

# G-FORCE



Established 1935

EDINBURGH  
FLYING CLUB

No. XXXVIII August 2006

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## Editor's Note

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Welcome to the July edition of the EFC newsletter and this month have added a new feature. This profiles a club member and I hope it will become a regular item in future issues. This feature will serve two purposes, it will help us get to know each other and perhaps serve to help us team up to fly further afield with someone of similar experience. Prepare to be interviewed!

This month I would like to bid a warm welcome to Malcolm Robertson as a new member, and welcome back George Duguid and Gordon Watson. Congratulations to Richard Hambleton who completed his JAR solo cross country last month. This as many of you know involves a triangular route of some 150 nm landing away at Prestwick and Dundee. I spoke to Richard immediately afterwards and he said "I am totally knackered and am glad the ATC at Dundee gave me a cup of tea – I needed it."

Another piece of news worth noting is Alice Ramsay's work experience with ATC, BAA ops and KLM engineering. Well done Alice I am sure the experience will be very useful and I hope you will write down your thoughts for the next issue of G-Force?

John Smyth with G-Tango at Benbecula



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## Chairman's Message

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First of all congratulations to Ian Forbes on getting the club newsletter re-established on a regular basis. The newsletter is a vital part of our aim of improving communication with you, the members, and making the club more active both in flying terms and also socially.

My main message will be familiar to all of you – it's your club, and it's vital that all of us fly more in order to spread the inevitably rising costs of flying. Think about going just that little bit further afield, and taking another pilot along with you. John Smyth's recent trip to the Western Isles

(see this issue) is a good example of a PPL teaming up with someone else in order to get to places he hadn't flown to before. A win-win situation – you share the costs get more interesting and challenging flying.

I hope all of you will make summer 2006 the season you reinvigorate your flying by venturing to new airfields, sharing with other members. The instructors are there to help you with any planning tasks and give you advice. If you decide to go somewhere new there will never be a shortage of people who'll jump at the chance of coming with you. Happy flying!

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### *Club Member Profile*

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**Ever wondered about the background of other PPLs in the Club? This new slot in the newsletter will feature one Club member in each future issue.**



**Name:** Andrew de Beaux  
**Age:** 41, married with two boys aged 2 and 5.  
**Job:** Consultant Surgeon  
**Pilot Training:** Learnt to fly initially in 2000 at a small airfield called Goolwa, in Australia at the mouth of the Murray River. This club closed and thus transferred to Parafield, the main training site for RAAF pilots. An amusing thing to see here was that the trainee pilots used to cycle around as if in the circuit making all the radio calls! Joined EFC in May 2001 and passed the JAR PPL in September 2005. Part owner of the Piper Archer G-BNGT.  
**Total Hours Flown:** 165 hours to Date  
**Furthest Flight from Edinburgh:** Carlisle though did much longer ones in Oz!  
**Favourite Route in Scotland:** Loch Lomond – Gleneagles – Loch Leven – Crail – Bass Rock – City Centre – about 90 minutes flying time. Flight plan can be obtained on request (post on the web??)  
**Worst ‘Cock-up’:** Forgot to switch on the fuel on the JAR test – fan stopped after fifty yards taxi!  
**Dream for the future:** As children grow older upgrade from GT to a Cirrus 22 with diesel engine or a small single engine jet – lottery permitting!

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### *Golf-Golf Tango is OURS*

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The end of June saw the last payment on the loan for Golf  
*G-Force February 2006*

Tango. The Club now owns G-NU and jointly owns G-GT. Both aircraft sport the same colour scheme to give us a more corporate identity.

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### *New Edition of Scotland Map*

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The next edition of the 1:500 000 ICAO Scotland chart is due out on the 6<sup>th</sup> July. This new version will have the changes to the Edinburgh control zone marked on it so is a must. The N England one came out on 11<sup>th</sup> May. Remember to upgrade yours to stay current. A change to the 18 hours TAFs – from 1<sup>st</sup> August these will become 24 hour TAFs issued at the same times but for a period of 24 hours.

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### *Club Fly Out to Mull 15th July*

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We hope there will be a big turn-out of members for the club fly-out to Mull on 15th July. The whole fleet is booked all day for the event. The aim is to fly there in the morning, meet for lunch in the Glenforsa Hotel which is beside the airstrip, then fly back at our leisure in the afternoon, perhaps via Oban to refuel. If you want to make a night of it there's scope for staying over at the hotel and coming back on the Sunday.

Mull is a wonderful airfield, with nearly 800 metres of well-kept grass. The flight there is only takes about an hour, and the views en route and from the airfield are terrific. The hotel owner is a pilot with a Piper Cub based on the airstrip and there are usually some interesting visitors at this time of year.

For those of you who have not been before or are not sure about any aspect of the trip, we will have instructors available either to fly with you or to help you with briefing and navigation planning before you go. For PPLs who have been to Mull before we hope you

will take other members along and share the costs.  
If you would like to go on this trip please contact Malcolm on 0771 044 7378 or at malcolm@edinburghflyingclub.co.uk. In the meantime for a taste of what Glenforsa is like take a look at their excellent website [www.glenforsa.com](http://www.glenforsa.com).

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### *Forthcoming Events*

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*Spread your wings and take advantage of some of the following flying events, all within easy flying distance of Edinburgh*

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|--------------------------|--|
| 8 July                   | Fife Airport 25th Anniversary Fly-in. Free landings, barbecue, dance in the evening etc.   |
| 15 July                  | Club fly-out to Mull   |
| 22-23 July               | Mull of Kintyre Fly-in/ Air Show, Campbeltown. Fly-in Sat, air show Sunday, <a href="http://www.mullofkintyreairshow.co.uk">www.mullofkintyreairshow.co.uk</a> |
| 29 July                  | Museum of Flight Air Show, East Fortune  |
| 29-30 July               | PFA Highland Strut Fly-In, Dornoch   |
| 30 July                  | Fly-in at Kirkbride, Cumbria. For details tel John on 01697 342142   |
| 20 August                | Islay Airport Open Day   |
| 26-27 August             | Highland Aero Club Fly-in, Plockton  |
| 31 Aug-4 Sep             | Beach fly-in, Sollas, North Uist   |
| End September (planned): | Opening of new airstrips   |

at Coll and Colonsay

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### *Three Magic Days Flying*

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*Final for R/W 02 Plockton*

Monday May 29<sup>th</sup> was a somewhat mixed day for weather in Edinburgh and we waited until early afternoon before setting off through the Glasgow then north for Oban. After filling the tanks there we set off on the first of several truly fantastic hops around the magnificent west coast of Scotland. The hardest sector proved to be Oban to Plockton where a gusty head wind and low cloud challenged the nerves of both pilot and captain as we headed north up the Sound of Sleat. With a cloud base of 1500 and peaks over 3000 off the starboard wing we retained an astonishing sense of poise prior to our short landing just north of the Kyle of Lochalsh.

Even pilots have to accept that size does matter! This is certainly the case when you are on short final for 02 at Plockton. Water in front of you – water beyond you and less than 600 metres of runway to aim for! At least there is tarmac (see below). After an uneventful

landing we parked Golf-Tango amongst the gorse bushes and walked into the delightful village of Plockton for what felt like a well-earned beer. Thus ended the first of three magnificent days flying around the Western Isles at the end of May. Displaying an amazing sense of courage Malcolm Spaven agreed to shepherd me around the islands, which I had not previously visited.



*Loch Shiel looking towards Glenfinnan*

After an excellent meal in the rather quaint “Haven Hotel” we were aware of heavy rain during the night and Tuesday morning offered very variable local weather, but a phone call to Benbecula reassured us that things were much better to the west.



*Will the map stay on the lap?*

Donning our immersion suits (these are more comfortable than they appear – but a map will not stay on your knees when you are wearing such slippery garments!) we flew over the very flat part of the island of Skye and after the short sea crossing arrived in Benbecula to be parked by a marshaller and ushered into the reception hall via security! A frequent loudspeaker message told us not to leave any bags unattended. Reclad in our life preservers we took off in now excellent weather and flew over South Uist to the remarkable island of Barra. Fully reassured by Captain Spaven that a sand runway will take the weight of larger aircraft than Golf-Tango, I lined up on 33 only to observe that there were cockle-pickers on the runway, which had not yet achieved full low tide – a go around seemed polite and sensible. We then headed southeast for a 40-mile sector over the sea to the island of Tiree. An engine failure



*Turning final for R/W 33 Barra*

in such circumstances would certainly test the nerves and I have to say the possibility of evacuating a PA28 wearing these somewhat cumbersome suits would be something that is better left to theory rather than practice! The flying was truly magnificent with a bright blue sky, excellent visibility and the stunning shoreline of Barra and eventually Tiree. After lunch we set off for another magic afternoon flying over Coll and turning southeast again down the Sound of Mull, overhead Glen Forsa and back to Oban where we stayed the night.

Members will be aware of the uncertainties about the future of the airfield at Oban and it is important for us all to support it as frequently as we possibly can. We shared an excellent evening with two Englishmen who had flown up from Coventry and next day woke to blue skies and virtually no wind to complete the third and best day of this magic trip.



*Departing Tiree*

We flew southwest down the Firth of Lorn and then over Jura to the island of Gigha. Previously warned that the grass on the runway was somewhat long and in need of attention we soon ascertained that the little white fluffy jobs on the runway were in fact sheep! Not wishing to disturb the attention the grass was receiving we overshot and headed for the beautiful island of Bute. After I had mistaken the grass runway (27/09) for a field some miles to the south, Captain Spaven retained his cool as I lined up for an approach to the grass strip, which is only 480 metres! Once again a short finals overshoot seemed entirely wise. After climb-out we turned southwest again and returned home flying north of Prestwick to the Cobbinshaw Reservoir and back to Edinburgh.

All in all 6 hours of truly wonderful flying which I recommend to all of you. We were for most of it very fortunate with the weather and on such days as these there can surely be no more enjoyable light aircraft flying than is afforded by the remarkable coast line and airfield possibilities of the west of Scotland. We are lucky to have a club which encourages this type of flying and particularly to have instructors such as Malcolm who are willing to give of their time and their nervous

control to encourage those of us who have not done such flying before to experiment, learn and enjoy – I cannot recommend this highly enough!

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***FREDA – Check Your Fuel  
Plane forced to land on beach  
as fuel runs out!***

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Important en-route flight management is carried out when you conduct a FREDA check, selecting carb heat to ensure there is no icing, changing tanks to ensure that fuel is managed properly and aligning the compass and DI. Careful use of this as well as weather monitoring before and during a flight, as well as having an alternative to divert to, might help avoid the following situations.

A Cessna 150 on route from Cumbernauld to Carlisle had to make an emergency landing on the beach at Goswick Sands near the Holy Island on the east coast when it ran out of fuel.

The incident began around 6.30 pm when the pilot lost his bearings somewhere over the borders and ended up flying towards the east coast. He sent out a MAYDAY call when he became concerned about dwindling fuel. An RAF Sea King helicopter from Boulmer in Northumberland was scrambled and intercepted the plane near Berwick. The intention was to guide the Cessna to Eshott airfield near Morpeth, however, the aircraft did not have sufficient fuel to make it there so the pilot made the decision to land on Goswick Sands.

The pilot of the Sea King said “the weather was quite poor and they managed to get themselves lost. On talking to them we advised them to go east along the Tweed and arranged to meet them at Berwick. We found them and started flying with them down the coast towards Eshott but unfortunately they ran out of fuel. The engine was

actually spluttering so they had absolutely no choice but to land. They are incredibly lucky that the tide was out and they were able to land on a fairly wide, flat expanse of beach.”

In another incident in the same area a Cessna suffered an engine failure and had to make an emergency landing at Eshott. By good luck a flying instructor on the ground used his car headlights to guide the plane into the airfield which has no runway lights.

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### ***Weather in May and June***

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Ever wonder if it is just you who gets bad weather?

CFI's Weather Report

#### **May**

Rather poor month for May with 17 non flying days mainly due to squally rain showers and strong gusty winds.

#### **June**

Good flying month at long long last. There were 13 non flying days mainly due to low cloud, mist and fog. On some days the mist remained as a dense haze throughout the day.

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### ***G-Force***

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