

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



Photo Duncan Robertson

Chairman's bit

Well done everyone involved in our Fly-in at East Fortune last weekend and thanks to Keith Griggs for organising his home turf for us.

Worked hard to get my aircraft ready so it could fly in. Not a fantastic turnout but we did get 13 movements, and visitors enjoyed the excursion down the road to the 1½ Strutter which is looking resplendent now. The weather held and was flyable both days.

After the recent deluge we are promised a heatwave, if it materializes we could mount a DOTH.

Maybe Aboyne on the 7th July? Anybody game? As ever, fly safe.

Justin

Co-ordinator's bit

Thanks to everyone who came to and or helped with our Fly-in at East Fortune last weekend. Particular thanks to those who helped out and to Keith Griggs for arranging the use of the airfield.

We had 15 visitors on the Saturday but Sunday was much quieter despite the good weather.

Thanks also to those who came to the last meeting at the Harrow. The next meeting is at the Harrow on Monday July 1st at 2000. If anyone has anything they would like to show let me know.

Despite the occasional very heavy downpour the weather seems to be co-operating for those that want to commit aviation - enjoy while it lasts. Iain

The next meeting is on

**Monday 1st July
at the Harrow Hotel
Eskbank Road, Dalkeith
at 8.00pm**

**Meeting on Monday
As always, let Iain know if you
want to raise something.**



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

Cover photo



Photo by Duncan Robertson, crossing the Forth in Emeraude G-BDKL from Kingsmuir to East Fortune at the end of the Longest Day.

From the LAA

New Electrics Course - 18th July

Dear Member, please find below details for the above course.

To book a place please call the office on 01280 846 786 to provide payment details.

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

30 August-1 September; LAA Rally, Sywell,

<http://www.lightaircraftassociation.co.uk/2019/Rally/rally.html>

The Longest Day

On Friday 21st June Keith Griggs started it at Kingsmuir and Keith, Duncan Robertson and Alex McClintock ended it at Kingsmuir before flying home.



This photo was taken by Keith Griggs after his early morning arrival at Kingsmuir.

'Having departed East Fortune half an hour before sunrise at 02:55 (GMT) 03:55 Local and arriving at Kingsmuir 17 minutes later. A wonderful flight over the Forth with the Sun at 3000 ft just appearing on the Horizon.

The rest of that Long day was spent preparing the Airfield at East Fortune East for the Strut's Annual Fly in. Later, having flown around East Lothian it was decided to

head over to Kingsmuir with Duncan and Alex, after gaining enough height to glide to shore.

We stayed long enough to swap Duncan from the Kitfox to the Emeraude for the return trip to East Fortune East, landing at 21:33 (GMT) 22:33 Local. Task accomplished.'

More photographs on the next page.

Photo Keith Griggs



Longest day sunset from Kilo Hotel. Duncan and Keith



East Fortune West



Kingsmuir at 22.00hrs

Photos Duncan Robertson

Giddy Edge

I seem to have a weakness for daring cliff edge walks for some reason and in the past have shown some scary routes in Spain and China. Here is one I came across nearer to home, in Matlock, Derbyshire.

You know how on a nice crisp wet and frosty Christmas Day, you often feel like a bit of a walk to let all that food, wine and brandy settle? What could be better than striding out on a brisk Constitutional along Giddy Edge?

<https://www.bing.com/videos/search?q=giddy+edge+matlock&view=detail&mid=49567EB286F842933F3249567EB286F842933F32&FORM=VIRE>

From the LAA and the BMAA

The Chairmen of the LAA and BMAA have initiated informal discussions to explore where both associations, working together, could harness their respective areas of expertise for the benefit of their members.

The discussions are likely to be wide ranging and will note areas where views are shared, but will also include how the associations' technical teams could work together to maximise the benefit of the impending opt out from EASA regulation of 600kg factory built aircraft.

The Chairmen, Rob Hughes and Tim Hardy, have approached this joint initiative with enthusiasm about the possibilities of their associations working closer together and look forward to communicating further developments to the members, staff and the wider aviation stakeholders in due course. For further information please contact:

Geoff Weighell, BMAA. 01869 338 888
Steve Slater, LAA. 01280 846 786



The East of Scotland Strut Fly-in

East Fortune East, 22nd and 23rd June. Photographs of this very enjoyable weekend on the next eight pages by Colin Lourie unless otherwise stated







Sue Oliver coming in to land









Photo by Iain Gibson of Tim Rayner doing a fly by in the Jungmann on Sunday



£228 was raised through donations and landing fees for MND, the Motor Neurone Disease charity.

Keith Griggs sends his thanks to all who came out to help over the weekend. Aircraft that came are listed below:

- | | | |
|-------------------------|--------------------|----------------------|
| G BDKH Piel Emeraude | G RMPS RV12 | G ZTED Europa Mono |
| G IHCI Europa | G RVIC RV6A | G CKYD Gyro |
| G BUKF Kitfox | G EHMf Isaacs Fury | G PPLG Gyro |
| G CCPC Quik | G CBWW SKR | G ASAL Bulldog |
| G BIID Super Cub | G LESF Kitfox | G BITF C152 |
| G BWVT De Havilland 82A | G RVEE RV6 | G BKUR Piel Emeraude |



Andrew Macleod



Events

- 14 July** Insch Fly in
<https://www.gmfc-insch.co.uk/index.php/16-news/60-insch-airfield-fly-in-and-summer-bbq-14th-july>
- 27-28 July** Sollas Beach Fly-in. No contact details but try
<http://www.laahighlandstrut.org.uk/>
- 27 July** Museum of Flight Airshow, East Fortune
<https://www.nms.ac.uk/exhibitions-events/events/national-museum-of-flight/airshow/>
- 28 July** Oban Airport open day
- 3-4 August** Dornoch, Highland Strut
<http://www.laahighlandstrut.org.uk/>
- 16-18 Aug.** Perth annual fly-in
<https://www.scottishaeroclub.org.uk/events/>
- 24-25 Aug.** Glenforsa RV fly-in
<http://glenforsaairfield.com/glenforsaflin.html>
- 30 Aug-1 Sept** LAA Rally, Sywell,
<http://www.lightaircraftassociation.co.uk/2019/Rally/rally.html>
- 14-15 Sept** Glenforsa vintage taildragger fly-in
<http://glenforsaairfield.com/glenforsaflin.html>



Pat Gifford

An interesting piece of local history found by Ed Lyon

If you drive along the coast road towards Longniddry at the east end of Prestonpans you will pass a Lidl store and east of that is a Family Dental Care building as shown in the photograph. It is called the Pat Gifford Building. So who was Pat Gifford and what's this got to do with Aviation? Flt Lt Patrick Gifford was a lawyer in the family law company in Castle Douglas. He was also a member of 603 (City of Edinburgh) Squadron Royal Auxiliary Air Force based at RAF Turnhouse.

On 16th October 1939 twelve JU-88s in packs of three had been tracked up the east coast near Dunbar heading for Edinburgh, the naval ships anchored east of the rail bridge and the Rosyth Dockyard. The first six aircraft attacked the ships but Spitfires from 602 Sqn based at Drem and 603 Sqn at Turnhouse were scrambled.

The raid started to go badly wrong for the raiders as shore guns and ships guns opened up then the Spitfires attacked them. One JU-88 headed at high speed towards Dalkeith where three 603 Sqn Spitfires, led by Flt Lt Pat Gifford attacked it, each aircraft taking it in turn to fire at the aircraft as the aircraft flew lower and lower towards Prestonpans. It was Pat Gifford who fired the final shots just before it crashed into the sea off Port Seton. The residents of Prestonpans and Port Seton heard the machine guns of the aircraft as they passed low overhead and some time later a local fishing boat, the Dayspring, returned to Cockenzie harbour with three surviving crew who were taken into captivity. This was the first enemy aircraft to be shot down over Great Britain in World War 2.

Pat Gifford was awarded the DFC, promoted to Sqn Ldr and took command of a Hurricane squadron which was then sent to France in 1940. He was shot down shortly after over Belgium and his body was never found.

A memorial to Pat Gifford was unveiled in Castle Douglas and his logbook is displayed in the Scottish United Services museum. Inside the Pat Gifford Building is a wall-mounted information board giving all the details of the man and the events of 1939.



Moon landing



It's 50 years since the first time an astronaut landed on the moon, and amazingly for the day we saw it live on our televisions. Big wooden boxes with valves and a cathode ray tube inside. Colin Lourie, like the rest of us, was sat in front of his but he had the wisdom to set up his camera in front of it.

'I sat through all the live broadcasts, from count-down to Nixon welcoming them back, with my camera on a tripod in front of the TV.

This shot is the best you could get from the 405 line transmissions on an 18 inch screen. (And the shutter speed had to be slower than 1/25th of a second - otherwise a broad diagonal band appeared on the image (someone knowledgeable will know why!))'

At last, a true long distance electric car?



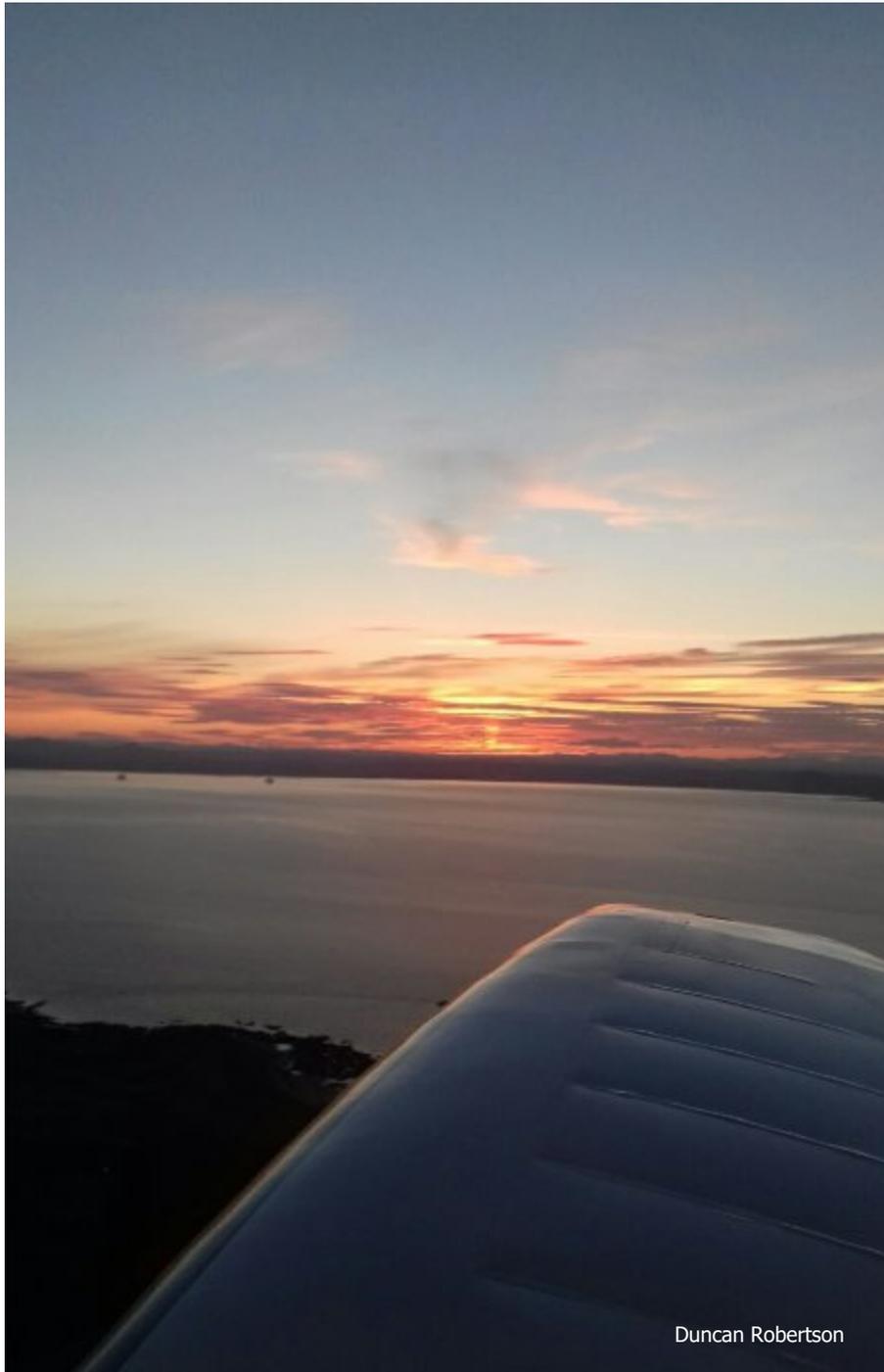
The Lightyear One is an attractive but expensive electric car from the Netherlands that has a claimed 450 miles range before recharging. It can partially recharge itself while travelling, through solar panels on its upper surfaces. <https://electrek.co/2019/06/25/lightyear-one-solar-electric-car-range>.

However, much of this extended range is achieved by close attention to weight reduction using aluminium and carbon fibre, and careful streamlining, and not through any great breakthrough in electronic technology. I wonder how far it would get crawling up the M6 in heavy traffic on a rainy Friday afternoon in February? Still, onwards and upwards.

I was reminded of the French Panhard PL17 of the late 1950s which was also streamlined and built of aluminium and claimed a top speed of over 80 mph. Not bad for a six seater powered by an 850cc engine! It could eventually get there but only on an empty straight road and if you had all morning to spare.

https://en.wikipedia.org/wiki/Panhard_PL_17





Duncan Robertson

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