

*East of Scotland Strut of the Light Aircraft Association
January 2020 Newsletter*



Chairman's bit

Mid festive season and I already know that I will need to watch weight and balance.

December has been very patchy as far as weather is concerned but the few flyable days have been great. A trip to Longside last week with a low sun on the shoreline and perfect viz was very pleasant.

This morning it's down on the ground and TBAW (The Birds are Walking). Oh well.

Wishing everyone a Happy New Year.

Fly safe. *Justin*

Co-ordinator's bit

Thanks to all who came to the last meeting for Wallace Shackleton's presentation on this years Oshkosh event.

There is no January meeting due to the festive season

As I type this we are just passing the Winter Solstice so the days will start to lengthen. Have got a bit tired of the wet and cold days getting dark around 1630 but hopefully we will get some of those wonderful clear cold winter days over the next month or three that makes our flying so enjoyable

Seasons greetings to one and all. *Iain*

The next meeting is on

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

See above.

**There will be *no*
meeting in January**



**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:
eos-strut.org**

Colin's new website

Colin Lourie has rebuilt the Strut's website and it now looks even better. A top class product overall. Find it at; eos-strut.org

Cover photo

Tim Rayner sent in the photo alongside of his Emeraude CP301C, registered G-EFAO. It was taken by Robin Adamson.

'After take off from a frost encrusted grass runway and a 45 minute flight around East Lothian in gin clear air, we returned to the airfield just before sunset.

With hot coffee in hand we watched the sun go down and reminded ourselves that flying can be a very pleasant experience during the winter months which is greatly enhanced if you have a working cabin heater.'



Keith starts his upgrade

On the bright, cold morning of Saturday 21st December four members of the Strut assisted Keith Griggs in removing the one piece wing from his Emeraude at East Fortune East so that he can do wing repairs and achieve easy access to the cockpit underside to carry out an instrument panel upgrade.

The wing was unbolted and the fuselage lifted on Tim's hoist allowing the wing and undercarriage to be pulled clear. The legs were then unbolted and the one piece wing was lifted bodily onto Tim's low loader trailer and transported to the APSS shed down the road. Once there it was lifted into a prepared screened work area, ready for the repair work to begin.

The working party consisted of Tim Rayner, Keith Griggs, Steven Borthwick, Ed Lyon and myself. Thanks to Keith for the tea and brunch at Merrylees Garden Centre after the job was done.

*Thanks also to Duncan Robertson for this item.
All photos by Duncan.*





The APSS Christmas Dinner

Food was mentioned and some Strut members (on RHS) leapt into action and joined the Aviation Preservation Society of Scotland's Annual Dinner. Steven Borthwick sent in the photos.



Looks like the electric revolution has started

From David Webb via Jim comes news of this proper, working commercial electric aeroplane, a 62-year-old de Havilland Beaver seaplane retrofitted with a 750hp electric motor. It still has range limitations and can fly only about 160km on its lithium battery power but that is sufficient for the majority of short-haul flights run by the Vancouver firm, Harbour Air.

Harbour Air ferries half a million passengers a year between Vancouver, Whistler ski resort and nearby islands and coastal communities and the goal is to electrify the entire fleet. On top of fuel efficiency, the company would save millions in maintenance costs because electric motors require drastically less upkeep.

<https://www.theguardian.com/world/2019/dec/11/world-s-first-fully-electric-commercial-aircraft-takes-flight-in-canada>

Magnix is a big player in this new market and makes these motors.

<https://www.magnix.aero/>

Also, Rolls Royce are developing a hybrid-electric propulsion system for the Britten-Norman Islander which could give the type a whole new lease of life.

<https://www.rolls-royce.com/innovation/key-demonstrators/accel.aspx>

Even more exciting is the Eviation Alice on the rhs which is not a re-engined existing plane but designed from scratch for electric power. Orders are being taken already and you should be able to commute in this with America's launch customer in two years time.

<https://www.bing.com/videos/search?q=eviation+alice&&view=detail&mid=A81A29F45B181FB832B6A81A29F45B181FB832B6&&FORM=VRDGAR>



Jim Prettyman came across an electric air racing website which had an interview with our very own CEO Steve Slater. Looks like the LAA is in a good place with this.

<https://airracee.com/spotlight-on-steve-slater-ceo-of-light-aircraft-association/>





Photo Anna Smith

Friends Sam and Anna were in town and Anna took this lovely photo from North Queensferry on her phone. It's just so good to live where we do.

A Lockheed comes to life in New Zealand

This beautiful Lockheed L10A Electra was rolled out at Ardmore in December, well on the way to being rebuilt. Clever lettering means it wears the colours on one side of LAN, the Chilean airline it flew with, and on the other with New

Zealand operator Union Airways. The owner Rob Mackley hopes to have it finished this year and fly it to Oshkosh. Thanks to John Mounce for this, via Jim Prettyman.



Starfighter

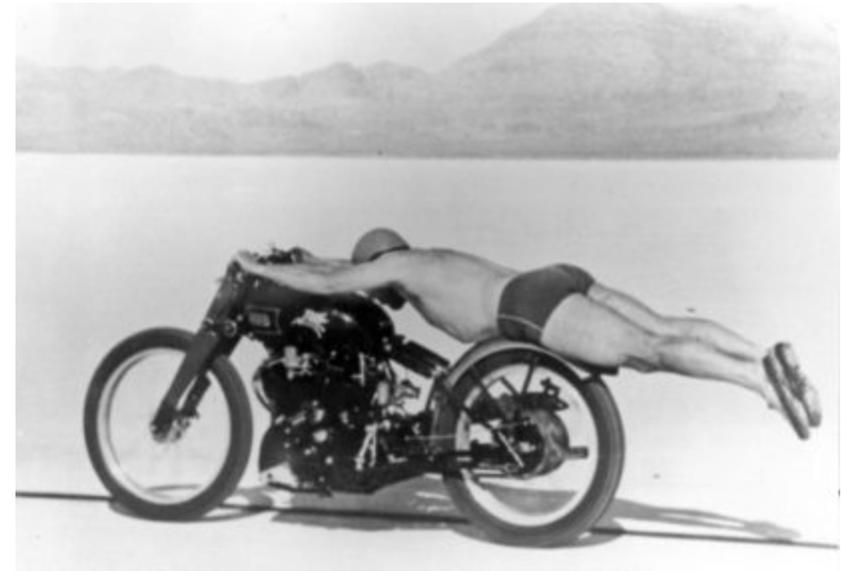
The Wessex Strut Newsletter reported on a talk about the Starfighter at one of their meetings and it seems it was more than just a projectile. It was also a manoeuvrable dogfighter thanks to flaps that could be deployed up to Mach 1.3. Jim Prettyman's friend Ted Grossmith flew Meteor 3s during his National Service years and I wondered if he thought a low hours pilot from his period could have handled this next generation aeroplane. Here is his reply;

'Thanks for the info. I suspect the top speed of the Starfighter was around Mach 2.0 but we Nat. Service chaps were doing Mach 0.93 routinely. The Meteor, Starfighter, and other jets operate at 30-35K feet where one's perception of speed is highly diminished. The climb to operational altitude would be less than cruise speed and transition to cruise would be gradual during which appropriate trim controls would be activated. Early jets relied solely on seat of the pants skills so I suspect there was little difference between handling the Starfighter and the Meteor. The loss rate in the Starfighter as noted by Jim was 30% while the Meteor was 50%. Perhaps this improvement was due to the introduction by the mid-60s of radar and ejection seats and avoidance of storm cells. We named the Meteor The Meat Waggon; other early jets were named Widow Makers, or Flying Coffins. Few jets, if any, promoted one's longevity. That being said, the training of prop. pilots in WWII also resulted in shocking losses of life and planes.'



Two more

Still on Starfighters, Ted sends his Christmas greetings to us with this card, below. Now you know why you never got that gold Rolex. Also from Ted is the photo of a world speed record attempt in 1948. Thank heavens he's wearing sturdy slippers for protection.



From the LAA

We are pleased to announce new dates for our popular Metalwork and Rotax Courses for 2020.

Our Rotax Course dates are Saturday 11th January and Saturday 25th January.

Our Metalwork Course dates are Saturday 1st and Sunday 2nd February.

Both courses are taking place here at Turweston. To book a place please call the office on 01280 846 786.

TED talk

Keith Boardman recommends this interesting TED talk, 'Small rockets are the next space revolution'.

Perth Fly-in 2020

From Wallace Shackleton comes the information that there will be a Fly-in at Perth from May 29th - 31st this proposed date coinciding with the week of the LAA Scottish tour. More details will follow in due course.

Transatlantic flying

An interesting link from Jim Prettyman, who has a particular interest in and fondness for the De Havilland Comet.

<https://www.aerosociety.com/news/a-century-of-transatlantic-flying/>

Where is this?

This is one for we Edinburgh folk. Laraine showed me the painting below and it looked very familiar but we could not quite place it. The painting is 'Maule's Corner after rain' by Robert Easton. The viewpoint is from the Caledonian Station entrance, now the Caledonian Hotel foyer, looking into Charlotte Square past 'Binns Corner' where generations of we spotty faced Herberts arranged to meet new girlfriends. Binns is long gone but I had never heard of its predecessor Maule whose building was pulled down and replaced.



Firefighting

From David Webb by way of Jim Prettyman, comes this video clip. Looks like the 747 will be the DC3 of the future as its reassuringly over-engineered frame gives it the strength to fill many unexpected tasks, not least in California and Australia.

<https://www.bing.com/videos/search?q=firefighting+747+futurism&&view=detail&mid=07D33CB1BA01A4747BED07D33CB1BA01A4747BED&&FORM=VRDGAR&ru=%2Fvideos%2Fsearch%3Fq%3Dfirefighting%2520747%2520futurism%26qs%3Dn%26form%3DQBVRMH%26sp%3D-1%26pq%3Dfirefighting%2520747%2520futurism%26sc%3D0-25%26sk%3D%26cvid%3D198FB1B6FA344926AB0504CF96278837>



**If '80s cartoon characters
were Scottish...**



<https://www.bing.com/videos/search?q=if+80s+cartoons+were+scottish&&view=detail&mid=D27D66A3376DAF0A127BD27D66A3376DAF0A127B&&FORM=VRD GAR&ru=%2Fvideos%2Fsearch%3Fq%3Dif%2B80s%2Bcartoons%2Bwere%2Bscottish%26FORM%3DHDRSC3>

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