

G-FORCE



Established 1935

EDINBURGH
FLYING CLUB

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Editor's Note

Welcome to the October edition of the EFC newsletter. This month's profile features John Hogg who is the Club treasurer and did a great job previously as Club chairman. Also there is a feature on the renewal of an instructor's rating as well as some details of the Chipmunk mentioned in the last issue.

This month I would like to bid a warm welcome to Kim Pearce as a new member of the EFC. Mark Allen has been busy finding out what sort of social event you would like and the first EFC night out is to be held at the **Hog's Head in Castle Street at 7pm on Saturday the 28th October**. If there are enough of us the buffet will be laid on free. Be there or be square.

George's Web Addresses

Ever wondered where to find the weather, CAA documents etc? The web addresses for the sites seen below come to us courtesy of George Smith. These will soon be found at the EFC website and the sites can then be bookmarked on your computer.

Seriously useful links - look elsewhere for magazines, clubs etc.

Officialdoom:-

- [AIS](#) NOTAMs, Official (AIP) airfield plans. Aeronautical

Joanne Lyall in the 'Chippy' at Prestwick just before take off on her first sortie! More next month!



- Information Circulars (AICs) - free registration required
- [AAIB - Accident reports](#)
 - [CAA publications](#)
 - [CAA aircraft registration information](#)
 - [Royal visits to Scotland](#)
- Weather sites:-
- [BBC 24 hour EDI weather](#)
 - [BBC UK Pressure chart](#) - also has cloud & rain.
 - [XC Weather UK](#) graphical view of wind/weather/visibility from METARS etc
 - [USA \(military\) weather](#) information for Europe
 - [Met Office - The official weather site](#) free registration required - site can be working one minute then down for the next five...
- [Bracknell charts](#)
 - [EDI weather forecast](#) (do not use EGPH etc, use postcodes or towns - their aviation database has a known bug - after repeated telling)
 - [US site \(select Europe and use map\)](#) Lists METARS for last 24 hours.
- Miscellaneous.
- [Professional Pilots Rumour Network](#) - but some members lurk in the Private Flying forum...

Club Member Profile



John at the last committee meeting with a suit!

Name: John Hogg

Age: 52 (No, I don't believe it either!)

Job: Department Manager at Citigroup (I tend not to tell people any more than that – if I do their eyes tend to glaze over and they start talking about the weather!)

Pilot Training: I'd like to say that started 30 odd years ago in the ATC but the truth is my log book says I began in April 1991 and my first solo in good old NU was in March 1992 when runway 26 was still in use (ah, the good old days!) but it took me a further 3 years to qualify due to work commitments mainly (at least that's my excuse!). What I will say for the benefit of new students is the value of getting the written exams done in good time as that definitely held me back – yes, I'd rather be flying than sitting exams but it costs you in the end both financially and time wise if you can't get on to the next stage of your training.

Total Hours Flown: 178 (bit of a weekend pilot)

Furthest Flight: With Malcolm Spaven to Coventry – great experience.

Favourite Route: Utilising one of Malcolm's suggested routes low level to Glenforsa and direct back to Edinburgh as the weather had cleared wonderfully later in the day.

Worst SNAFU: Whilst taxiing towards 30/12 I was asked if I wanted a 12 departure (I was heading east with a friend of mine who is also a PPL) and affirmed. However whilst talking to my friend I glanced at the sock (which was

indicating a very light northerly at the time) so immediately turned right and backtracked on 12 instead of 30. I was puzzled by the "Golf Tango?" call from the tower until I turned and lined up by which time I realised my mistake! They gave me clearance for the 30 departure which I was now committed to, and I had to apologise profusely to ATC when I returned!

With that same PPL friend I also found out how difficult it is to close the door on GT once you are airborne if your co-pilot doesn't close and lock it properly. Trying to close it with limited leverage and with the slipstream acting against you is tricky. Eventually we pushed it out and the pressure enabled us to close it. So if you are P1 make sure you check everything yourself.

Future Dream: Having been a committee member, then Secretary, Chairman and now Treasurer I hope others will carry on the work of the committee and that we regain a measure of financial stability again that will allow us all to continue flying with the club for many years to come.

Instructor Rating Renewal



Jack Simpson on a busy flying day?

Ever wondered what the instructors have to go through to maintain their instructor's rating? Jack Simpson, who started with the EFC in 1985, is one of our most experienced instructors (approaching 1750 hours total time and some 1200 hours as an instructor). Jack is 63 and used to be a Chartered Valuation Surveyor (FRICS) and Head of the Estates

Department with the Lothian Region, before he retired. Jack also has a degree in law (LLB), which he studied for in his 'spare time.' He took up flying some 20 years ago because he 'needed a new challenge.' What not everybody knows is that Jack is frightened of heights! He tells of how as a young surveyor he was sent to a job at the BP Oil Terminal at Finnart on Loch Long. He arrived at the jetty on a wet and windy morning and had to climb an open stair to a gantry, which had an open mesh "floor about 100 feet above the water. Not looking down was not an option and it triggered off a life long fear of heights. Some years later at the CNN Tower in Toronto, Jack was, like a true Scot, annoyed to discover that having been comfortable at the main level, and having paid extra to take the lift to the highest level, he had to stand in the foyer after getting out of the lift and thus got a very restricted view indeed!

Last month I caught up with Jack after he had renewed his rating, and he provided me with the following information.

How Often? Once every 3 years but in addition you must have completed 100 hours of instruction in the three year period prior and 30 of those in the last year.

Medical Requirements? Every 6 months and costing £207

What does the 'test' involve?

The day before the test the examiner gives you a part of the syllabus that you are expected to teach – in my case stalling. The examiner then plays the part of the student, with a full pre flight briefing and then the exercise is flown. The examiner then picks two areas which he has not 'warned' you about, in my case Ex 4, effects of controls and demonstrate a PFL – and that is just the warm up!

You mean there is more? Oh yes, then I had to demonstrate the ability to recover from a spin and after that

we went to Fife to do a precision landing. In this the examiner picks a spot for the touch down and you have to land on that spot. A flapless landing then followed and back to Edinburgh.

How long was the flight? Around two hours in total

What happened next? On arrival at Edinburgh the examiner conducts a full debrief and critical assessment of the taught exercises and then asks questions on any aspects of the syllabus he feels like exploring – in my case to do with the privileges of the IMC rating and where you find this information.

When do you know if you have passed? After the whole procedure is over – about five and a half hours start to finish - and by that time you are knackered!

What does it all cost? The examiner's fee is £150, two hours in solo rate for G-CI, plus landings at Fife and Edinburgh, the overall cost is more than £400 – fortunately the Club pays for this.

Have you made any bloomers? Oh yes lots! I have made all the mistakes students and PPLs have made and some they have not! Like one of our two previously profiled members I have gone to taxi away without switching on the fuel on at least three occasions, but my best bloomer was probably going out to do my commercial flight test with the CAA Examiner (complete with his full uniform) but without the keys for the aircraft!

Oh and Jack's parting shot was "do you want to hear about my IR rating? The instructors can waste money as easily as the students!"

Instrument Rating (IR) renewal
What is an IR? This is a rating which allows you to fly IFR rules in all controlled airspace with an approach minimum of 250 feet and Runway Visual range (RVR), of 800 metres.

Do you need this to be an instructor at EFC? No I did this in 1993 at Oxford, initially as a retirement present to myself – "it is

the ultimate rating" – and now I maintain it annually at my own expense.

Did you do this at Edinburgh? No this year I went to Southend-on-sea where they have an in house examiner and I could hire an aircraft also. They also have ready access to navigation aids and the area is not cluttered with airliners! It is a nice operation.

What is involved in the flying test? You have to plan, take off and fly a pre prepared route (a cross country without the benefit of a view out of the window), which tracks away from an NDB to a turning point then track towards a VOR. After that you go to a limited instrument panel (AH and DI are blocked off - simulating a suction pump failure). What follows requires recognition of unusual attitudes with the limited panel. Scary... not when you expect it to happen but it hardly bears thinking about if it happened for real!

What about landing? After the unusual attitudes you have to return to the beacon to take up the holding procedures then an ILS approach down to 250 feet. A go around next followed by an NDB approach, a bad weather circuit and landing – finally!

What aircraft did you fly? The two practice sessions and the test were conducted in a Piper Arrow (variable pitch propeller and retractable undercarriage) and the whole procedure involved some 4 hours of flying time including the test and resulted in £4 change from £1000.

Any significant moments? Yes, for controller training I had to do a Surveillance Radar Approach (SRA) simulating an aircraft transmitter failure. This involved sending carrier wave only using one blip for yes and two for no in response to the controller's questions. Much easier for me than it was for the controller!

Why do you do this? The whole thing costs me around £1250 with

hotel and travelling costs added to the flying and examiner's fee. Instructors can "waste money in style." It is a good question – I do it for my own personal satisfaction and nothing else.

Flying the Chipmunk

The 'cover' photo this month shows the Chippy which many of you signed up to fly. Due to bad weather in the East it was not possible to base the aircraft at Fife as planned but three intrepid EFC members went through to Prestwick and got a shot of flying this lovely aircraft. More details next month. The Chippy seats 2, has a wing span of 34 feet and length of 25 feet. It has a de Havilland Gypsy Major engine and develops 145 hp. This gives it a maximum speed of 140 mph and a rate of climb of 844 feet per minute. The ceiling is 16000 feet and the range 280 miles – a cracker of an aeroplane!

Weather in July and August

CFI's Weather Report

September was a typical autumn flying month with 16 non flying days due to a predominantly southerly airflow bringing warm air but low cloud and patchy light rain or drizzle. There were another four days in which one or two details could be completed. Towards the end of the month there was a trend towards dense fog which lingered at the airport all day. Despite this more than 50 hours were flown in total across the four Club aircraft.

Coming next issue

Flying the Chipmunk at Prestwick. What happened at the night out and Alec Findlay – flying as it used to be!

G-Force

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