

*East of Scotland Strut of the Light Aircraft Association
March 2019 Newsletter*



Chairman's bit

Once again the AGM looms and we are looking for ideas for the coming year.

Those who won trophies last year should have returned them by now so the new recipients will get them on the night.

I have been most remiss on not mounting any expeditions of late. Oban is the furthest I have been this month. Lots of circuits though so I have managed to brush away the cobwebs on getting my machine back on the ground.

I bought an ideal lie on your back trolley which allows me to clean the underside without the considerable discomfort involved. The last time by stomach muscles were totally shot by the time I had finished. I will let you know how it goes.

The Christmas meal did not happen this year so if we have enough takers we will do it in the Spring.

See you at the AGM. *Justin*

The new Strut website

Thanks to Colin Lourie we have a great new website. The address is;
<https://eos-strut.org>

Is your plane or project on it? If not it's really important that you let Colin know. He may have an image in his archive or can use yours.

Co-ordinator's bit

Thanks to all who came to the meeting last month.

The next meeting is on Monday March 4th at the Harrow Hotel at 2000 and is our AGM. More details elsewhere.

We would like some new blood on the committee so if you would like to become an ordinary member on the committee or stand for one of the positions let me know.

We are planning on holding the annual Strut dinner in March and are looking for a suitable venue. Suggestions to Justin Kennedy please. As I type this we seem to be in a 'heat wave' for this time of year. Hopefully the better weather allows you to commit aviation - enjoy.

Iain

Cover photo



A smart Thruster microlight photographed by Wallace Shackleton at Balado, near Kinross. Balado is just 40 minutes from Edinburgh and Microflight Academy offer affordable three axis tuition there on their own Thruster.

<https://www.microflightacademy.co.uk/>

The next meeting is on

**Monday 4th March
at the Harrow Hotel
Eskbank Road, Dalkeith
at 8.00pm**

**This is the Strut's AGM so
please turn up for this
important event**



**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 new website
<https://eos-strut.org>**

The Annual General Meeting of the East of Scotland Strut

The Annual General Meeting of the East of Scotland Strut of the Light Aircraft Association will be held at the Harrow Hotel, Eskbank Road, Dalkeith at 8.00pm on Monday 4th of March 2019. Please make every effort to attend this important event.

Provisional agenda

This can be added to if you have any points you want to bring up. Please contact Iain Gibson, Justin Kennedy or Duncan Robertson beforehand.

Accounts
Subscriptions
Election of Office Bearers
Fly-ins or Doths
Other events
Dirleton update
Presentation of awards
Any other Business

Election of Office Bearers

If you would like to be an Office Bearer of the Strut in any capacity, please put yourself forward.

Chairman

The function is to provide guidance and direction to the rest of the Committee and oversee that their functions are carried out correctly.

The Chairman also has an additional casting vote where a committee vote is deadlocked. **This position must be held by a full LAA member.** Justin Kennedy is prepared to continue in this position.

At the AGM you must nominate a new Chairman or re-elect Justin Kennedy.

Secretary and Co-ordinator

The Secretary/Co-ordinator's function is to arrange Strut meetings and events in conjunction with other committee members as required and act as main point of contact for the Strut. **This position must be held by a full LAA member.** Iain Gibson is prepared to continue in this position.

At the AGM you may nominate a new Secretary/Co-ordinator or re-elect Iain Gibson.

Treasurer

The function of Treasurer is to record and oversee the financial position of the Strut, provide a budget as required to the Committee and identify any areas of concern. **This position must be held by a full LAA member.** Duncan Robertson is prepared to continue in this position.

At the AGM you may nominate a new Treasurer or re-elect Duncan Robertson.

Membership Secretary

The function is to maintain a record of Strut members, to liaise with the Treasurer and Newsletter Editor, and to identify opportunities for recruiting new members. Duncan Robertson is prepared to continue in this position.

At the AGM you may nominate a new Membership Secretary or re-elect Duncan Robertson.

Newsletter Editor

The Newsletter Editor's function is to produce and distribute the monthly Strut Newsletter. Andrew Macleod is prepared to continue in this position.

At the AGM you may nominate a new Newsletter Editor or re-elect Andrew Macleod.

Safety Officer

The function of the Safety Officer is to ensure that Strut events comply with LAA procedures and provide Risk Assessments as required. **This position must be held by a full LAA member.** The position must be held by a current LAA member to enable us to hold events under the auspices of the LAA. The postholder will be supported by other Strut members. Steven Borthwick is prepared to continue in this position.

At the AGM you may nominate a new Safety Officer or re-elect Steven Borthwick.

Committee Member

The position of a Committee Member without Portfolio is to add breadth and balance to the Committee's discussions and to observe the way the Committee works. As positions fall vacant more members of the Strut will be familiar with what goes on and feel confident about taking on those duties in the future. Ed Lyon is prepared to continue in this position.

At the AGM you may nominate a new Committee Member or re-elect Ed Lyon

One third share for sale

Contact Andy Coulson about a one third share of Kitfox Mk 4, G-BUKF with Rotax 582 on an LAA Permit. Hangared at East Fortune Microlight airfield.
andy_j_coulson@yahoo.co.uk



Flights BA1 and BA2

My granddaughter recently flew to New York on a school trip. (My how times have changed, the best I got was a day out to Blair Atholl by train). I followed the flight on Flight Radar 24 and noticed a very small BA airliner, one I would expect to see moving around Europe but flying a Great Circle route over the Atlantic among the 747s and 777s. This may not be news to you but it was to me and is an interesting story.

This is BA's sole example of an Airbus A318-112 and it just flies the one route each day, from the centre of the capital to JFK in New York, and return. The 318 is six metres shorter and three tons lighter than an A320 so can take off from London City's restricted runway but still have transatlantic legs. The concession to weight at take-off is a refuelling stopover at Shannon on the outward trip, but they combine this with American entry procedures for the passengers so no time is lost for them.

The A318 can seat 120 passengers but G-EUNA has been fitted out with just 32 Business Class modules that convert to beds. It's not cheap of course but is like flying in your own business jet but with more space. BA1 and BA2 used to be the flight numbers for Concorde, so are still reserved for a premier service.

<https://www.bing.com/videos/search?q=airbus+a318&&view=detail&mid=D5CE0119327706886AAFD5CE0119327706886AAF&&FORM=VRDGAR>

I was just thinking, the next Strut committee meeting will be held as usual at the 'Whisky A Go Go' in Manhattan. I wonder if the members would pay for us to go in this?



Opener Blackfly



Will this be the affordable electric flying personal transport for everyone? It certainly seems to be getting closer. <https://www.opener.aero/>

Seen at the V & A

Ed Lyon saw this piece of impressive Art Deco bling at the opening exhibition of the new V & A Museum in Dundee. It came from the Queen Mary, is about three feet wide, cast in aluminium and represents 'Speed and Progress'. "A rather fanciful impression of a streamlined DH89A Rapide but no doubt in keeping with the decor of a 1930's ocean liner."



New engines for the B52 (but not like this)



An interesting update from Al Swegle who, as you will see, worked on the development of early B52s and has an intimate knowledge of their engines and pylons. I believe the military and Boeing are going to stick to the original number of engines to avoid more redesign than is absolutely necessary.

The US Air Force is finally going to re-engine the remaining 76 B-52Hs. Commercial turbofans will be adapted to the bomber and should improve fuel efficiency. Rolls Royce say that they can deliver a 34% improvement in fuel consumption with their BR 725 turbo fan engines.

The new engines from the three competitors will be adaptations of commercial engines and must thus be hardened to nuclear attack to prevent the destruction of the engines' electronic hardware. New struts or pylons must be designed and installed to handle the larger diameters of the newer turbo-fan engines. The life of the 1961-62 originally produced H models will be extended into the 2050s. The electronic systems of the H models have been continuously improved over the years. The electrical and other mechanical systems will be updated and the airplane's electrical system will be improved to handle future updates.

My first stress job in 1957-8 was to be a sub-lead man to conduct the formal stress analyses of the B-52 X through F model engines pylons or struts. An 1100 page document was produced. I had previously worked in Structural Development since July 1951. That experience in the use and evaluation of many different materials for low to high temperature use in friction, structure and joining methods, static and fatigue testing in cryogenic and elevated temperature testing as well as shop work during my college days, stood me well in my future Stress and Structures Technology endeavors.

The B-52 is a 600 MPH long range bomber capable of carrying a huge bomb load or a load of glide bombs or air launched cruise missiles released from long distances beyond air defenses. It can fly close to the ground or up to 55,000 feet altitude.' <https://aerospaceamerica.aiaa.org/features/re-engining-a-legend/>

The Aerion SST

Also from Alan comes an update on the Aerion AS2 supersonic 12 passenger business jet, which benefits from Boeing's supersonic development experience and advanced manufacturing processes, and may be in service as soon as 2025. The following link has a useful slide show illustrating the several runners in this newly developing small SST field.

<https://www.bizjournals.com/bizjournals/news/2019/02/25/boeing-backed-aerion-hires-fuselage-maker-spirit.html>



Meteor 1 at war

'This is a colourised photo of a Meteor F.Mk.1 of 616 Squadron at Melsbroek, Belgium in 1944. The white paint is to distinguish it from the ME 262 fighter that was brought into operation.'

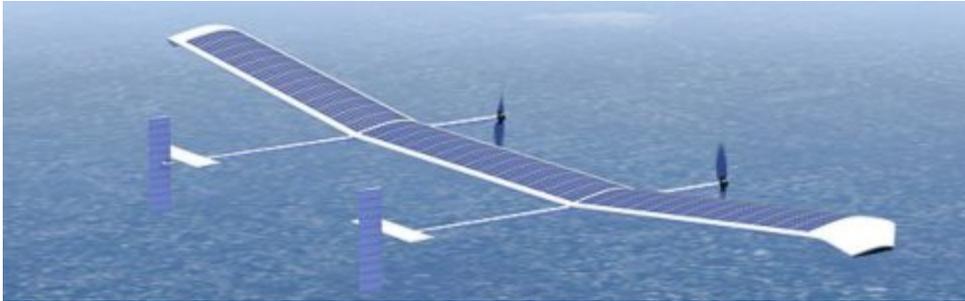
Ted Grossmith sent this in. He flew the Mk3 during his National Service years and witnessed the enormous attrition rate in peacetime of the early jets. There was still much to learn.

I was unable to find a video of a Mk1 Meteor flying but hopefully there might be a Mk3 somewhere in this clip of early British jets.

<https://www.bing.com/videos/search?q=gloster+meteor+mk1&&view=detail&mid=2613DD500D6BB3447D062613DD500D6BB3447D06&&FORM=VRDGAR>



Ordnance Survey's mapping drone



Ordnance Survey hopes to run a fully operational solar powered survey drone before this year is out, used for constantly updating their information. It will fly higher than any airliner and stay up for 90 days. It's called Astigan which is the Old English word for 'ascend' or 'rise'.

<https://www.bbc.co.uk/news/technology-47196898>

Another Scottish rocket



Orbex has built at Forres in Moray their 'Prime' rocket which will make its maiden flight from Scotland in 2021. It is designed to put small satellites in earth orbit from the new Spaceport in Sutherland.

<https://www.bing.com/videos/search?q=orbex+prime+rocket&&view=detail&mid=38C3FD035A828F2C670038C3FD035A828F2C6700&rvmid=45E2BD6D19E3D76D68D445E2BD6D19E3D76D68D4&FORM=VDQVAP>

Airacobra in New Zealand

This Bell P39 Airacobra has just made its first post restoration flight from Ardmore. John Mounce couldn't be there on the day but sent us this and the photo on the next page taken by his friend Mike Condon.





Photo Mike Condon

**AGM on Monday.
Don't forget.**

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 Craigielaw 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