



Scottish Airsports Club

Latest News

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Forthcoming Events

G8 Summit 19th - 26th June

Just a reminder from Sue that flying has been restricted by the CAA on the following dates at Thornhill due to the G8 Summit at Gleneagles:-

Wed 6th July 0900 -1930

Thurs 7th July 0800-1300 and 1530 - 1730

Fri 8th July 0900 - 1230 and 1430 - 2230

The CAA have strongly advised everyone not to fly on those days. However, for those wishing to fly, there is a procedure to follow which involves phoning the Scottish Military Controller and getting a Clearance on the ground and then following this Clearance VERY CAREFULLY whilst being in contact with Scottish Military on VHF freq. 134.30. The restricted area overhead us (ie Thornhill Airfield) is a ten mile wide corridor from the Glasgow direction towards (yes you've guessed it) the Gleneagles direction. President Bush and Blair and other Heads of State will be flying past. The CAA are publishing an AIC next week with the full information on restricted areas etc.

It is illegal to stray into one of these restricted areas without a Clearance and the offender will be duly prosecuted by the CAA, if they live to tell the tale!

Apparently surface-to-air missile systems are also discouraged at the airfield during this period.

Website Updates

Our Website has moved from www.scottishairsports.com to www.scottishairsports.co.uk, so please update your book-marks accordingly. The original website was set up by John Rankin, and the easiest way for me to take over proper control of our website and not have to update it via a 56K dial up connection was to set up a brand new domain. This also means I can put video clips on the site much more easily.

Airfield Updates

Sue reports that people have again been busy helping out at the airfield:

Many thanks to Leon Kirk and Phil Kirton who worked all day on Wednesday re-laying, painting and surrounding the runway markers with sand. It looks great guys!

Sue's New Toy (a Stinson 108-3 Flying Station Wagon)

Below are some photos of the 1948 Stinson 108-3 Flying Station Wagon, which I recently purchased in Bradenton, Florida, and intend to keep in our hangar at Thornhill. This is the first light aircraft I have ever owned (apart from the Gemini Flash One I learnt to fly on) and is a very exciting project. It has been a dream of mine for some years to buy one of this type. It is a good four seater, and is very enjoyable to fly and has classic vintage style. The original engine for this Stinson was a Franklin 165 HP, however, mine has had a conversion to a Continental IO-360h which is a 210 HP and more reliable and easier to find spares for. This engine, combined with a constant speed prop will give much better performance than the Franklin too. And, yes, for those sharp-eyed aero-tow members, it does have a tow hook, although I think you'd have a very exciting ride!

George and I had quite an amazing weeks holiday once we decided N6216M was the right Stinson to buy. Incredibly, we dismantled the aircraft and carefully packed it into a container in just three days, ready for shipping to the UK. It certainly comes in handy that George is an Aircraft Engineer, who is also used to shipping aircraft, and all the paperwork that entails. It was a little scary seeing my aircraft in pieces and sending it off on the ocean, sailing from Charleston, South Carolina via Felixstowe to Grangemouth, Scotland. However, thankfully, nothing moved or was damaged during the journey and the aircraft is now at Cumbernauld Airport being carefully re-assembled. I'm hoping it is going to be ready by the summer and that it will finally get me back into the air flying again after such a long break. We are looking forward to making some flights around the UK and down into France. I think she will attract a lot of attention as Stinsons are relatively unknown here, and she has a lovely classic vintage feel about her.

Best wishes, Sue.



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