

EFC NEWS



Edition – September/October 2009

Editor's Notes

This month I would like to welcome our first new member of the year Glyn Eggar. We hope that Glyn will enjoy the flying at EFC.

July and August had record levels of bad weather and my weather station recorded a fall of 235 mm in the two months with 284mm in the first six months of the year. This was what put paid to three separate attempts to hold the EFC summer camp at Oban/Mull. Next spring maybe? There were some successes however, and the trip to Easter airfield described below and a trip to Londonderry by Malcolm and myself are just two of these.

Also of note was the visit to Loch Earn by Tom Ward, George Smith, Muriel Leaser and Robert Fraser to get a 'toe in the water' experience of seaplane flying in the Aviat Husky seen below on the shore of Loch Earn. We have to thank Andrew Wood for arranging this visit and hope he will write up his account of getting a seaplane rating for a future newsletter. I also had an hours flying in the Husky but more about that in the next letter. Thanks Andrew for all your efforts.



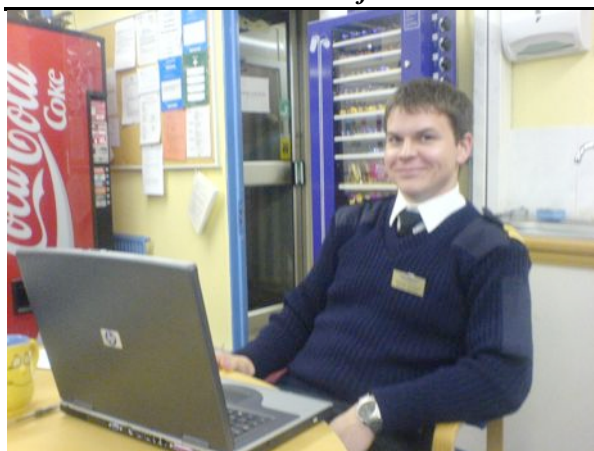
Thanks also to Dickie Bird for making Malcolm, Doug and I welcome at Easter airfield – see article below.

Edinburgh had a visit from the A380 Airbus and some of us got a good look despite low cloud – my vantage point was the RBS bridge on the A8!



Finally, look out in the next issue for news of how the Club intends to celebrate the 75th Anniversary. The committee welcomes ideas and suggestions.

Member Profile



Name: Russell Wheatley

Age: 26

Job: Commercial Pilot currently working for Loganair flying to the highlands and islands on the Saab 340.

Flying Training: Well.... It started 10 years ago on my 16th birthday, trial lesson from Edinburgh airport and as with most people I have spoken to over the years I was hooked. Did my PPL with Tayside up in fife and before embarking on the joys of the ATPL ground school I had some great flights while hour building. The most memorable time was the 2 weeks spent in California. I was lucky enough to be let loose with a PA-28 all to myself for 2 days and within that time I flew up the Colorado River over Hoover dam and the Grand Canyon. Day 2 I flew past the famous

Hollywood sign on my way out to Catalina Island. After all that excitement, once back in the UK and exams all complete I did my CPL/IR with Tayflite in Perth. Many months was then spent blanket bombing every company under the sun with my CV and as many pilots experience I had very few replies. I needed to keep flying so once again saved the required cash and became an instructor up in Dundee. Spent 18 months instructing and any budding commercial pilots out there I can't recommend enough the value and fun of instructing.

Total Hours: 2000 approx

Longest flight: Obviously I do travel quite far with Loganair but my longest trip SEP wise was when I went with Tayside flying club to the Jersey air rally. On the way home we left Jersey and with 2 stops in between (Isle of Wight and Wolverhampton) we were home in Dundee in time for tea. It was a long day but very enjoyable and wish I could do trips like that more often.

Favourite Routes: Well it is difficult to point out any in particular but I have to recommend the western isles or up in the Orkneys. I am lucky enough to go to these places with work and on a nice day they are absolutely spectacular, however the down side it I also get to see them when the weather is, shall we say, not favourable. I have flown over to the western isles a couple of times and would love to do it again but I would really like to do a trip up to Orkney soon!

Worst SNAFU: Where to start with this one...

As with everyone my good self has covered all the classic errors. I still muck up RT calls - if I fly with you I can almost guarantee I will start the call with "Logan.... em...err...Golf Bravo etc etc" at least once!

However my worst one, or at least the one that sticks out in my mind, occurred on my solo cross-country for my PPL. I was routing Dundee to Newcastle pretty much down the coast. Cut a long story short I was told by Newcastle tower to call final number 2. I was convinced I could see number 1 (can you tell what I am going to say yet) so routed to final and called it. The reply I got from the tower controller was, shall we say, almost standard phraseology. Basically telling me get out the way! I realized my mistake and did exactly what I was told and landed safely after the aircraft that was actually number one.

It was a big mistake and I definitely learnt from it, which is the main thing. If there is one thing I have learnt over the past ten years it's that you are always learning with flying, you should never think you know it all.

Ambitions: There are a few things I would like to do with both commercial and GA flying. My ambitions for the commercial side have changed during the training and lately with flying the Saab. I may go and fly the big things one day but for now I am enjoying the flying with Loganair, hand flying is very much encouraged and I like that. If I am honest it's a little boring when the autopilot is flying you in a straight line. As for GA I really want to continue instructing and may progress onto instructing IMC or what I would really like to do is aerobatics.

Safety Matters

When is a Pan not a Pan?

Looking through some of the incident reports shows that Pan calls have been made for a whole lot of reasons. Although the majority of calls were made to D&D by pilots unsure of their position, other examples are of a PA28 declaring a Pan due to the carburettor heat control being stuck in the open position, and another was due to an alternator failure whilst in the cruise. Some others sounded a bit more serious. A Bulldog declared a Pan due to low oil pressure and high engine temperatures, whilst a Slingsby declared a Pan due to a rough running engine, CAP 413 describes a Pan as an **Urgency** message and defined as:

"A condition concerning the safety of an aircraft or other vehicle, or of some person on board or within sight, but does not require immediate assistance." The 'urgency call' is: Pan Pan, Pan Pan, Pan Pan.

So imagine you're returning from a trip from the west coast in a PA28 with your girlfriend as a passenger. You've had a nice lunch at the side of an airstrip, a bit of a walk around a hill, and you're heading back over the mountains at 4000'. The vis is 150k, the cloud is 'few' at 22,000' in nil wind, and all is well in the world of aviation! Whilst doing a FREDa check you notice that there is no reading on the suction gauge. You're sure it was ok 20 minutes ago when you did your last check. However you cannot remember what the suction gauge is telling you and which instruments it refers to, if indeed any? The aircraft seems to be handling normally, no smell of burning, and you can hear Scottish talking to other aircraft on the R/T, so there is nothing much to worry about. As you

continue over the nondescript landscape, you notice some of the lochs are running east/west instead of north/south, so you check your Plog for your heading, confirm it on the DI and all seems ok. However the town to the right of your track seems not to be as big as you would have expected! Hmm. You know from your pre-flight planning that there are some CAS and Danger Areas around, but where? You think it may be an idea to make a Pan call and establish your position. But unfortunately you can't remember the format of the call. No point in wishing you had gone to Tom's RTF briefing now!

Whilst all of this is on your mind, you happen to glance at the ASI only to see it winding down to zero when it should be reading about 95kts. This is not really your day, and its at this point your passenger can see your concern and asks if everything is "all right". You're thinking "all right!" The suction gauge reads zero, I think I'm lost and the ASI has gone on the blink and she asks if it's all right? To make matters worse, at this point your passenger pointedly asks, "what's that red light that has just come on?" Your irritation is beginning to show and you quickly explain the alternator has packed in and the battery is now supplying the power to all the equipment. After a minutes silence she asks, "Can it be fixed in the air". With a curt "perhaps, now if you will just hand me the checklist I'll run through it and see if I can restore it." With an equally curt "can't" she says, "it flew out the door you left open and why is that instrument in front of you lopsided?" You look to see the AI has indeed turned by 90°. By this time your stress level and temper are on the rise when the engine gives a slight cough and you notice the fuel pressure gauge shows zero. You quickly switch on the electric fuel pump, and luckily the prop keeps going round and the fuel gauge returns to normal. Just at this point Scottish call you up and ask for a position report! Not now you're thinking, should you include a Pan call in your report or try to sort things out yourself? So which of the above situations do you think is worthy of a Pan call? Can you make multiple Pan calls, as may be the case here, and indeed, how many Pans calls make a Mayday? To be continued.

Tom Ward

Answers on a postcard? – Ed!

Easter Airfield



Malcolm Spaven, Ian Forbes and myself (Doug Kitson) enjoyed an outing to the Easter Airfield Fly-In at Easter Ross on 25 July. Not having been one to go on many 'long' trips in the past, I was looking forward to this one and had been hoping the weather would be set fair for the day.

We met at the club around 9 a.m. Malcolm had planned the trip in meticulous detail (there was certainly a Plan B and I think, a Plan C as well); so all eventualities were well catered for. Malcolm made full use of the copious information provided on the Easter Airfield website (<http://www.maukair.com/eventsateaster.html>).

Plan A was to depart in the Kelty Lane and route towards the Perth VOR and thereafter to follow a more or less direct route to Inverness, at Flight Level 85. There then just remained a short hop across the Moray Firth to Easter Airfield, which is a few miles south of Tain.

It was decided that I would be the pilot-in-command on the outward leg. However, as this was my first landing on grass, Malcolm would be instructing me (and thus P1) for the final ten minutes or so, before landing.

We departed at 11.05 local – an uneventful departure, apart from the unanticipated excitement of being told to "hold at Whisky 3" (where was that again?), prior to take-off. After departing the Edinburgh CTR we initiated a steady climb toward FL85, transferring to Scottish Information (119.875) for the relevant clearance.



Not for a second mistrusting Malcolm's planning Ian engaged his trusty Psion Aviation GPS in the back seat ("that's Pitlochry over there" I recall being said at one point). We felt a bit of a sense of achievement on reaching FL85; however it didn't last long – clouds started piling up below us and we realised we'd soon not be able to maintain VFR. So down we went, diving through some useful holes in the clouds, until we got down to a (still comfortably high) 4,000 feet. We did have to divert a bit to the east of our planned track as well, but Malcolm and Ian's excellent familiarity with the local geography kept us right, while I concentrated on the flying. There was a lot of chatter on the radio – it makes you realise just how many people are out flying around Scotland on a good summer's day.



We soon sighted Inverness Airport in the distance and transferred to Inverness Approach on 122.6. We were greeted on that frequency with (we thought) a somewhat nonchalant approach from the local controller – "just report descending into Easter" (or similar) was all we got. Meanwhile the departing 737s were oblivious to our presence, so we did call in the overhead as a sensible precaution.

We now had to start thinking about the approach into Easter. Fortunately, the website had provided easy-to-read instructions – it was basically teardrop in from the north for an overhead join and then descend dead side and into the circuit, for a right-hand to circuit to land on runway 24.

The final approach had an offset posted, to avoid a local resident, so, not wishing to get shot at we followed the signed approach path. The landing seemed to go quite well (but ask Malcolm) – I had to be reminded to hold the control column fully back and get the brakes on quickly. Well, it was my first grass landing. But we stopped with runway to spare and then looked for our parking spot. After a bit of confusion and lack of marshalling, not to say avoiding some puddles on the grass we pulled up and shut down. We arrived at 12:50 local, a flight of 1 hour 45 minutes from brakes off.

The Airfield Manager, Dickie Bird, who made us feel very welcome, greeted us. There was a hamburger stand and an ice-cream van, so we availed ourselves of the former without further do. We then chatted to the other pilots, with occasional distractions watching some "non-standard" circuit patterns, and few landings that "made full use of the runway".



There were a good few splashes of water from those that perhaps didn't get the brakes on quickly enough. There were some locals there to see what all the fuss was about - Ian and I had a chat with a nice lady and her young son while Malcolm planned the route back. We felt we were a bit old for the bouncy castle, but it was good to see all age groups being catered for.



But all too soon it was time to leave... we decided to head back to the east of the mountains – it was unlikely we'd get a direct track back with the

cloud base as it was, but in the event there wasn't too much deviation from a direct track. Ian was to be at the controls on the return leg.



Ian did a nice take-off and we then departed to the south, heading out over the Moray Firth – initially coasting in at Culbin, to the west of RAF Lossiemouth – we gave Lossie a courtesy call before pressing on. Malcolm again did the bulk of the navigation. As on the outward leg we got a 'Basic Service' from Scottish Information. I was in the back with the trusty GPS (just in case). We routed south over Edzell, and then transferred to Leuchars Radar (who didn't say much). The rest of the journey took us over the east of Dundee, and then through the Leuchars overhead, and thence on to Kirkcaldy for re-join. We got held (a bit longer than needed to be honest) at the Bridges, but eventually made a routine approach and Ian did a very nice landing.

And so our flying day came to an end – we all three of us enjoyed it, and both Ian and I found it a great experience and thanks to Malcolm for all his help and guidance.

CPL – The inside story part 2

FTE Jerez Spain



The basic structure of the course at FTE is based on 14 months or 62 weeks of training. This started with 20 weeks of full time ground school and the first set of exams. After a few days at home to recharge the batteries and catch up with friends and family it was back to Spain for another 20 weeks. This time we alternated between ground school and flying and were working 6 days a week so there wasn't much time to sit in the sun and take advantage of the pool etc. However it did help to relax after a long day in a hot smelly aircraft! After the second set of exams we had a couple of days off and then it was into the section that we had been most looking forward to, full time commercial flight training.

Full time flying was initially a relief as ground school had been hard work. We were in the classroom from 9 to 5 and then were expected to do 2 or 3 hours study in the evenings. Many of the subjects were just an extension of those done during a PPL with things such as Met, Aircraft General Knowledge and General Navigation and while it wasn't particularly difficult, there was a lot to learn in a relatively short space of time as we went into much more depth than during my PPL.

Once we started flying, we were paired up with another student and an instructor and would fly 2 or 3 times per day in a Piper Warrior. This was quite a punishing schedule as we were always expected to have improved from the previous flight, even if that was only an hour or two before! In addition, there was also the option to "back seat" the other student to learn from their lesson and get a different perspective. This had the added advantage that you could assess your performance and enjoy the views rather than sweating away in the front!

During the first half of phase 2, the main aim is to complete the flying up to Progress Test 1 (PT1), which is roughly equivalent to a PPL test. I found this quite nerve racking as it was my first ever flight test and there was a lot riding on it. I partialled on the navigation section due to "dithering" and then mis-identifying a check point.... a silly mistake but forgivable given the number of "little white towns" and rolling countryside! I managed to pass this on the 2nd attempt and continued on towards the next section.

After PT1, the syllabus is designed to build on the basic skills and allow us to develop confidence

and accuracy. It's included much more solo flying as well as instrument flying such as non-precision approaches, tracking, and holding. We also did a lot of solo navigation exercises and general handling. Having sharpened the basic skills, it was time to complete PT2, this is similar to a CPL skills test, but in the Warrior. I found this much more straightforward than PT1 and passed first time. All this was completed while still working on the ground school, hence why we were so relieved to have the last exams completed!!

Following PT2 and the last exams, we started phase 3, which involved converting onto the twin engine Seneca. This is a big step up from the warrior, with twin turbo charged engines, variable speed propeller and retractable landing gear to master in a short period of time. This is done predominantly in the aircraft but there was some simulator training, mainly doing emergencies so we didn't scare the instructor too much in the real thing!

Once we were confident we were allowed to do exciting things like shutting down an engine mid flight to simulate engine failure. This all culminated in the CPL test which is done under VFR conditions but does include some basic instrument flying...however the one big advantage is there are no PFLs!!

How to handle Emergencies

Emergency Procedures

Following on from the last edition of the Newsletter where the action to take in the event of an open door was described, this time we look at the action to take in the event of an engine fire during start up on the Piper aircraft. They are described in a Check List format along with an amplified version in Section 3 of the POH.

Engine fire during start up.

Starter	Crank engine
Mixture	Idle cut-off
Throttle	Open
Electric fuel pump	Off
Fuel selector	Off

Abandon aircraft if fire continues.



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Editor: Ian Forbes

Tel: 0131 339 4990

E-mail: forbesmacmillan@btinternet.com

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