

Welcome to the Edinburgh and Fife Aero Club Newsletter.

Welcome to this, the second edition of EFAC Newsletter. There's an eclectic mix of articles and I'm sure you'll find something of interest. Thanks very much to all contributors and to Editor Alan Laing.

Since the previous edition last June, flying training has been established at Fife so we are pleased to say that EFAC members now have access to training and rental as well as hangarage. There's also aircraft engineering on site in hangar 4. News from Jim Watt, Airfield Operator, gives updates on these and other topics in this issue.

In August we ran a very successful Smiling Wings Day in conjunction with Aviation Without Borders, giving 25 youngsters and 10 adults an air experience flight. It's good to give something to the community and maybe spark an interest in aviation among the youth of the local area.

On 1st December we held a club dinner in the SkyView café. Ryan Catignani and his team provided a fine meal. If you weren't there you missed a great night out.

Fife is an excellent airfield with much potential. Jim Watt tells me that he is looking at how best to make it more attractive to based pilots and visitors alike and viable in the long term. The committee, and I'm sure the membership generally, wish him every success.

Chris Anderson - Secretary EFAC

News from Fly with the Best Ltd.

The Fife Flight Centre is up and running providing the flying school arm of Fife Airport. Jeremy Billinge and Malcolm Spaven are the main instructors but we have a few others about to start. We have a total of 107 members in the club and some 16 new members who are beginning flying training. Both Tecnams are on line as is the PA28 Warrior (G-BGKS). The TB10 (G-CONL) is available as an alternative and is ideal for touring and longer tips.





Why not try something new?
Tecnam tasters are offered each weekend for members at £60. A flight in the Birddog is a real treat at £120 for members.

Try the TB10 for £80. All these are half-hour tasters available anytime.

Jim Watt has invested in this novel method of increasing the storage space in Hangar 1.

Only word of warning – the first step when you get out of G-TECA is a big one....

Get your waterwings on....

Seaplane operations will start in April and half-day and full-day taster excursions are planned. The half-day costs £350 and gets you onto the water. The full-day includes land-aways and a session on the shore where it can include a



beach brew which is a fantastic and unique experience. The full-day taster is £550 but well worth the experience. You'll get the chance to handle the C182 float plane is some of the best scenery in Scotland. Float plane ratings will commence in May.

News from the Skyview Café.

We have got someone now to take over the cafe. It's a Polish couple and they are keen to get started and want to keep the aviation theme running. They will start to freshen up the paintwork and aim to be up and running by the beginning of April. They will operate a members' discount on showing your Fife Airport membership.

Remember, the new people don't know you so membership cards need to be used. Dig them out and make sure you have them with you. Good news all round – so let's get in there and support the new café folk. If we don't use it, we might lose it again!

Flight Safety Briefings.

The briefing nights have gone well and all the core subjects will repeat on a regular basis if you missed any of those . The latest was how to Navigate and integrate technology like SkyDemon etc. some very useful tips on how to get more out of SkyDemon and with the increasing cases of GPS jamming, how to have a back up plan .

The next two briefs are , Piston Engine Icing as there has been a sharp increase in cases and this shows you how not to become a victim. Carb Ice is irreversible so don't become complacent and know how best to deal with it.

The first April Briefing is entitled The Proactive Pilot. Lots of tips here on moving from being a reactive pilot and becoming a proactive pilot. We have seen a number of near misses and incidents and this briefing is aimed at becoming a better pilot and preventing costly repairs and accidents. Don't miss this one.

"Oddball Saturdays"

Oddball Saturdays have started - every second Saturday there is a morning meet-up with tea and coffee and cake. These gatherings are simply a chance to meet up with other members and maybe and plan some trips – or just tell tall flying stories and pass the time with like-minded aviators. These informal Saturday coffee mornings are aimed at giving opportunities to team up, buddy-up on flying or just chill out. If the weather allows, there are also opportunities to fill a seat and get a chance to fly in something different for a change. So rather than just pitching up for your flight and heading off, this is an opportunity to meet other aviators and get to know some of the club members.

Jim Watt suggests: Something new for 2024 ?

Jim would suggest trying something new. How about group ownership of an aircraft? Group ownership is a good way of reducing costs in flying but it can also be a comfort zone (or as Jim notices - a complacency zone). It's all too easy to stay in that comfort zone and rather than get better and improving pilot skills we get worse and head for a mishap. Group ownership can improve the costs of flying but also help share skills and flying time.



Editor's note – the Fife-based TB9, G-BKUE was bought in 2006 by four members of the flying club. It will celebrate 18 years of being at Fife on March 31st this year. There are now 10 members in the syndicate and this makes flying – and maintenance costs – very reasonable. Definitely worth thinking about a group purchase of an aircraft! *There is a share for sale in the TB9 –*

contact Rod McTaggart on 07456 654 392 or see AFORS advert 59753.

Name that Plane....

The aircraft from the last EFAC newsletter was a Saunders Roe Princess flying boat. Built after the war, when it was still thought that large flying boats were the way commercial aviation would go, only one of the three prototypes ever flew. When the project was cancelled, the US Navy briefly considered buying the three airframes with a view to converting them to nuclear power! Sadly this never came to pass.



The aircraft for this newsletter is seen here. It is not necessarily what you think it might be. There are only three registered in the UK. And one of them might be closer to home than you think...

The Voice from the Tower – Fife Radio Update.

It's been a bit quiet on the airwaves these past few weeks as this rather dismal weather has exerted its influence on all things flying. We started the year well with the very first parachuting weekend seeing a busy schedule and two full days operation but activities have since been somewhat "spotty" due to wind, rain, fog, etc.

The Fife Radio Operators Group (or FROGs) has become accustomed to watching for the inevitable exchanges with Iain Anderson on WhatsApp around what the weather's doing. Spare a thought for Iain ... sometimes he has a hard time of it balancing the expectations of customers wanting to throw themselves out of an aeroplane from a great height with the vagaries of the Scottish weather!



Of course, it's not always doom and gloom. We've already had some great days flying this year and it is good fun sitting in the Radio Cabin watching the various activities from our own members coming and going to visitors arriving from places as near as Perth and as far away as Biggin Hill and all sorts in between.

Sometimes, visitors present a bit of a challenge, especially when they're approaching from the east and announce their intention to make a "straight-in, long final approach to Runway 24" and we ask them politely to "Gonnae no dae that?", explaining that we don't overfly Glenrothes Town and could they please route towards Thornton and make a dog-leg approach from the southeast. I have to say though that I've never had anything other than an agreeable response to such a request but it's interesting just how often the situation arises.

Parachute flying does keep us busy, particularly on days when we have two parachute planes operating at the same time. It does mean we're closing the airfield more often but we try to keep the respective "lifts" a good 15-20 minutes apart to smooth out the impact on other flying activity. Every now and then, we have Tony Strugnall flying the C206 (G-OSSA) and Ed Luckett flying the C185 (G-RNRM). Both these guys are former commercial pilots having flown various things from Shorts 360s to Boeing 747s and when they're flying together, it's not immediately obvious that between them that's around 43,000 hours flying experience ... puts my 350 hours in perspective! I must admit though, I do enjoy watching Ed putting the C185 tailwheel down on the grass runway and making it look so very easy!

Sandy Barnett keeps telling me "It just takes practice" ... I guess I'll have to keep practicing to try and emulate Ed!

You may have noticed we have a new weather station? It's on that bright yellow pole to the north of the runway and is giving us a much better feed on wind direction and speed. It's also transmitting its data out to the internet so if you're considering flying one day and want to get an idea of what the weather's doing at the airfield, this'll do it for you. Go to the AppStore and download the Davis Weatherlink app, register for an account (it's free) and you can browse any of the many Davis weather stations around the world (ours is imaginatively called "Fife Airport").



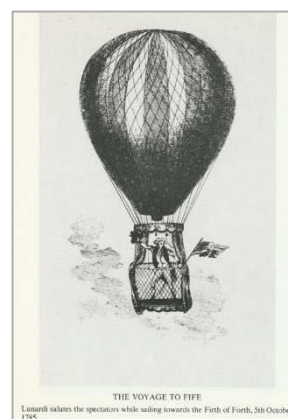
And finally ... we have some new voices on the radio these days! We ran another ROCC training course last year and have six additional folk now, which does make my job of compiling a workable schedule a lot easier! So, as always, please do pop into the cabin and say hello if you're passing ... either before or after flying. **Peter Crabb (Senior Frog).**

The First ever Flight over Fife

When was the first flight over Fife - early 1900s maybe? The Wright Brothers made their first flight in 1903 but the first manned flight over Fife was made much earlier than that....

There's a street in Cupar called Lunardi Place. It doesn't sound Scottish or even British so I wondered where the name came from. It turns out it refers to Vincent (Vincenzo) Lunardi, a pioneer balloonist who hailed from Lucca, a historic Renaissance city in Italy's Tuscany region.

In 1783, at the age of around 24, he travelled to London. He had a position as private secretary to the King of Naples' ambassador to the British court. Inspired by reports from Paris about Montgolfier's experiments with an "aerial machine" he reckoned he could do better. He read up on the latest science on the composition of the air and decided a balloon filled with hydrogen was the way to go. He devised a system of generating hydrogen in sufficient quantity to fill his balloon. In September 1784 Lunardi successfully flew the balloon 24 miles from London to the village of Standon in Hertfordshire, winning the adulation of the population of the Metropolis.





Now wanting to impress the provincial population he embarked on a tour of Britain to demonstrate his invention. Starting with Liverpool and going on to Edinburgh in September 1785 he negotiated for the use of the grounds of Heriot's school as a launching site. He successfully launched his balloon on the 5th October. A south-westerly wind took him across the Firth of Forth. It is not clear what height was reached but Lunardi said he could see Glasgow and Montrose so it must have been at least a couple of thousand, probably more. Not wanting to be driven out to sea he, in his own words, "alighted gently in a field" near Coaltown of Callange, three and a half miles south of Cupar. Some farm labourers who were cutting flax stood stock-still, petrified, thinking the moon had fallen from the sky.

When Lunardi spoke to them through a silver trumpet they fled in panic. Assistance soon arrived however in form of a local farmer Robert Christie who secured the balloon and helped him from the basket. Soon a crowd gathered and conveyed him in triumph to Cupar. He was splendidly entertained with an elegant supper by the Provost and Magistrates who presented him with the Freedom of the Town. Lunardi found the "universal admiration of the people intoxicating". Not to be outdone by Cupar, the Society of Gentlemen Golfers invited him to St Andrews where he played a hole on the Old Course and attended a grand ball in his honour in the Town Hall.



Lunardi went on to demonstrate his invention very successfully in Glasgow and the Borders before returning south. He left Britain and flew in Italy and Spain but never again achieved the degree of success he had enjoyed in Scotland.

..... so next time you fly over east Fife, you are flying in the wake of Lunardi, a true aviation pioneer, who did it 240 years before you in a fragile hydrogen balloon.

Chris Anderson

With acknowledgement: Leslie Gardiner's "*Lunardi*", published by Airlife 1984.

Meet the Member – John Ainscough

My flying career started in the 1980's at Westair Blackpool with my brother Peter. I finally did my solo in a Cessna 152 G-BJKY. Not being the brightest button in the box this was a major achievement for me personally, however what was to come was monumental for me yes I could fly to a standard but what they don't tell you is what is to come OMG !!.

I flew out of Barton Manchester, Liverpool International, Fife Airport , Dundee , Perth, Sleaf, etc, over many years – all the while being taught by hour building kids!! I was about to throw the towel and pack in flying in when my medical officer friend said speak to this instructor Russell Whyham at ANT Blackpool which I duly did.

This guy knocked ALL of the rough edges off me and calmed me down. I flew a PA28 160 G-BJWW at Blackpool. Next up were the exams!! I travelled to Harrogate for a week and passed them all except for Navigation. I pulled out of that with bloody brain freeze. I then travelled to Manchester two weeks later to get some tuition on this two-part exam and then passed it back in Blackpool.



Russell was a hard taskmaster demanding that only (near) perfect would do so it took me from the May 2013 to October the 13th 2013 and a good number of hours to finally crack my GFT in good old Whiskey Whisky. (I wish I liked the bloody stuff but I don't) – the whisky, that is!

I did my GFT with Ray Sheldon - a scouser - where every other word was the F-word. He was doing two tests that day one to the north of Blackpool and one to the south down the low level corridor and guess what - I got the southern route via the Manchester low level, Ray must have liked the Scot from Glasgow flying in a Cessna 150 rather than me so he got the one eye shut northern route, and when I was finally round this route the sod threw in an engine failure on the downwind leg! Anyway I passed, thank god, and so did the Scot from Glasgow.

I don't do anywhere near enough flying due to the business we have here at Peat Inn but I'm on a mission to change that, I would dearly love to do a fly-in this summer and I will cook for pilots and passengers who can get into our 450M good grass strip. Of which, more in a later missive (Ed). Yes, I'm a chef for my sins.

Flight of Fancy

Advancing years, not to mention a receding bank balance necessitating my grounding as P/IC, I am resigned to the role of walk-on-freight from now on. However, as someone observed, nostalgia being the opium of the elderly, I find I can spend a pleasant evening mulling over my log books, and a small (*-ish*) malt. There are many memorable highlights over the years, from first solo, skills test, different types flown, to people and places. Among many unforgettable and pleasurable entries however, that of 8th. June 2008 ranks among the best. The places, the company, and the trip combined in a near perfect experience.

It was the date of my first tail wheel lesson under the tutelage of my late brother-in-law, (Capt.) Bill Mc Andrew. Bill had an interesting career having trained as an engineer on Fairey Gannets and helicopters, he also gained a PPL and glider licence during his teens. He later ran a successful estate and building management company, trading throughout the East Midlands. Further qualifying, he later flew part time charters for David Suckling out of Ipswich and Cambridge.

His great passion however was vintage aircraft, and he was a keen member of the Vintage Aircraft Club. His pride and joy was a S.I.P.A. 503, a two seat French aeroplane built in 1950. I'm



pleased to say it is still flying somewhere in Western England. Interestingly, S.I.P.A. Was commandeered by Germany during WWII, producing spares for Ju87s amongst others, (recognise the spats)? The colour scheme represents The Open University who supported it's re-covering as payment for survey work undertaken by Bill. For interest, S.I.P.A also produced a twin boom jet in the 1950s which resembled a small D.H. Venom. There are photos on the net but only a partial airframe now exists.

Delta Victor was stabled at Cardington, home of the famous airship hangars. She was originally housed in R 101's hangar, but following minor damage from falling debris, Bill built his own hangar and strip on the far side of the airfield. Cardington was an airship village, proudly displaying the R 101 on its coat of arms. The Cardington Arms and The Bell public House are worth a visit and retain interesting photos



and memorabilia. The disaster of 1930 rung the death knell of airships, although it's mostly forgotten that the R100, privately funded and built in the adjacent hangar, was largely successful, making several profitable return trips to Canada. The R 101 was sacrificed for political expediency, being forced into service too early. The victims' burial site and memorial is in Cardington Cemetery, almost opposite the Cardington Arms Hotel. Interestingly, given the times, the names are listed with no rank or titles, from the Air Minister and officers to riggers, mechanics and stewards.

The scale of the sheds is awesome. The left hand shed, the R 101's, is used as a sound stage today, producing many well known films, including several Bond pictures. The size is such that during a visit I failed to notice a Boeing 707 fuselage sitting in one corner. It's said that they have their own eco climate, and I could well believe it.

Bill's runway, known as "the hallowed strip in the hay", courtesy of a friendly farmer, also boasted its own small concrete apron. This was the test bed in the 1940s for the early Whittle and Meteor jet engines, and still containing the iron restraining rings. As for the flight, perhaps the less said about my taxing attempts the better. I followed through on the take off and we made the first short hop to Old Warden.

My attempts to taxi following landing supplied entertainment to the considerable number of visitors, but a pleasant hour and a half visiting the Shuttleworth Collection eased the embarrassment. Especially, when an acquaintance of Bill got us up close and hands on with the Sea Hurricane undergoing maintenance. The Shuttleworth Collection is unique in that all exhibits are in flying condition, including the Edwardians.

Taking off again and heading North in a beautiful CAVOK sky, we overflew Bedford and Rutland Water routing for Hinton in the Hedges. I did all the flying and thoroughly enjoyed the experience of a stick as opposed to a yoke. I handed over to the commander approaching the airfield as the circuit seemed inordinately busy. As far as I could ascertain, glider winching, skydiving, and aircraft movements all seemed to be going on simultaneously! We were made very welcome, refreshments provided, stories swapped, and all too soon it was time to leave. Bill handled radio and navigation, giving me courses to fly, and we headed South. A slight detour took us overhead Blenheim Palace, looking very impressive from 2000 feet.

Picking out the Cardington Sheds from miles away, we soon arrived overhead and the size again becomes apparent. They are a VRP for Luton, and must be the most recognisable reporting feature anywhere. Once again I followed through on the landing, and it was time regrettably to hangar the aeroplane. A perfect day ended by picking up the Mem-Sahibs and dining at the Cardington Arms.

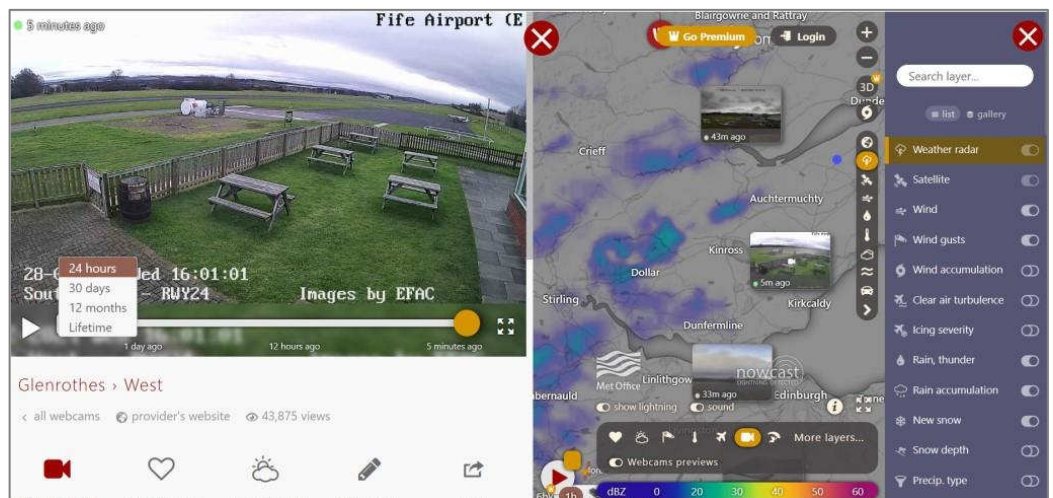


Sadly, Bill died later that year following a short illness and his grandfather rights ceased with him. The company who had purchased the land lost no time in building housing. Other than the Sheds, the only other remaining feature is the concrete base of the airship mooring mast, overlooked for some reason. Given the time span, I am fairly certain that apart from Bill, I am probably the last fixed wing pilot to log Cardington, although as P/UT. A perfect experience, and a perfect time, never to be repeated.

Jim Millar.

Windy Weather

You might not be aware of the website Windy.com. It picks up live views from webcams across the UK, indeed across the world, including ours. You can select map overlays showing temperature, cloud cover, rain etc etc. It's free, although you can subscribe to access extra features.



However, a feature some people find particularly useful is the time lapse webcam views. Enjoy – it's yet another website where you can while away hours of your life! (I can recommend Windy – I have a subscription – and also Zoom Earth which is another weather app – Ed)

Chris Anderson

Buying and Selling

**Got any aviation kit or books that you want – or might want to sell?
Use the Newsletter – any sensible ads can be published in here!**

Escape to the south of France ?

The EFAC email address gets, along with legitimate enquiries and responses, the usual variety of junk and spam. A couple of weeks ago we received a request to publicise a house for sale and I was about to bin it. However, it's no ordinary house. It is a unique property on an airfield in France. It is part of a small private well-established 14-plot airpark with a shared-usage grass airstrip near Tarbes, just north of the Pyrenees. It would be a great place for those wanting to combine the beauty of France and their love of aviation.



There's a detailed 10-page brochure. For anyone with a passion for flying, it's an interesting browse even if you are not in the market for buying such a place.

Chris Anderson

(A short trip to) Lee on Solent – Jim Duffy

Inspired by Captain Jim Watt, I've always wanted to push my limits and fly missions that would test me. My first forays to England took me via Newcastle to Beverly. It's a lovely trip over the Forth to Berwick upon Tweed and overhead Newcastle. On a sunny day, Beverly is nice and the coffee shop does the trick.

But I wanted to go further and test my abilities and capacities as a LAPL pilot.

I got the opportunity to test that last summer as I flew to Lee on Solent just east of Southampton airport. I've completed this trip a few times now both in my Warrior N32351 and my Commander, G-CMUK.



It's a fabulous VFR trip where one often encounters Apache Helicopters, lots of gliders and the amazing Manchester Corridor.

My method of planning having checked weather, weights, fuel etc is to plot my trips on Sky Demon, but write the trip out on an A4 page using each radio change as a progress point. I then visualise and rehearse my radio calls anticipating clearances and

instructions. So, I've got three plans stored in my head: Sky Demon, full list of radio/radar frequencies and squawks and a dry run in my mind. I've got a full U.K. map with waypoints in the eventuality my tech or Sky Demon fails. And I can always use direct to on my Avadyne box.

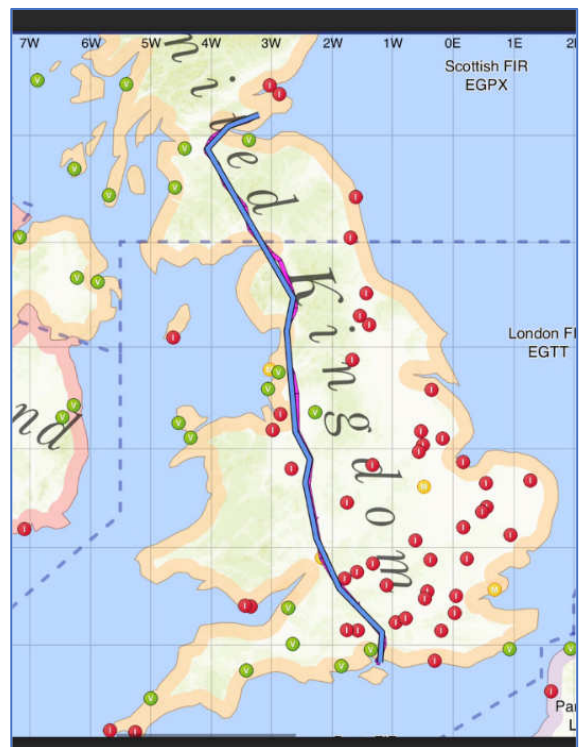
I'll file a flight plan, which sounds ominous but it's easy peasy using Sky Demon. It's a neat feature and enhances credibility with control towers you interact with en-route.

I make sure I have plenty water, a banana and a couple of sandwiches for my trip. Not too much water mind you as four and a half hours in a Warrior is long time without facilities. Half the time in the 150 knot Commander.

FREDA checks plugged in every 30 minutes and fuel tank changes keep me on the ball.

So what to look out for as you traverse the length of the U.K.....

- Scottish Information 119.875 are terrific and will take you to Kirkbride.
- Warton, Shawbury, Brize Norton radar are great and provide a basic or traffic service. Be clear on what you want from your transit and they're all good
- The Manchester Corridor low level route is great fun. You have to watch your altitude. Not above 1,300 feet.
- Keep a good eye out for gliders, fair weather pilots with no radios on and military helicopters that zap you out of nowhere.
- if you're overflying Gloucester or Oxford, give them a call to let them know you're flying above the ATZ. They like that. Jim Watt taught me that one as we passed Cumbernauld.
- Keep focused throughout the whole journey. I was tired after my first adventure and slept well that night.



There is a real feeling of accomplishment when you land. But the best bit..... **Flying back!**

I'm more than happy to help anyone on planning a trip like this or simply an Edinburgh zone transit trip with me to boost your confidence. Captain Watt has given time to help me on my flying journey and I'm more than happy to pay it forward at Fife.

Jim Duffy

Meet the Member – Andy Maguire.

As a pre-teenage schoolboy I was lucky to be one of the few at my school who had a school trip to Portmoak and a flight in one these huge winged-plane things without an engine. I can still remember thinking then it's so quiet & I can see for miles, this must be how a bird feels and sees our world !

The years passed and the memory of that fantastic school trip popped into my thoughts every now and then, I thought many times I should really try & learn to fly especially after a few small plane experiences whilst on holiday. Work and raising family got in the way of that idea and as the years rolled on I either had the money to do it but not the time or vice versa.



I was now in my mid-fifties and whilst visiting friends in Essex we always called in to see our dear friends' parents. Our friends' dad (Flt Lt Ronald Reinelt) was an ex-RAF bomber pilot (on Halifaxes) who was awarded the DFC for his service. I would always look forward to my visit there and discuss the very colourful stories of his time in WW2, his missions and his exploits on and off duty. I just got immersed in reading his log book and listening to the detail of his missions - made even more fascinating as his twin brother was also in the RAF at the same time as a fighter pilot who sadly paid the the ultimate price in 1942 whilst on active service.

I would recount my memories to him of wishing to learn to fly when I was younger and his advice was always - it's never too late but you're not getting any younger so you better think about getting on with it! I took his advice and our chats as the reason for me pushing on and starting my training. A bout of ill health and COVID held me up a bit, but with what I call perseverance (and my dear wife calls stubbornness) I got through my ground exams.

Again with the help of my patient wife, I took my skills test and never looked back. A few years later I became one of the members of the Fife TB9 group and due to that going offline, I decided to complete my VP (variable pitch prop) difference training on the Fife TB10 along with a few other TB9 members. This has to be credited to Jim Watt's patience and willingness to give up his time and effort to train me. His knowledge and pilot skills which he can put across in an easy to understand way was fantastic. I learned so much from him in a few hours of flying that just proves you can teach an old dog new tricks, in conclusion I find Fife airport a fantastic place to be and be a part of - it is great to be around like-minded people who want to support the fantastic local airport & flying club.

Andy Maguire.

A jolly to Oban

The old guard who have run the EFAC (and previously the FFC) committee for many years have talked about having a jolly to Oban some day.... Peter Crabb and myself are in the TB9 syndicate, so that is one plane – but we needed some more seats and I had been planning to take a Tecnam to Oban with Iain Anderson (senior parachuting instructor at Skydive St.



Andrews) – so we combined the two trips and took G-HACS and G-BKUE to Oban one sunny day in September. (Do you remember sunny days? We used to get them in Scotland!)

Peter flew the TB9 with Jim Millar and Chris Anderson on board. I flew the Tecnam out, with Iain navigating using SkyDemon, and he flew it back.

The idea was to go to the Lochnell Arms Hotel for lunch. After a pleasant walk down from the airfield we arrived there to find that – “we have no chef today”. Nae grub! Moral – check in advance in future.

Plan B – we walked across the bridge and into Connel – and found the Oyster Inn was open and someone was available to cook! The grub took a wee while to arrive (there was a big group of fire and rescue folk in there for some reason) but the fish and chips were worth waiting for.



A walk back, both aircraft departed and we were back at Fife in time for tea!

Inbound to Oban I gave the TB9 lot cause to have a laugh as they were listening in on the radio. I glanced across at Iain's iPad and noted the inbound heading (it turned out to be a reciprocal) and called Oban as "inbound from the west". Why? Because he had the route set up in SkyDemon as Oban to Fife.... The obvious moral of the story is – do not rely on the technology to tell you where you are and what you are doing. Think before you speak.

Or. Another moral of the story is..... Get a better navigator!!

Alan Laing

Newsletter Editor's thanks....

As Chris says above, many thanks to those who have contributed articles for this edition of the newsletter. As ever, it does tend to be the same folk doing so – it would be good to hear something from the majority of you out there who are keeping silent. Any article, letter, comment, etc, will be included in the newsletter. And also any photos that you may have taken on flying trips... your views on anything to do with flying at Fife..... Let's have some views from the rest of you. I am usually busy on Saturdays flying the parachuting plane so you might not see me at the "Oddball" events – but if you see me around, stop me and tell me what you'd like to see in the newsletter! Send things to me at alanlaing45@icloud.com



Gratuitous Photo to fill in the Newsletter....!

It's true what they say about Scottish weather – we can get all the different types in one day. This was taken on a recent Saturday. Looking east from over the Lomonds, sunshine on the ground at Fife, and a huge thunderstorm to the east that tracked north over North Berwick then Crail then out to sea.... Note how the cloud over the Largo Bay area is right down onto the deck.

Taken from the Cessna 206 after a paratroop.



Do you have any photos of interesting weather taken from a plane – if so, send them in!
