

# EFC NEWS

EDINBURGH  
FLYING CLUB

**Edition 3 – November/December 2007**

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## *Editor's Notes*

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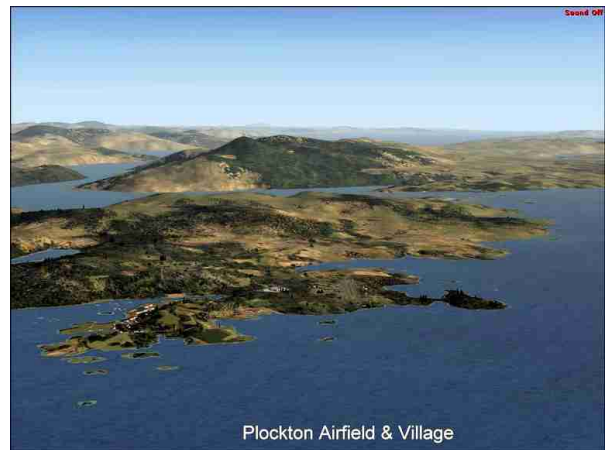
This month I would like to begin by thanking all of you who attended the EGM on the 19<sup>th</sup> September or voted by proxy. The meeting considered the issues of membership fee and engine fund and there was a lively discussion. The members voted unanimously for the motion (33 votes for and 2 against) and the annual fee will thus be raised from £150 to £225. The fee will be collected electronically from bank accounts, either in one amount on the 1<sup>st</sup> April, or over 12 months from 1<sup>st</sup> April according to preference.

Welcome to Alex Kelly as a new member who was a member some years ago but didn't complete his PPL and has now come back to finish. Congratulations go to Mark Niznic who completed his first solo. Congratulations also go to Chris Hirst (who did his PPL at EFC in record time over the winter of 2004-5) who is now completing a Boeing 737 Type Rating with SAS Flight Academy in Stockholm and will be joining Ryanair after that.



There has been some interesting flying going on since the last newsletter. George and Muriel had a trip to Skye, landing at Broadford (picture above) and Plockton (pictures on the right). On the same day Andrew de Beaux had an orbit of Ben Nevis – not often done. – And in October too. Earlier that same month George and Muriel went to Walney Island (Barrow). Malcolm and I had two trips, the first to Longside and Whiterashes (see article later), and the second with Bob Peacock taking in Fishburn and Peterlee – free landing vouchers being used to good effect.

Generally there is good news all round in this newsletter, and after a successful few months, the Club looks set to meet the target of 700 hours flown this year. Trial flight sales are looking good too and it will help if you could deliver a bundle to an area near you. Pick up a bundle from the Club and don't forget to tell us where you are delivering to avoid overlap.



Last month we had the third Club night out at the Queen's Arms, Frederick Street. We hope to have a Christmas/New Year meal out early in 2008.

In this issue we have part seven of Alex's flying adventures in the USA, a member profile from the Chairman, Malcolm Spaven, and a Safety Matters article from Tom Ward and an account of a windy trip to Buchan.



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***How Many Points?***

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Top this for a speeding ticket... Two British traffic patrol officers from North Berwick were involved in an unusual incident, while checking for speeding motorists on the A-1 Great North Road. One of the officers (who are not named) used a hand-held radar device to check the speed of a vehicle approaching over the crest of a hill, And was surprised when the speed was recorded at over 300mph. The machine then stopped working and the officers were not able to reset it.



The radar had in fact latched on to a NATO Tornado fighter jet over the North Sea, which was engaged in a low-flying exercise over the Border district.

Back at police headquarters the chief constable fired off a stiff complaint to the RAF Liaison office.

Back came the reply in true laconic RAF style. "Thank you for your message, which allows us to complete the file on this incident. You may be interested to know that the tactical computer in the Tornado had automatically locked on to your 'hostile radar equipment' and sent a jamming signal back to it. Furthermore, the Sidewinder Air-to-ground missiles aboard the fully armed aircraft had also locked on to the target. Fortunately, the Dutch pilot flying the Tornado responded to the missile status alert intelligently and was able to override the automatic protection system before the missile was launched".

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### *Member Profile*

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<b>Name</b>	Malcolm Spaven
<b>Age</b>	52
<b>Job</b>	Self-employed aviation consultant mainly working for the wind energy industry



### **Pilot training**

First flight ever was when my grandfather treated me to a passenger flight in a BEA Herald from Turnhouse to Renfrew in 1965. I did some gliding at the Cairngorm Gliding Club at Feshiebridge in the late 60s, and then joined East Lowlands Universities Air Squadron, flying Chipmunks at Edinburgh. In one of the most short-sighted decisions of my life I decided I had to choose between academic work and flying and left the squadron after a year, with 23 hours total time. I then did nothing more than belly-ache about wanting to fly for more than 20 years until my partner (bless her!) had had enough, and sent me to South Africa to do a PPL course. Flew with Edinburgh Air Centre, Turnhouse Flying Club, and finally EFC, and quickly realised I couldn't afford to fly as much as I wanted to, so decided to spend thousands more getting a CPL and Instructor Rating with Tayside at Perth. Started instructing in 2001 at Dundee, Fife and Edinburgh.

**Total hours flown:** 1150

**Furthest flight:** Cape Town to Johannesburg in one day in 2000 – 800nm with two fuel stops, in a Warrior.

**Favourite route:** Any route to the lovely island of Colonsay, in fact any flying off the west coast. We have some of the best flying territory in the world!

**Worst SNAFU:** In 2005 I celebrated my 50th birthday on Colonsay, taking CI over for the weekend. I took a few people up for trips round the island. On one flight I had my uncle and aunt on board. He wanted to take photos of various things around the island so we were doing quite a lot of left hand orbits, often out of balance as I tried to keep the aircraft's wingtip pointed at the subject. Now, I had got into the habit of countering CI's tendency to take fuel preferentially from the left tank by switching to the right tank soon after take-off. Normally I

would switch back to 'both' before landing. But when I checked the tanks visually and on the gauges before takeoff, the right tank seemed to have quite a lot more in it than the left, so as we came back round to land I kept the fuel selector on 'right'. There was a stiff south-easterly breeze blowing so we were landing on runway 11, which involves a base leg over the sea, just off a very rocky shoreline. The Colonsay strip is short, so I was flying a tight base leg, already with full flap and down at about 400 feet, when the rpm very calmly started running down. I guess the adrenalin kicked in and after checking mixture, carb heat and pumping the throttle I flung the fuel selector back to both while turning left and contemplating raising some flap to reach the beach. The engine picked up straight away and we continued to an uneventful landing. My uncle still had his eye glued to his camera viewfinder and didn't notice a thing - but I was very glad our next stop was the hotel bar! They always say that around the 1000-hour mark is a dangerous time – the balance between thinking you have the knowledge, but actually not having the experience, can bite you. In this case I had (a) got myself into a habit which wasn't based on sound evidence, (b) placed too much credence on the fuel gauges, (c) not taken account of the effects of the cross-feed transferring fuel to the left tank while flying out of balance left turns. Since then I've only ever flown CI with both fuel tanks selected. But I still love that aeroplane!

**Future dream:** There's an outfit in Georgia that does type rating training for PPLs on a 72-year-old DC-3. I've always dreamed of flying a DC3 so I hope to go to the States in 2009 to do the course. All I need is for Bush to be out of power so I can set foot in the USA again!

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### *Safety Matters*

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Much is written about the 'charges' inflicted by the CAA upon the poor benighted pilot. However, there are other charges that the CAA can impose – not financial but criminal.

Having passed the Air Law exam you will be familiar with the ANO and the Rules of the Air. But the Air Law ground course is not just a paper exercise it is there in part to make you aware of your responsibilities as the Commander of an aircraft. Failure to comply with any of the requirements of the ANO and its Regs is a criminal offence. You could find yourself in Court and if convicted (and they usually are) the sentence could range anywhere from a £100 fine to a 5-year prison sentence, and you will pay the

costs.

The Department of Transport has given the CAA the responsibility to investigate and prosecute breaches of the aviation safety rules and it is the Head of the Aviation Regulation Enforcement Department (ARE) who decides which cases to investigate. Once that is completed it is referred to a CAA lawyer to decide if the prosecution should go ahead.

There are 4 categories of offence and can be found in Article 148 of the ANO. The most serious is listed in Part C of Schedule 12 and is 'Endangering the safety of an aircraft'. In Magistrates Court a maximum fine of £5000 can be imposed but if the case ends up in a Crown Court it carries an unlimited fine and/or imprisonment for 5 years.

The next most serious offences are listed in Part B of Schedule 12. A typical offence in this category would be 'endangering the safety of persons and property (low flying?), also 'use of false or unauthorised documents'. One pilot got into dispute with the CAA over false representation re medical condition. He was found guilty and fined £3000. The maximum penalty in this category is £5000 in a Magistrates Court and an unlimited fine and/or 2 years imprisonment if it makes it to the Crown Court.

So before you get to the flight planning stage check the date of your medical certificate. Do not forget a valid medical certificate forms part of your Licence, no medical – no licence - no fly. And fill in the medical form accurately. If in doubt ask your AME.

Next comes the offences listed in Part A of Schedule 12. Amongst the 80 or so offences in this category are: Pre-flight action by the commander of the aircraft, requirement for passenger briefing and Breaches of the Rules of the Air. These offences are tried in the Magistrates Court with a maximum fine of £2500. Flying into, for example, the Glasgow CTZ without a clearance can be expensive. This breach of the Rules of the Air has a maximum fine of £2500 although around £500 to £750 seems to be the going rate.

If your route takes you near a Power Station pay particular attention to the restricted area surrounding it. One pilot didn't and ended up in court and a Fine of £750.

If you want to break Rule 5 I suggest you don't do

it in the Blackpool area even with a 'guilty plea' it still cost one pilot £2800.

The last Category is a kind of 'catch all' and is anything not listed in Part A, B or C. As with Category C offences these are tried in a Magistrates Court with a paltry £1000 maximum fine being applied if found guilty.

One transgression that is bound to get the CAA Legal Branch crashing down on you is upsetting a Red Arrows display. A Dutch pilot on his way home to Holland infringed a display at Eastbourne and it cost him £3000. Although he did check the NOTAMS using the 'narrow route' format the information on the display was in amongst all the other info and was missed. The fact that the display took place over a town rather than an airfield did not help, as we tend to look for activity at airfields.

For information on Red Arrows displays use the freephone 0500 354 802 its quicker than the NOTAMS.

Acting as prosecutor, the CAA is entitled to exercise its discretion and it is not obliged to prosecute in every case where an offence has been committed. In one case, a young woman on her first post PPL trip infringed the London TMA and the CAA gave her a 'caution' and she has to take further navigational training.

Finally, people smuggling is not a good idea. An AOPA member was using his PA28 to bring immigrants in from France and Belgium. A Police helicopter followed him and after dropping them off at a farm strip in Kent was caught when he landed at his base in Headcorn. He is now serving a jail sentence.

*Although the ANO refers to the Magistrates Court and Crown Court, in Scotland the appropriate court will be used with the same range of fines.*

Tom Ward

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### ***Into the Wide Blue Yonder Part 7***

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With a total of over 100 hours completed on the Harvard of which about a half were on solo exercises, we were happily gaining in confidence.

Cross-country flights had now been introduced, mainly over the flat prairie country to the north and east, so we saw little of the Ozark Mountains to the south. With light winds and generally favourable weather, navigation presented few problems with no high ground and most major

roads running north/south or east/west. Rivers tended to run south into the Gulf of Mexico with the exception of the Arkansas River, which flowed east from Colorado then, southeast, skirting Miami before it joined the Mississippi. For most cadets, therefore cross-countries were seen as something of a relaxation whether solo or dual.

Not so, however, low-level cross-countries, with instructors free to introduce diversions at short notice. Few cadets completed these with much success.

We now moved on to another low-level exercise – at tree top height as in the cross-country flights (above). This was gunnery practice using a target positioned in a large field, well clear of habitation and livestock. These training Harvards carried not armaments of course, but the port wing was fitted with a cine camera, which was activated by a button on the top of the stick. The results were then viewed in a dark room back at the base. I cannot remember the reason for it now, but the initial approach was made at right angles to the target and at high speed, followed by a steep turn directly to the target. To my embarrassment when viewing the first tape, which included six 'passes', I caught a fleeting glimpse of the target on only one of them!! Later attempts were little better, and when I mentioned my concern to a cadet on the course ahead of us, he reassured me by explaining that gunnery exercises were not included in the monthly check flights.

Formation flying was always conducted in a "V" formation and in threes, and was enjoyed by most cadets. For safety reasons, only three flights were allowed in the air at any given time, with each allocated a specific altitude. Apart from the leaders, most cadets found some difficulty in taking off, partly because the runway was too narrow to allow all three to take off simultaneously. The procedure therefore was for the two wingmen to make their take-off run on the grass verge on either side of the runway and just behind the leader. The Wingman's longer run on the uneven surface left them both struggling to overhaul the leader with much juggling of throttle and stick in the climb-out. It was something of a "jolly" for the leader of course, as his main function was to keep track of our position and to maintain a good lookout on behalf of the group. He was also required to indicate clearly any changes in heading speed etc. he was about to make. Each wingman had eyes only for the lead aircraft with only an occasional glance at the

instruments. Great care was taken when turning, as it was easy to skid or slip. Each wingman was allowed 15 minutes as leader, giving a total flight time of 45 minutes normally. The technique of manoeuvring each a/c into its new position at our first attempt occupied about three minutes and left us all in a cold sweat! A common weakness was for the wingman to allow his Harvard to drift into the leaders slipstream. The unofficial procedure for breaking formation when all three were solo was for the wingmen to fall into line astern behind the leader and each would peel off in an exhilarating dive.

Navigation by night in an Oklahoma summer was simple enough. Conditions were normally ideal with clear skies, good visibility and light winds. In fact on a number of occasions, no allowance need to be made for wind and we simply followed the track. As far as I remember, no one was forced to “land away”. An unfortunate incident did occur however in the early hours one morning when a Harvard landed with its undercarriage up. The cadet was quite oblivious (during the approach) to the blaring horn in the cockpit, which was activated if the throttle was closed with the gear up. This added to his embarrassment. He was shortly transferred to a navigator’s course in Canada.

We all had our anxious moments of course and oh how we revelled in the telling of them. Returning from a long cross-country flight via Fort Scott and Springfield and about 20 miles from the base, I noticed that the oil temperature was rising – almost into the red sector. A few moments later I was in trouble with both temperature and pressure in the red sector. The circuit was very busy and I waited patiently for an opportunity to call Jack in the tower. I reported a probable oil leak and I heard him issue general instructions to orbit to those in the circuit followed by a straight-in approach clearance to me. The chatter of American and British voices died away and it was now ominously quiet while I concentrated on a long approach. I was fortunate in that my track on the final leg of the flight brought me directly in line with the runway, so that I had no need of a down wind leg. Unfortunately this contributed to my first error – I completely forgot my checks. I realised my mistake at about 600 feet – I was clearly too high and too fast and (my second mistake) I hurried through the checks but not in any particular order. There was now a slight improvement, but the Harvard’s altitude was not as it should be and I was obviously going to run out of runway, unless I could control the speed

and rate of descent. Now on the verge of panic and faced with the dire prospect of a go-around, I was about to open the throttle when an American voice in my headset announced, “Aircraft on emergency approach – your gear is up!” I needed no second bidding and with my left hand on the gear lever, I heard the familiar double clunk as the two wheels locked. The sense of relief as I touched down – with room to spare – was overwhelming.

This concludes Part 7. In Part 8, the course nears completion and we are asked to make preparations for the final qualifying cross-country flight of 2200 miles in seven legs.

Alex Findlay.

In the next issue we have the final part by Alex, an account of flying a variety of aircraft by Gordon and details of a trip to the Peterhead area taking in two unusual airfields.

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### *A Bumpy Trip to Buchan*

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Ian Forbes and I put two new airfields in our logbooks in early August when we took the Archer to Longside, a former Second World War RAF airfield near Peterhead, and Whiterashes, a privately owned grass field about 7nm north of Aberdeen Airport. For any of you looking for an interesting but easy trip of about an hour flight time, this one's highly recommended.



The good thing about going to anywhere near Aberdeen is that the navigation could not be simpler. Just keep the sea on your right and you'll get there! We flew a direct track from Kelty to Stonehaven, with a little dogleg to ensure we avoided Portmoak. Aberdeen Approach will clear you through their zone up the coast via the Stonehaven Lane and the Peterhead Lane, giving you an excellent view of the City of Aberdeen on the way. Clearance is normally not above 2000

feet if they are using runway 16, or not above 1000ft if they're on runway 34.



Once you've cleared the zone at Hackley Head (just north of the mouth of the River Ythan), Aberdeen Approach may hand you over to Aberdeen Offshore on 134.1. They control all the offshore helicopters, most of which route in and out via the Peterhead area at 2000 feet. As you approach Peterhead you should be able to see Longside airfield a couple of miles northwest of the town. Then you can switch to Longside Radio on 130.575 and announce your arrival. Standard procedure is an overhead join at 1400 feet (to ensure separation from the helicopters above), with a left hand circuit on runway 28 and right hand on 10.



The runway at Longside (seen below) is quite short – 500 metres tarmac – but it has overruns of about 200 metres at the western end and 90 metres at the eastern end which are weedy but have no potholes. This means that although the Take-Off Run Available is only 500m, the Take-Off Distance Available can be considered to be more than that. The other advantage is that the approaches at both ends are over nice flat fields with no obstacles, so Longside is a great place to go if you want to practice short-field techniques.



Longside airfield is run by an extremely friendly and enthusiastic group of aviators flying everything from flexwing microlights through a variety of PFA types to a pristine 1950s vintage Piper Apache. We were given a wonderful reception, cups of tea and a tour of their hangars. They are in the fortunate position of having inherited facilities previously used by CHC Helicopters as an offshore passenger terminal and maintenance base and they have recently secured the local council's agreement that the airfield should continue to be used for recreational flying.

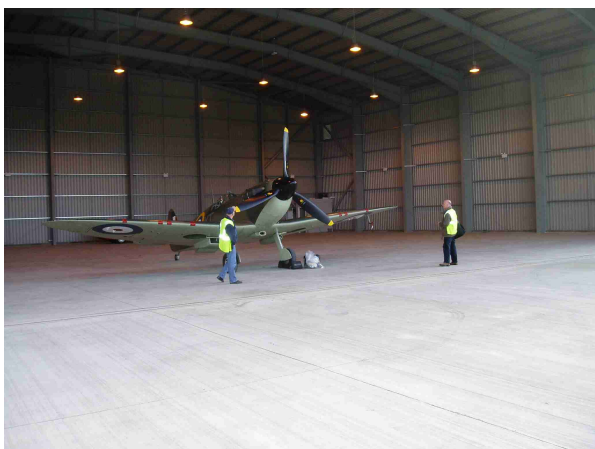
Longside has a rich history. Naval airships were flown from here during the First World War, then in 1941 runways were built and the airfield was used by RAF and Fleet Air Arm fighter units protecting convoys in the area. Later in the war, long-range Mustang fighters flew from Longside, escorting Mosquitos and Beaufighters on anti-shipping strike operations off Norway. Flying a single-engined aircraft hundreds of miles across the North Sea in winter sounds hairy enough without having to worry about being shot at!

From Longside we flew on to Whiterashes. This is a delightful airfield, more reminiscent of some of the best farm strips in England than anything we're used to in Scotland. It has two grass runways both of which are more than 700 metres long, and sits in a little hollow surrounded by trees. A hangar on the north side of the threshold of runway 28 contains a variety of three-axis microlights and a beautiful old Auster.

Getting into Whiterashes requires a clearance from Aberdeen Approach because it's inside their zone and less than a mile away from the Aberdeen VOR, with a steady stream of commercial traffic flying down the ILS at less than 2500 feet. Our clearance was to route direct to Whiterashes from the northeast, not above 1000ft QNH.

Whiterashes is at 360ft so there's not a lot of terrain clearance and the field can be difficult to see from that height. But because it's so close to the Aberdeen VOR you can just follow a VOR radial all the way in to the airfield, using the DME to work out how far ahead to look.

We joined directly on a right base for runway 28 and although it has plenty length, and an uphill slope at the far end, the trees immediately east of the strip obscure the runway threshold until you're almost over it, so it does require some care. Runway 10/28 was in pretty good condition when we were there. Runway 18/36 was still very soggy after all this summer's rain, and not usable.



Departure posed rather more of a problem. The wind was south south-westerly, but trees lining the first half of the south side of runway 28 were effectively blanking any headwind. There's also a slight upslope on the first half of the runway, a levelling off in the middle, then a significant upslope in the last 250 metres. We walked runway 18/36 but it was clearly very boggy. Then we considered using runway 10 to take advantage of the downslope. But by that time the wind had swung round towards west, so it clearly favoured 28. With full power on the brakes and two stages of flap we were comfortably off before the beginning of the upslope and the climb angle was more than adequate to the task. Then it was an immediate right turn, levelling off at 1000 feet again to route direct to the coast and back down the Peterhead Lane.

Full details for Whiterashes are in the VFR Flight Guide at the club. For PPR at Longside, phone number is on the notice in the Club.

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### ***A Bumpy Trip to Buchan Part 2***

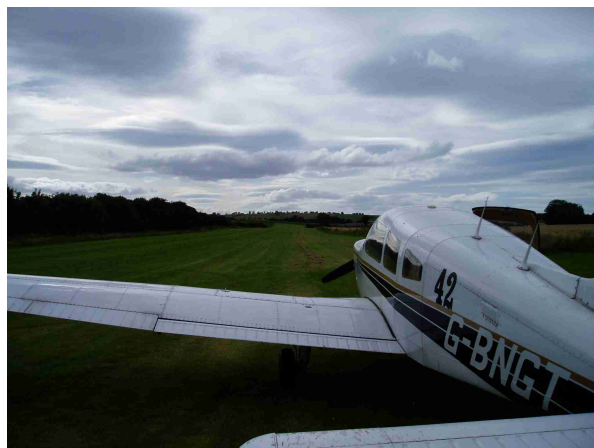
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A PS to the above article. The trip took place on one of the fly-outs cancelled due to weather!



North-east was the only really available direction with a chance of any decent weather, and as a PPL holder of 1 year at that point was good experience for me. Piloting the leg from Edinburgh to Longside I was faced with a 17knot crosswind. Two attempts at landing and on both occasions getting a short base left me too high over the threshold. Over to you Malcolm who made it look easy on the third attempt!

Malcolm flew the short leg from Longside to Whiterashes and I did the radio work. After a short conversation with the farmer the immortal words of "would you like to do the departure?" Hmm – OK. Good experience for me, and judging by Izzy's (Malcolm's daughter who was in the back) reaction, there was no drama. All that was left was my balloon landing at Edinburgh. What a difference it makes having two pilots on board!



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### ***EFC NEWS***

*Editor:* Ian Forbes

*Tel:* 0131 339 4990 / 0131 449 4750

*E-mail:* Ian.Forbes@education.ed.ac.uk

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