift for my 19<sup>th</sup> Birthday. This interest, plus my new job allowed me to start my PPL.

I started flying at weekends and over 2 years I managed to do 69 hours. Only a few hours in, I decided I wanted to complete the commercial training, so started to look into my options. I came across the FTE website and they were advertising for students to join a tagged scheme where students, on completion of the course, would be employed by the relevant airline if they had sufficient vacancies. I felt that this was a fairly safe option to test the water and submitted an application, but unfortunately I was unsuccessful. However I went to visit the school in Spain and subsequently decided to go there as a self sponsored student. This meant that I wasn't tied to any one airline, however it also meant that I had no firm job opportunity on completion. This is a two edged sword, as it allows the flexibility to choose who I wanted to work with, it also meant there was considerable uncertainty.

There are two routes to becoming a commercial pilot, modular and integrated. Modular means you complete each section individually – PPL, ATPL written exams, CPL, IR and MCC. This can be done one after the other, or spread over a number of years, at whatever pace you choose or when finances and other commitments allow. In addition, you control who provides each stage and you can select the best provider for that section.

The other option is integrated where you complete all the training at one provider and the course has a set start and finish date. This can be done with both the flying and written exams in tandem or the exams then the flying but is much more structured and concentrated than modular training. The only option on offer at FTE at the time was integrated, and I felt that was the best option for me. I was frustrated with the Scottish weather and felt it

could take a long time to get my PPL, plus the required 100 hours PIC that you must have in order to commence the modular course. In addition, I felt that if I had to go abroad to do the hour building, then I might as well do it as part of the integrated course at FTE. This approach is usually more expensive, but has the benefit that you receive more formal training during the hour building, and gains much more instrument time, which helps with preparation for the IR. I also knew that I would work better in a focussed environment with no distractions.

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### *Visit to Scottish at Prestwick - ScOACC*

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#### **VISIT TO SCOTTISH AREA CONTROL CENTRE**



The club managed a creditable turnout of ten members on a visit to the Scottish Oceanic and Area Control Centre (ScOACC) at Prestwick on 15th June. Unfortunately the great Scottish summer put paid to our plans to fly there, although Prestwick was of course sitting in a nice hole of (almost!) blue sky when we got there.

ScOACC is the centre responsible for controlling all en route traffic over an area of 190,000 square miles covering northern England, Northern Ireland and Scotland, plus the control of all transatlantic traffic. But you and I know it best as the home of 'Scottish Information', that wonderful free service (sssh! don't tell anyone!) to aircraft operating outside controlled airspace all over Scotland. And it was one of Scottish Information's Flight Information Service Officers (FISOs), Paul Aspin, who hosted our visit, together with his colleague Cameron.

We were given a comprehensive briefing and tour which encompassed the main operations room - where civil and military radar controllers sit at some 25 radar displays, controlling traffic in the different air traffic sectors; the Distress and Diversion Cell, a military unit staffed 24 hours a

day to provide assistance to any aircraft with an emergency; and the New Scottish Centre, a brand new building next door to the existing Atlantic House, which will take over all the functions of ScOACC and of the Manchester Control Centre later this year.

Paul showed us the 'Scottish Information' position, which sits next to all the radar controllers in the Operations Room. But Scottish Information has no access to radar and the Fists are not qualified radar controllers. They can tell you about any other aircraft which calls them up, but they cannot tell you about aircraft which are not speaking to them. As many of you will know, they are also extremely helpful in providing all kinds of information for your flight – the weather at your destination or anywhere en route, airfield status, activity status of danger areas and parachute sites – you name it, they will provide it. Our guide Paul told the classic story of one occasion when he was called up by a pilot who was taking his young son flying. The son had been sick, so Paul phoned ahead to the destination airfield to make sure the boy's mother was waiting with a change of clothes!

We also had the opportunity to see the Oceanic Control Centre. This is a world away from the busy Operations Room – it has no radar facilities, since radar can't see over the horizon, and many of the communications between controllers and aircraft are made by data link. All transatlantic airliners – and there are several hundred going each way every day – are given specific tracks to fly which are 60nm apart horizontally, 10 minutes longitudinally and 1000 feet vertically. Position reports are made by HF radio to a station in southwest Ireland then relayed to controllers at Prestwick who then issue clearances back by the same route.

We all learned a huge amount about the operation at ScOACC and the clear message from Paul and his colleagues at Scottish Information was: use the service, don't be afraid to ask anything, and if you're a student or new PPL nervous about using the radio, don't worry, they're there to help and will do everything they can to assist you.

***PS Next time you see Joanne ask her about the gaffe someone made re women and the radio!***

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## ***How to handle Emergencies***

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### **Emergency Procedures**

These are found in Section 3 of the POH or Aircraft Manual and cover most emergencies you are likely to encounter from stall speeds to engine fire in flight. They are described in a Check List format as well as Amplified Procedures where the actions are described more fully.

The procedure to deal with an open door in flight in the event of both upper and lower latches being open is to:

Slow the aircraft to 90kts

Close the cabin vents

Open the window

Close the side latch

Then close the top latch.

If only the upper latch is open then close it

If the side latch is open then pull on the armrest while at the same time moving the latch to the closed position.

Whilst the above applies to the Piper aircraft in the club there is no action recommended for the Cessna.



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## ***EFC NEWS***

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