September 2014

http://www.taysideflyingclub.co.uk/

The Tayside Flyer

Living The Dream......
Hi Flyers

Have you enjoyed your Summer flying? Did you manage to make any memorable sorties? If so, please share them with me and I can add your story to the next Flyer.

The weather has been very kind this summer & the Flying club has made full use of Cavok to ensure we visited some interesting airfields and in different countries too! More of where we went and what we got up to in the December Flyer - thought I'd keep the impressive stuff for the Christmas flyer when the nights are long and you maybe short of bedtime reading material.

Talking of long nights..... How many of you boys and girls have a Night Rating? It won't be long till the darkness has descended and the only aircraft in the night sky are Raf jets and Tayside Warriors! If like me, you're buzzing at the thought of the challenge for taking off and landing in the dark, then show your interest by adding your name on the notice-board where there is spaces for the night rating course in October led by the inspirational Night Hawk Mike Smith.

If you prefer to fly when the suns out and you can actually see the ground in perfect VFR conditions then why not attend one of our special 'Ochtoberfest Flyouts' on Saturday 18th and Sunday 26th October. The plan is to hire a few warriors, get as many interested people to share the cabin, & spend the daylight hours flying to one or more of the following airfields; Kirkwall or Newtownards, Derry or Londonderry, Blackpool, or one of the Western Isles - Islay, Tiree.... Or if the weather's not playing ball then Carlisle, Eshott or Inverness? If there is enough interest for these flights we can also take student pilots who will gain invaluable experience out of the circuit. Share the Flying / landing fee / fuel cost. As always, all news will be located in more detail in the Forum section of our website Taysideflyingclub.co.uk.
Its nearly Ryder Cup Time, which is the Holy Grail for all keen Scottish golfers but it also has implications in terms of how this affects flying in or around the Auchterarder area. The official rules are included on page 21, but if your looking for the Bottom line, **Do not Fly below 3000ft AMSL within the area without Permission** from Gleneagles heliport. Full details are explained in more detail later in this edition.

Dare I mention Christmas ? Its only 3 months to go till Santa brings you a new Plotter, Tayside Navigation Gizmo or if your very lucky a Tayside embroidered ‘Hoodie’. In the next edition of the Flyer I’ll provide a full list of what Tayside have on offer and a price list too, so its never too late for a special prezzie for that Pilot in your life !

Fife are having their Christmas Dinner / Awards on Saturday 29th November - Usually there is a Tayside presence attending as its a Sooper - Grrrreat evenings entertainment and tasty meal. full details will be posted on the forums section.

_Sleigh bells ring, are you listening_  
_In the lane, Snow is glistening_  
_A beautiful Sight, Were happy tonight_  
_Walking in a Tayside Wonderland...... _cheesy perhaps.... but allow the sentiment of Christmas cheer bring you along to the Tayside Flying Club Christmas Night out._

**When:** Saturday 13th December  
**Where:** _to be decided between an Indian, Chinese or Mexican meal_  
**Afterwards:** _to a local Ale establishment to tell tales of Great Pilotry._

There maybe a deposit required to secure our booking. So if your definitely interested in attending, then please _post your name in the Forums section_, so we can book a table.  
Last year 16 Tayside Members and Instructors had a wonderful Christmas night out - _& a special appearance from Bunny Watson ( Battle of Britain Pilot) too. Everyone Welcome !_

And finally....... _If your wondering what the ‘Tango in the Night’ title actually means ? Well Nothing meaningful really, nor a coded message from Bletchley Park, its a title of a Fleetwood Mac album... - I simply liked the intriguing title._
Taysides newest addition to the fleet is a Tecnam and will be available mid-October. She will be available for Twin Instruction, Multi-crew, Hire or to stand back and just admire! I’m told she is a very worthy addition to the fleet and is economical, efficient, reliable & the envy of all in the land!
My Dualathon challenge is below...

In a variation to the common Duatahlon, the Glen Clova Xtreme Duathlon is a 27km bike ride; a 14km mountain run/walk, taking in two Munro's; then a 6km bike ride to the START/FINISH Line at The Glen Clova Hotel, all in under 8 hours!

The Location

Glen Clova is the best known and most popular of the five Angus Glens.

With constantly changing landscapes and magnificent scenery, there could be no better place to enjoy the tranquility and beauty that Glen Clova is so famous for. At the head of the valley is the rugged and remote Glen Doll, a popular and challenging spot for outdoor enthusiast's. The end of the Glen is dominated by the Cairngorms with footpaths leading to Braemar via Jock's Road, Ballater and the Capel Mounth, and to Glen Prosen via the Kilbo Path.

Glen Doll and Glen Clova is the ideal venue for the Xtreme Duathlon - challenging, yet charming; demanding, yet beautiful.

The Glen Clova Xtreme Duathlon 2014 Route Details

The Bike Element

Setting off from The Glen Clova Hotel, competitors will be started in groups of 15 riders at 5 minute intervals. The route will be anti-clockwise following the B955 to Gella Bridge, then the B956 to The Glen Clova Hotel. Passing the Hotel, the competitors then take the 6km B road to the Transition Area at Glen Doll Car Park. Statistics: 27km; Height Gain 580m

Transition Area

The Transition Area is situated at Glen Doll Car Park in the bottom Car Park. Bike racks and a water point will be available for all competitors. The Transition Area also houses the Tayside Mountain Rescue Command Post where medical staff will be available.

The Run/Walk Element

From the Transition Area at Glen Doll Car Park, competitors make their way through Glen Doll Forest to Corrie Fee. Following the path up beside the waterfall, competitors will then make their way over open hill side to the summit of Mayar 928m. Following the plateau, and after summiting the second Munro of the day, Dreish 947m, competitors descend the Kilbo Path, back to the Transition Area. Statistics: 14km; Height Gain 1000m

Final Stretch

From the Transition Area, competitors again complete a Bike element. The final stretch is a 6km ride to the Start/Finish post at The Glen Clova Hotel. Statistics: 6km; Height Gain 108m

If you can sponsor Benadette that would be fantastic - make all donations to Bernadette at the Ops desk. Thanks Drew....
Edinburgh ATC visit

We've all saw the Big Golf Ball Tee shaped building at Edinburgh Airport, It houses Edinburgh NATS & Air Traffic Control. But how many of us have actually been inside ? and how many have stood at the top of the Control Tower to watch Jets take off and land? On Wednesday 16th July, 10 eager pilots from Tayside flying club attended the amazing 360 Degree views from the busy Air Traffic Control tower at Edinburgh Airport & then see radar in operation & an informative presentation from Nats.

We first had an informative talk on how Nats control the Edinburgh airspace & then the bigger picture of how Nats control have the monumental task of controlling the entire UK airspace ! Imagine the amount of flights that depart from America to Uk airspace, then add the flights from the Uk to the Usa, then add the flights to and from Europe & that will give you an indication of the immense magnitude of what Nats control & deliver. Edinburgh state an average of one take off every 5 minutes !

GA pilots are faced with the daunting task of entering Edinburgh airspace, but is this something to be feared? Nats don't consider it so. They reassured us that any GA pilot wanting to enter & exit the Edinburgh zone can do so with the minimum requirements. A radio call to Edinburgh control is absolutely essential as first point of contact, stating your callsign, routing, height, destination & intention. Nats will then give you a Yes or No answer as to whether you can be cleared into the zone? Or if your a smart, you can telephone Nats before your flight commences & state your intentions there and then, thus saving time in the air as they will already have all your details, know what time your coming & know where you intend to fly to and from. Pretty easy really when you consider the amount of traffic Edinburgh Nats control, so its both sensible & practical to telephone Nats first & know before flying whether their airspace is busy or not?
Edinburgh ATC visit

So what about the Do’s and don'ts ?

Do fly into Edinburgh airspace, but only when advised or authorised to do so. Don’t stray into the zone as you will certainly cause Edinburgh tower to divert incoming traffic!

If you do happen to cross over into their airspace, Don’t panic. Its not a hanging offence. But make an immediate call on the radio & advise them of current position, height and where you are intending to fly to? The controllers will then advise whether you can proceed, turn around, drop height or give you instructions that will rectify the current situation.

The most regularly asked question is, “Can I fly over the Forth bridges and over the airfield”? The simple answer is Yes, but only once you advise the controller your routing Before you enter their airspace. Once in the zone the controller will ask you for headings and Eta’s, which I’m sure you’ll agree is essential given the fact that a Dreamliner maybe on final approach or heading in your direction !!!

The ten people who attended this event all gave very favourable feedback to the Nats presentation, the tower and radar visit, all of which was informative & very interesting to say the least. We were all amazed at the views from the tower and the positive, professional way in how the controllers manage all the aircraft both on the ground and in the air. We were all in total agreement that we are in safe hands when we are inside Edinburgh airspace & we also appreciate the time that Nats spent advising us of important information when we fly into their zone.

A massive thanks to Sandy Legget and his team for allowing us to attend & for providing a first class evening of enjoyment and learning.

![Image of people at the ATC tower]
### Chart Updates

<table>
<thead>
<tr>
<th>Chart Name</th>
<th>Next Update Due</th>
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<tr>
<td>Southern England &amp; Wales</td>
<td>05/03/2015 Edition 41</td>
</tr>
<tr>
<td>Northern England &amp; Northern Ireland</td>
<td>02/04/2015 Edition 38</td>
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<tr>
<td><strong>Scotland</strong></td>
<td><strong>25/06/2015 Edition 30</strong></td>
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<tr>
<td>Northern Scotland West</td>
<td>21/08/2014 Edition 8</td>
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<tr>
<td><strong>Northern Scotland East</strong></td>
<td><strong>24/07/2014 Edition 8</strong></td>
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<tr>
<td>Northern Ireland</td>
<td>17/09/2015 Edition 9</td>
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<td>The Borders</td>
<td>26/06/2014 Edition 9</td>
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<td>Central England &amp; Wales</td>
<td>23/07/2015 Edition 11</td>
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<td>28/05/2015 Edition 12</td>
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<td>The West &amp; South Wales</td>
<td>28/08/2015 Edition 10</td>
</tr>
<tr>
<td>England South</td>
<td>30/04/2014 Edition 19</td>
</tr>
</tbody>
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The latest Chart updates are shown above. It is a legal requirement to carry a current chart with you on every trip.

Tayside have current charts for sale at the Ops desk.

*** News just in ***

The latest edition of the Scottish 500k VFR chart will be released 8 months earlier than expected on 13th November 2014. This because Class F airspace within the UK is being replaced in part by Class E airspace or removed altogether - & most of these areas are in Scotland!
Civil Aviation Authority Notice  
Number: IN-2014/155  
Issued: 23 September 2014

Publication of 1:500k VFR Chart ‘Scotland’ Edition 30

This Information Notice contains information that is for guidance and/or awareness. Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any ‘in-house’ or contracted maintenance organisations and relevant outside contractors).

Applicability: Aerodromes: All Aerodrome Operators  
Air Traffic: All ATS  
Airspace: All NATMAC Representatives  
Airworthiness: Not primarily affected

Flight Operations: All AOC Holders and PAOC Holders, General Aviation Pilots and Unmanned Aircraft Operators  
Licensed/Unlicensed Personnel: All Pilots, ATOs and Registered Facilities

1 Introduction

1.1 Class F airspace – established in the UK Flight Information Regions (FIRs) in the form of Advisory Routes – will either be replaced by Class E airways additionally notified as Transponder Mandatory Zones (TMZs), or disestablished and returned to Class G. The dimensions of new Class E + TMZ airways do not mirror the Dimensions of the Advisory Routes (ADRs) they will replace. In addition, several of the new airways include a number of ‘fillets’ in the vicinity of Aberdeen International Airport.

1.2 The changes will be implemented at AIRAC12 on 13 November 2014.

2 Chart Publication

2.1 The changes have the greatest impact upon the Scottish FIR, and so the CAA has arranged for the Edition 30 of 1:500000 Aeronautical Chart ‘Scotland’ (originally planned for 26 June 2015) to be published on 13 November 2014. Edition 29 was published on 14 November 2013.

2.2 Other affected Visual Flight Rule (VFR) charts will be amended according to the chart publishing schedule which can be found on the AIS website, www.ais.org.uk.
TAYSIDE FLYING CLUB

Come Fly With Me

Tayside Fly-Out
1st Saturday of Every Month

Full Details on:
Taysideflyingclub.co.uk
Date: 12th July 2014
Place: Tayside Flying club
Event: Free BBQ courtesy of the Flying club !!!!

At last ....... We actually managed to secure good weather to hold a Bbq and not postpone the event ! That was an achievement in itself. We decided to spend some of the Flying Club Hard earned funds on Sausages, burgers, kebabs, chicken and an array of rolls, crisps, cakes, cider, Budweiser for the appreciative people in attendance (18 hungry horaces).

Ged Ryan sported the apron & tongs and provided the necessary frying skills that only a seasoned bbq campaigner has. Music came from Drews iPod (is Duran Duran still making music?) and Jim & Kate Watt provided the cuisine.

Conditions: Hot & tasty. Only the Brave wore Hawaiian shirts throughout the day but Everyone really enjoyed a tasty feast, a good blether and then we were treated to a display from the ‘Herons Aerobatic team’. The team displayed some death defying stunts and wing tip manoeuvres that not only separates man from boy, but will soon give the Red arrows a run for their money.

Not giving away the identity of the Herons, as this is a closely guarded secret, but I’d like to thank Jim Watt, Dave Marshall & Mike Smith for their electrifying exposure of magnificent Pilotry. I’d also like to thank everyone for attending this joyous event & hope you enjoyed the Bbq....

The Herons
As we approach the time of year when your scarf and gloves are being worn, it's dark when you leave and return home from work, & witches grace the night sky. It's also the perfect time for people who want a fresh challenge to sign up for the Night Flying course. I've received numerous e-mails asking what's required, how much does it cost, when does the course commence and do you need to wear Raybans?

CAA Requirements are listed below:
Cost - £930.00 for 5 hours Night flying / Tuition. ( paid up front )
Course will commence - October / November / December
Raybans are not required for Night Flying but essential in the clubhouse or Tesco shopping.

Captain Mike Smith delivers the course content and all flying activity, and feedback from previous aviators is that it's a fantastic experience that sharpens your knowledge and skills of which Mike is an exceptional instructor.

If you have an EASA pilots licence, you can extend the privileges of your licence by adding a night rating. This allows you to fly in Visual Flying Rules (VFR) conditions at night, provided that this rating remains valid and you have met the flying recency requirements detailed in FCL.060.

If you have an EASA pilot's licence (PPL or LAPL) you can add night ratings to allow you to fly in visual flight rules (VFR) conditions at night. Night in the UK is from 30 minutes after sunset to 30 minutes before sunrise, but is defined nationally in each ICAO country.
If you have a LAPL licence you must first have completed the basic instrument flight training required within the PPL(A) syllabus that was not in your licence. Pilots who have converted to a LAPL from another licence, other than an NPPL may already have this training. If you have a LAPL medical certificate it must be endorsed as colour safe in order to add a night rating.

You'll need to be trained at a RTF (until April 2015) or ATO. The course will include theory, dual instruction and solo flight time at night.

The night rating is valid for life. But if you want to carry passengers at night the normal passenger rules of '3 take-off and landings in past 90 days' apply, with the addition that, unless you have a valid instrument rating, at least one of each must have been at night.

To add night ratings to an aeroplane (A) licence your training will cover:

- Theoretical knowledge instruction
- 5 hours of flight time at night including at least:
  - 3 hours of dual flying instruction
  - 1 hour of cross-country navigation with at least one dual cross-country flight of at least 50km
  - 5 solo take-offs and 5 solo full-stop landings

If all of the above floats your boat, then call Tayside and book your place on the course. You can cover all of the syllabus at a time convenient to yourself, within a few weeks or complete it all in a week for the adventurous! Count me in !!!!!
When booking out an Aircraft can All Aviators produce All of their documents (License, Medical, Club Membership) to the Ops desk before proceeding to the aircraft.

For Warriors Only, Tayside have introduced payment using the Hobbs meter. This is to ensure correct logging and a safety fallback if Techlogs carry over wrong digits. A Payment slip will be available and it is important to record Start and finishing readings from the Hobbs on this slip.

The flying rates will remain the same but paid on the Hobbs minus 6 minutes. The Rules of engagement are:

♦ Obtain a Slip from the Ops desk prior to flight.
♦ When entering the aircraft you should take a note of the number on the Hobbs meter onto the slip
♦ The Hobbs meter starts running once you have put the Master switch on.
♦ Once you have completed the flight and shut the aircraft down, you should record the number on the Hobbs meter onto the slip, then hand in the slip to the Ops desk. You will be charged using the readings you have given.

For further information regarding the Hobbs, please contact the Ops desk.
The Tayside Ted competition is very popular with most keen aviators in Scotland, but you must be an active member of Tayside Flying Club to stand a chance of winning the prize! The idea is to allow Ted to accompany you on a sortie in a Tayside aircraft (he enjoys flight very much) then take photo’s of You - Ted - the Airfield visited and the prize will be awarded to the Furthest airfield away from Dundee airport, or the most unusual place that Ted has travelled to in a Tayside Aircraft.

The winner is .......... (Drum Roll) ... Angela MacDonald !!!

Congratulations to Angela for accompanying Tayside Ted to Carlisle airfield and also for recently passing her CPL !!! Well Done..... The prize of 1 hour free flying in a Tayside Aircraft is awarded to your good self, courtesy of Jim Watt of Tayside Aviation.

The Competition will resume in the summer of 2015....
Tayside Ted

We Have a Winner!
You are invited to attend:

PILOT DEGREE INFORMATION SESSION

Saturday, November 8, 2014
From 12:00 PM - 1:30 PM

We are delighted to invite you to come along and find out more detailed information on our BSc(Hons) Professional Aviation Pilot Practice.

This is being delivered in partnership with Middlesex University, Aviation Skills Partnership, CATS Aviation and Loganair.

Find out how you could be part of this exciting new venture and have your dream job at the end of it. If interested in attending, please contact Tayside aviation either at, ‘enquiries@taysideaviation.co.uk’ or call 01382 644372
A woman brought a very limp duck into a veterinary surgeon. As she laid her pet on the table, the vet pulled out his stethoscope and listened to the bird's chest.

After a moment or two, the vet shook his head and sadly said, "I'm sorry, your duck, Cuddles, has passed away."

The distressed woman wailed, "Are you sure?"

"Yes, I am sure. Your duck is dead," replied the vet..

"How can you be so sure?" she protested. "I mean you haven't done any testing on him or anything. He might just be in a coma or something."

The vet rolled his eyes, turned around and left the room. He returned a few minutes later with a black Labrador Retriever. As the duck's owner looked on in amazement, the dog stood on his hind legs, put his front paws on the examination table and sniffed the duck from top to bottom. He then looked up at the vet with sad eyes and shook his head.

The vet patted the dog on the head and took it out of the room. A few minutes later he returned with a cat. The cat jumped on the table and also delicately sniffed the bird from head to foot. The cat sat back on its haunches, shook its head, meowed softly and strolled out of the room.

The vet looked at the woman and said, "I'm sorry, but as I said, this is most definitely, 100% certifiably, a dead duck."

The vet turned to his computer terminal, hit a few keys and produced a bill, which he handed to the woman..

The duck's owner, still in shock, took the bill. "£150!" she cried, "£150 just to tell me my duck is dead!"

The vet shrugged, "I'm sorry. If you had just taken my word for it, the bill would have been £20, but with the Lab Report and the Cat Scan, it's now £150."
Treasure Hunt - Saturday 27th September
Organise a crew and fly a set route following navigational clues to each destination. Prizes for reaching set points within specific times. A fun event that will also test your Nav skills!

Club Night: Members Trips - & Curry & Pint
Thursday 24th October at 7.30
This is a talk night for Aviators hosted by Aviators & designed to show the audience a range of topics that may help you. It maybe ‘How did I gain a license’? ‘What’s it like Flying in the USA’ or how do I negotiate flying to Longside when I have to talk to Aberdeen ATC? There may also be some GoPro accompaniment too? Plus a Curry and a Pint of your choosing for the nominal fee of £6.00. This always proves to be a popular night, so please let them know your attending by e-mailing info@fifeflyingclub.co.uk

Fife normally holds their Annual Bonfire night on the closest Sunday to November 5th, but unfortunately on this occasion due to a number of circumstances, they have decided Not to have the event this year.

Wings Awards Night and Dinner:
Saturday 29th November
The ever popular dinner and Awards night is held at the Tipsy Nipper in Fife on Saturday 29th November. Its always a good chance to wear your Highland regalia, have a few glasses of sherry, enjoy an excellent three course dinner and watch the deserving aviators receive their Wings! Fife always welcome deserving guests to this event, and have excellent raffle prizes aswell as a fun night. More details to follow on the Forums....
Saturday 27th September – 11.00am onwards
Fife Airport (+ Surrounding Areas)

Folks – Earlier this year, we postponed the Annual Treasure Hunt and slotted it into the diary for next Saturday, 27th September ..... who’s up for it then?

Mark Boyle has put the clues together and will be ably assisted by Calum Walker on the day. It won’t be too taxing but you’ll be given some puzzling riddles to solve, which will then have you planning a cross-country excursion to prove you got them all right!

The format is very simple .... each team has to solve a set of clues to identify a number of landmarks then plot a course to visit the landmarks. Points will be awarded for solving the clues correctly (and flying to the right places) and the winning team will be the one that racks up the most points.

This is a great fun event combining a bit of head-scratching, a bit of flight planning and a bit of accurate flying. As always, students are particularly welcome to join in and experience a bit of cross-country flying in a relaxed and fun atmosphere.

If you’d like to take part, then please e-mail info@fifeflyingclub.co.uk

Let us know If you already have a partner, which is fine but if you’d like us to try and pair you up with someone, let us know and we’ll see what we can do.

Best regards
Peter S Crabb
FFC Chairman
STATUTORY INSTRUMENTS 2014 No. 1657

CIVIL AVIATION The Air Navigation (Restriction of Flying) (Auchterarder) Regulations 2014 Made - - 24th June 2014

Coming into force - - 24th September 2014

The Secretary of State has decided that it is necessary in the public interest to restrict flying in the vicinity of Auchterarder, Perthshire by reason of the Ryder Cup golf tournament that is scheduled to take place there during the period from 24th to 29th September 2014.

The Secretary of State makes the following Regulations in exercise of the powers conferred by article 161 of the Air Navigation Order 2009(a).

Citation and commencement

1. These Regulations may be cited as the Air Navigation (Restriction of Flying) (Auchterarder) Regulations 2014 and come into force on 24th September 2014.

Interpretation

2. In regulation 3(1) all times referred to are Co-ordinated Universal Time(b).

Restricted airspace

3.—(1) Subject to paragraph (3), and during the periods specified in paragraph (2), no aircraft is to fly below 3,000 feet above mean sea level within the area bounded successively by—

(a) the clockwise arc of a circle having a radius of 3 nautical miles whose centre is at 561736N 0034459W, between the points 561858N 0034008W and 561850N 0034952W, and

(b) a straight line joining the points 561850N 0034952W and 561858N 0034008W.

(2) The periods referred to in paragraph (1) are—

(a) from 0800 hours to 1800 hours on 24th September 2014, and

(b) from 0500 hours to 2000 hours on each day beginning with 25th September and ending on 29th September 2014.

(3) Paragraph (1) does not apply to any aircraft flying—

(a) in the service of Police Scotland,

(b) in the service of the Helicopter Emergency Medical Services, or

(a) S.I. 2009/3015, to which there are amendments that are not relevant to these Regulations.

(b) Co-ordinated Universal Time is one hour behind British Summer Time.

2

(c) with the permission of the Air Traffic Control unit at Gleneagles Heliport.

(This note is not part of the Regulations)
Add a Night Rating to your License
Apply at Ops Desk & Book your Place

Ochtoberfest
Anyone wishing to attend The Ochtoberfest Fly-outs to Kirkwall, Northern Ireland, or Scottish Western Islands please Show your interest on the forums section
Flying Club Christmas Night Out

Saturday 13th December
See Website Forum for details

Tayside’s Newest addition
Available Mid-October
The flight deck today has an array of qualified Instructors who will guide you through to the successful completion of your License.

Marjan Bledowski - Scotland  
Lauri Laitenen - Finland  
Sol Hernandez - Spain  
Jori Dinsdale - Finland  
Rimane Mizadaite - Lithuania  
Pedro Ruisanchez - Spain  
Ian McCullock - Scotland  
Andrew Rumbles - Scotland  
Lisa Mulcahy - Ireland  
David Marshall - Scotland  
Mike Smith - Scotland  
Scott Graham - Scotland  
Robert Guest - England  
Tom Hall - Scotland  
Roland Cooper - England  
Liam Kelly - Malta  
Chris Woodman - England  
Tim Humphrey - England
Wings and Things

What’s been going on in or around Tayside Aviation / Clubhouse

Unfortunately there isn’t a Leuchars Airshow this year but there is plans for an airshow at Prestwick airport on 6 / 7th September 2014! At the moment its still in the planning stage but they are proposing a Free entry airshow at Ayr promenade on 6th Sept and a Static display of aircraft at Prestwick airport on 7th September (paid entry). Tayside are planning a presence at the event.

We have heard from our friends at Perth Aero club that Sandy Torrance is currently very unwell. We’d like to wish Sandy & his family all the very best wishes from us all at Tayside Flying club & hope you make a speedy recovery.

Lots more planned for the Autumn / Winter – so logon to the forums section of Taysideflyingclub.co.uk for more up to date information. Really hope you can come along & enjoy the events!

There’s been so much going on in around the club recently so why not come along & enjoy all it has to offer. Your more than welcome to back or front seat any fly-outs & view Scotland from a different perspective. Or if you want to attend any of the events thats constantly going on, then please come & join us, your more than Welcome. Next Issue is the Bumper Christmas Flyer, hope to see you then.....

You have control…… Drew Dudgeon