

*East of Scotland Strut of the Light Aircraft Association
December 2018 Newsletter*



Chairman's bit

I attended the Aircraft Preservation Society of Scotland's rolling out of their 1½ Strutter last week. This is a fabulous achievement and to see it all covered and painted was a real treat. Well done to Tim Rayner for the paint job.

They are still looking for an airfield. Gerard Cohen their PR man and I have been trying to stir up the Dirleton airfield project.

In the meantime the weather is turning. I tried to do some work in the hanger at Perth the other day and it was COLD.

Still I am looking forward to those sunny winter days with endless visibility with the engine loving the crisp dense air. I know they are few and far between but they do make for memorable flying. Fly safe. *Justin*

Cover photo

Wallace Shackleton took this at our Fly-in at Keith Griggs' East Fortune strip. Roger Young is heading home to Perth in LongEze G-BRFB, making a gentle turn to clear the trees at the end of the runway.



Co-ordinator's bit

Thanks to all who came to the last meeting.

The next meeting is on Monday 3rd at the Harrow at 2000 where we will have a presentation from the Borders Search and Rescue Unit, (details below).

Winter seems to have arrived as it has turned cold wet and windy. Hopefully we will get some of those clear blue winter days that makes flying so worthwhile.

Merry Christmas and a Happy New Year to all.

Iain

Next meeting



A great chance to meet these fine people without having to break a leg on a hill. Chris Chapman and friends will tell all in an illustrated talk and show us round one of their vehicles. Bring something for their collection tin. Thanks to Keith Griggs for organising this.

The next meeting is on

**Monday 3rd December
at the Harrow Hotel
Eskbank Road, Dalkeith
at 8.00pm**

**There will be a
Presentation by
Borders Search and
Rescue Unit**



About the Light Aircraft Association:
www.laa.uk.com

With a history extending over 70 years, the UK Light Aircraft Association promotes safe and economical operation of sports and recreational aircraft. Representing the aviation interests of around 8,000 recreational pilots, amateur-builders and enthusiast members, the LAA oversees the operation of more than 2,500 light aircraft and the build of another 1,700, whilst providing sector-leading consultation and advocacy in aviation-related regulatory matters both in UK and Europe.

**This newsletter can also be viewed on
the Strut website:**
www.eos-strut.org.uk

Iain at the LAA

I was invited to attend a Strut Seminar at Turweston on 3/11 and travelled down with Neil Geddes from the West of Scotland Strut.

CEO Stephen Slater thanked everyone for attending and gave a run down on the current activities the LAA are involved in. Members may be aware that all Struts and type clubs have been entitled to send a representative to the National Council meeting held quarterly until the NC voted itself out of existence a few years ago. In fact it had declined to the extent that it had become a talking shop and little seemed to reach the Executive Committee and what did took a long time to get a response to this. In addition during the then current management culture it appeared that Struts became a remote necessity. From our point of view the distances involved in getting to the PFA/LAA for meetings meant that only those who were able to travel there and back in a day attended, resulting in a feeling among the more remote members/Struts that it was a south England biased organisation.

Some individual concerns were aired by various attendees during the meeting and were dealt with in a positive manner.

With Steve Slater becoming CEO he is keen to change the culture and get more involvement from the Struts hence David Millin from the Devon Strut arranging this event. To this end the LAA have started to have 'Meet the LAA' days such as at the fly ins at Perth the last couple of years. The meeting this time was greeted in a positive manner by those present and it was agreed that there should be regular meetings between the Struts and the LAA. To this end the LAA have the facility for Video Conferencing which will make it easier for the more remote Struts to be present at a meeting. Also the LAA will administer a mailing list type facility between the LAA, the Struts and type clubs.

One attendee summed it up in that Steve Slater works for the membership and he feels that this is the first time the CEO has been able to function with the Board having a strategic overview. Regionality had been taken on board and the fact the meeting had been convened by a EC member who also had a good track record in his strut boded well for the future.

From the LAA

Dear Struts please could you circulate this email to your members who may be interested in courses below:

<http://www.lightaircraftassociation.co.uk/Courses/courses.html>

If planets were as close as the moon



From friend Tony in London, with an interesting illustration of planet sizes. It's a good website too, lots more of interest there. Not quite sure what the difference is between the two links but I'll keep both in, just in case.

<https://t.co/bBwIPtRQ1J>

<https://twitter.com/ZonePhysics/status/1066548113375182848?s=17>

Captain Jerry Yellin

Captain Jerry Yellin flew P51s over Japan and nursed a hatred of the Japanese for more than 30 years until some events changed everything. Worth watching to the end. From Brian Allison.

https://www.youtube.com/embed/6q_8IY12hEM?rel=0



John's Mustang

In an Edinburgh garage John Wheeler's beautiful Titan Mustang is taking shape, one of the best looking homebuilts around. Power is from a Suzuki car engine of a type that was only sold on the American market, and which has been brought up to aircraft standard. That geared reduction unit on the front is, remarkably, lighter than the original belt drive. Photo on the right shows a finished Mustang and here, below, is a video of Mustangs in flight.

<https://www.bing.com/videos/search?q=titan+mustang&&view=detail&mid=0BEECE6CD00243F1EF2E0BEECE6CD00243F1EF2E&&FORM=VRDGAR>



Brooklands Museum visit

Duncan Robertson went there earlier in the year

I was visiting my son in Woking back in April and got the chance to go to Brooklands Museum and historic racing circuit nearby, which I had not

visited since the mid -1980s. The likes of the Wellington, Valiant and VC10 had their genesis here.



There is now a large indoor exhibition of aircraft, from the Wellington 1A N2980 'R for Robert' which was dredged up from Loch Ness in 1985, to a Harrier T.2 jump jet, in the so called Aircraft Factory hangar. This hangar is an original Bellman type and has a series of exhibits which portray manufacturing techniques which would have been used on the shop floor, together with appropriate sound effects so you get an idea of how a working factory would have sounded and from that you feel the history of the place. Other notable exhibits are the record breaking Supermarine Swift F4 WK198 which attained 737.7 mph on 26 September 1953 flown by Cdr Mike Lithgow.

Also the nose of Valiant B(K)1 XD816, Hawker Kestrel P.1127 XP984; TSR2 cockpit; Two-seat Harrier T.52 G-VTOL/ZA250 and Hurricane IIA Z2389, which saw service in Russia.



There is a large outside storage area which includes the ex-Sultan of Oman's personal VC10, Concorde G-BBDG, BAC 1-11 G-ASYD, Vanguard, Viscount G-APIM, Varsity and Viking; plus a Jetstream T2, Jet Provost and fuselage of a Trident 3C.

The weather is not good to the outside storage of aircraft and the VC10 in particular is covered in a thick layer of verdigris and could do with a biocidal wash down. I do not know what the priorities are at the Museum, but I would say this was essential soon before the aircraft deteriorates further.



The old Brooklands Club House with its ogee shaped viewing tower is now mainly used as a restaurant and I was disappointed that the public no longer has access to Barnes Wallis' office with his drawing board and other artefacts on show; unless we had special access as an organised group on our visit back in the 1980s.

The motor museum is just as interesting with such exhibits as 'Babs' recovered from Pendine Sands in Wales some years ago. It had crashed killing its driver and was buried – with its massive 16 cylinder aero engine, and many other famous racing types with names such as Railton, Sunbeam and Bluebird.

The day I was there they had a bus transport museum rally and seeing red London Routemaster buses and single decker Green Line types all lined up, brought back childhood memories. There is a lot to see at Brooklands because it covers both motor sport, aviation and aviation manufacturing. It is well worth a visit if you are ever in the west London area. It is not every day that you can see this diversity of exhibits plus the first banked racing circuit in Europe!





Meteor memories

Ted Grossmith served his 2½ years National Service in the RAF flying Meteor Mk 3s. These were the very first British jets to fly in anger in WW2 and were a mixture of wonderful technological advance but with some deadly dangerous traits, both aerodynamic and structural.

The Meteor was fully aerobatic. Its significant flaw was an inability to recover from a spin and much care was taken to avoid this fatal condition. When conducting a stall turn at height we'd pick up speed, do a vertical climb, cut the throttles, and when the speed dropped to sixty knots, kick full rudder. The nose slowly turned and when the plane was fully stationary and pointing to the ground, power was reapplied. Stall turns were a favourite manoeuvre and a real kick, (no pun intended), in which I hung motionless in the sky in a rare silence, so wing-overs for me were a piece of cake.

There's quite some symbolism as the Mk 3 was the first significant production batch of this pioneering British jet. My grandfather worked in Gloster's experimental dept. on the E28/39 Pioneer prototype and met King George VI and Queen Elizabeth and Frank Whittle during their tour in 1940. At that time it was not known as a jet but a propeller-less airplane.

In retrospect it's surprising that the mere 2000 lb. thrust of the Rolls Royce Derwent Mk 1 engine produced a top speed of Mach 0.93 . . . before diving out of control, a regular training exercise.

Alongside is a photo of a Meteor Mk 3 taking off from Bournemouth airfield many years ago. Ted manipulates images and words in a form called haiga . . . an image combined with a haiku poem.



Exciting news from New Zealand

From John Mounce in Ardmore via Jim Prettyman comes these photographs of Mosquito FBVI, PZ4774. It (she?) was destined to live for ever at the Imperial War Museum, London, as a static exhibit (see on rhs) but Jerry Yagen arranged for it to be rebuilt to fly before moving it to his museum in Virginia USA. These photographs show the first run-up of its Merlins, and here is a video.

<https://www.bing.com/videos/search?q=mosquito+fb+vi+ardmore&&view=detail&mid=88ADE2CD4C8658018E5888ADE2CD4C8658018E58&&FORM=VRDGAR>



Alfred Buckham

Alfred G Buckham was a pioneer aviation photographer in the RNAS, who survived nine crashes and flew standing up with a large plate camera and one leg tied to the aircraft so he wouldn't fall out. For a while he was based at Turnhouse so there are many wonderful photos of our neck of the woods.

<http://www.alfredbuckham.co.uk/>

<https://www.icp.org/perspective/in-search-of-photographic-treasure-alfred-g-buckham>





I wish this was for real but sadly it was just a convincing April Fool from 2014. Still, never let the truth get in the way of a good joke.

<https://www.bing.com/videos/search?q=helium+beer+video&view=detail&mid=BE74F4F10CA64B0538ECBE74F4F10CA64B0538EC&FORM=VIRE>

The new Strut website

Colin Lourie is putting a huge amount of work into this and he wants and needs photographs of your aircraft and most particularly workshop images taken when they were being built or repaired.

The website is starting to look fantastic and something we can all be proud of, so please don't let him down. Send your photos and maybe even a few words, straight away to;

colinlourie@btinternet.com

East of Scotland Strut contacts

Chairman; Justin Kennedy

6 Cammo Walk, Edinburgh EH4 8AN Tel 0131 339 8304 / 07798 661 985
justin@systemwise.co.uk

Co-ordinator and Secretary: Iain Gibson

102 Craigmount Brae, Edinburgh EH12 8XN Tel 0131 339 2351
inrgibson001@btinternet.com

Treasurer and Membership Secretary; Duncan Robertson

17 Cramond Avenue, Edinburgh EH4 6PP Tel 0131 312 7857
d.n.robertson@edinburgh.gov.uk

Newsletter Editor: Andrew Macleod

102 Gilmore Place, Edinburgh EH3 9PL Tel 0131 228 2774
andrewj.macleod@virgin.net

Safety Officer: Steven Borthwick

73 Galbraith Crescent, Larbert, Falkirk FK5 4AZ Tel 07707 856 680 / 01324 555 056
borthwick4@hotmail.com

Committee Member without Portfolio: Ed Lyon

14 Craigiellaw Park, Aberlady EH32 0PR Tel 01875 870 117
edlyon@hotmail.co.uk

I

LAA Inspector: Tim Rayner

3 Fowler Street, Tranent EH33 1BU Tel 0187 561 3352 / 0779 515 3392
hipe@btinternet.com

LAA Inspector: Robin Johnson

Templehall, Midlem, Selkirk TD7 4QB Tel 01835 870 361 / 07836719350
robinj100@btinternet.com