

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



*Photo of Gianni Sarti courtesy of the Devon Strut*

## Chairman's bit

Strange times indeed.

I hope all your aeroplanes are safely tucked up for the duration.

I don't know if I am deluded but the air seems fresher and the skies seem bluer.

I have always maintained that there is a problem with the vapour trails of jets which turn to ice crystals and spread out. I read that they reflect 15% of the sun's light away from earth which must be significant.

The shielding effect only dies down at night when the ice crystals fall to warmer altitudes and melt. I have seen it myself above Edinburgh in CAVOK conditions.

After 9/11 all the aircraft in the U.S. were grounded for two days and changes in the weather came almost instantly. We can see Venus much more clearly.

There are going to be some radical changes after this lot shakes out.

I don't think there is a vapour trail out of the back of my Europa, is there?

Keep safe and we can hopefully put it all back together soon.

*Justin*

## Cover photo

The cover photo appeared in the Devon Strut Newsletter and appears here thanks to them. It shows Gianni Sarti's Bucker Jungmann in a spectacular sunset. Sorry we don't have a better image, I had to enlarge it a lot, but it is still very bonny.

## Co-ordinator's bit

The C Virus has brought everything to a rapid halt, hope you are all well and coping.

There will not be any Strut meetings until things improve sufficiently. The Fly-in has been cancelled until next year as has the Round Scotland Rally. The main LAA Rally at Sywell is yet to be decided.

As a result we will be relying on the Newsletter to keep us in touch with each other so if you would like to put something together I am sure Andrew would be most appreciative.

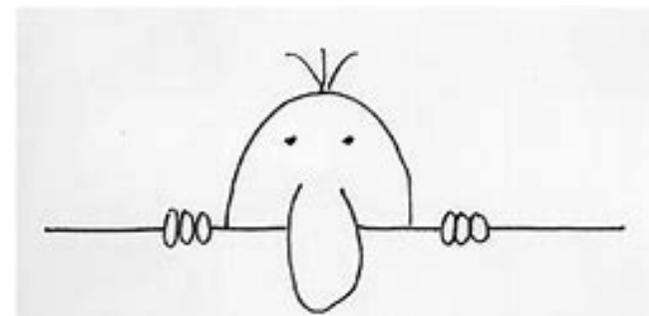
As I type this I see Edinburgh Airport is down to a handful of flights each day and I saw a post somewhere that there were less than 10 aircraft active in UK Airspace at one point daytime yesterday, (Friday 28th). The Aviation industry seems to be one of the hardest hit sectors in the current situation.

Take care and enjoy what aviation you can.

*Iain*



## The next meeting is on...



Wot. no meeting?



### About the Light Aircraft Association:

[www.laa.uk.com](http://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](http://eos-strut.org)

Happy days



Justin at Cumbernauld last month, photo by Keith Boardman

## The Strut's Annual General Meeting



Gosh it seems so long ago and how the world has changed since then. Anyway, it turned out to be a good natured affair with agreement on all points raised.

In attendance on Monday 2<sup>nd</sup> March at the Harrow Hotel were Justin Kennedy, Iain Gibson, Duncan Robertson, Andrew Macleod, Alex McClintock, Trevor Harvey, Keith Griggs, Jim Oliver, Colin Lourie, Ian Astley and Colin Rodger.

Last year's Committee was re-elected unanimously. Proposed Jim Oliver, second Trevor Harvey  
Accounts were generally stable with outgoings roughly matching income.

Membership fee remains at a bargain £25.00 and most people who were there paid on the night.  
Passed unanimously. ***Please pay your Membership fee to Duncan straight away.***

The Strut's awards were passed on to their new worthy keepers. The Nick Wales Shield went to Colin Lourie and the Joystick to Justin.

The Harrow Hotel was presented with a cheque for £100 for the Charity they support, the Roy Castle Lung Cancer Foundation.

There was discussion about the many things we hoped to support this summer such as the LAA Scottish Tour and our own Fly-in, but now of course these have all had to be cancelled.

## From the LAA 1

I received several e-mails from LAA Headquarters in the early stages of the recent Covid 19 emergency. They cover such things as whether or not we can fly or even travel to maintain our planes, potentially extending pilot medical deadlines, developing short-term derogations for those who would have required a flight with an instructor, and more things of that order. However, because things are changing so fast I suggest the place to go to for up to date advice is directly to the LAA website.

## From the LAA 2

On Friday 20<sup>th</sup> March, the LAA board wrote to the BMAA to say that they had decided regretfully to suspend the merger discussions between the two associations. The LAA board anticipates that there will be a continuation of collaborative effort underpinning the mutual passion for aviation and wishes to signal their readiness to enter into further discussions as and when a unanimous BMAA council position has been established on the subject.

Steve Slater adds; 'Speaking personally, it's disappointing, because there has been a great deal of work done by volunteers from both organisations and I believe a huge opportunity is being missed. Together, we have demonstrated that a future single organisation can be viable, would be a powerful voice for sport flying, and our Board and the wider LAA membership believe in principle it is a good thing. Sadly, we haven't had similar reassurance from the BMAA council and their members so we'll focus on the LAA's future, but keep working together in areas where BMAA and LAA can jointly promote our mutual passion for flying for fun.'

# Project Loon



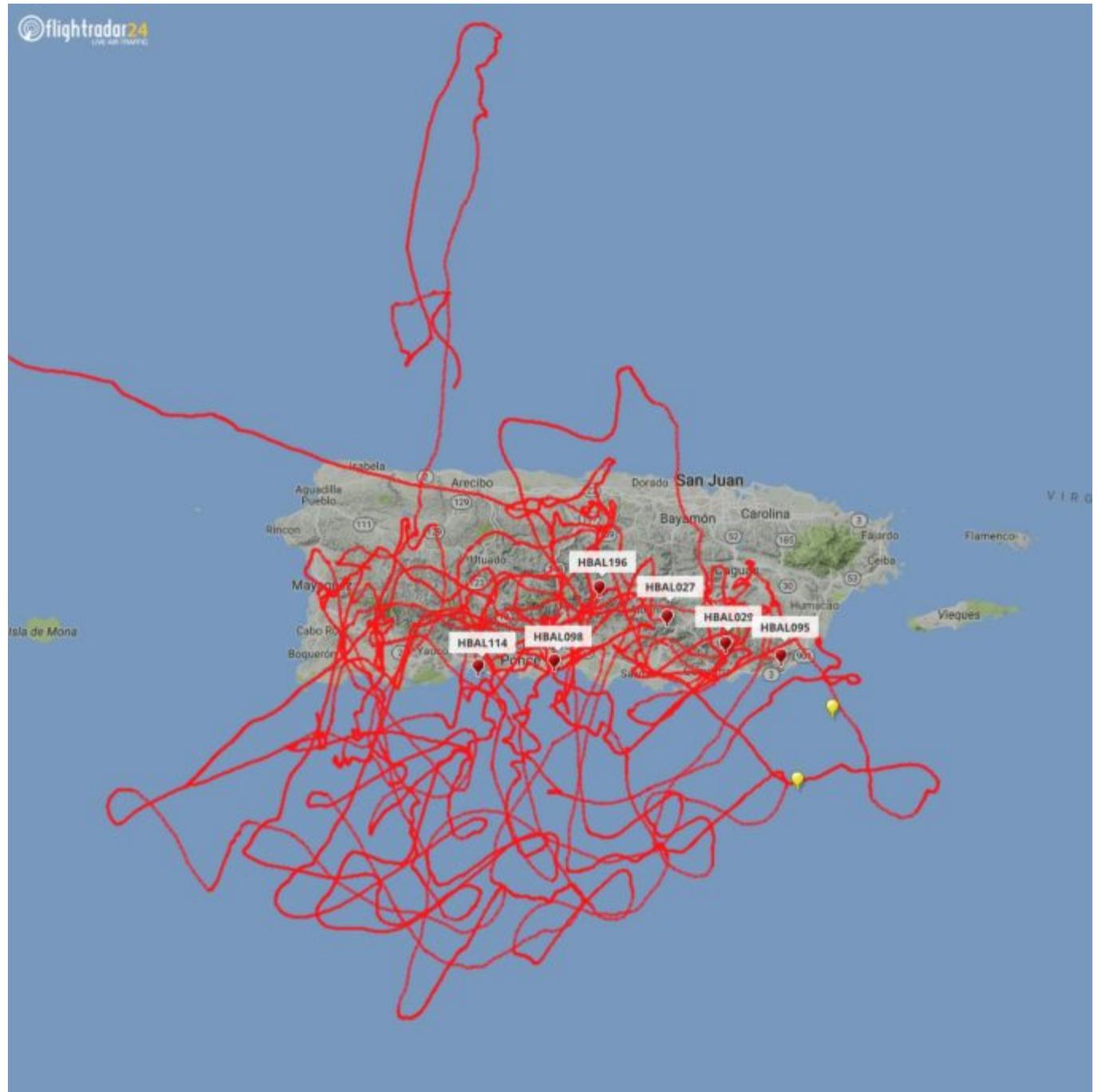
I must have been asleep for the last few years as I knew absolutely nothing about this until last week.

I was looking at Flight Radar 24, watching with some sadness as transatlantic air travel disappeared, (apart from air freight), and saw a cluster of these yellow balloons over the Gulf of Mexico.

A week later they are spreading out and wandering gently over the Caribbean, and I daresay a new batch will be released soon.

Their function is to provide internet reception over otherwise inaccessible areas and although they only have a life of about 100 days the working bits can be recovered and reused and they still work out cheaper than satellites.

<https://loon.com/technology>



## Wright-Patterson as you have never seen it before



From Brian Allison comes this great video taken at the National Museum of the USAF at Wright-Patterson Air Force Base near Dayton, Ohio, taken by a drone flying above, below and between the 350 aircraft and missiles there. [https://youtu.be/m4wLr8\\_Kaw4](https://youtu.be/m4wLr8_Kaw4)

## News from overseas

The Newsletter benefits greatly from the support given by a band of readers around the world who are immersed in aviation in many ways, but particularly in engineering. They represent a huge reservoir of knowledge and thanks go to Jim Prettyman for making the introductions.

Mike Espinoza lives in Jamestown, New York, and is building this Murphy Rebel. He regularly makes the three hour cross border drive to meet up with other Rebel builders in Canada.

Apart from the fuselage, the photo shows wings and tail feathers hanging from the rafters and lurking in there at the back are the flaperons. Mike hopes to work on his Lycoming O-235 engine and have it mounted this year.



## More news from overseas



Ted Grossmith now lives in California. You will probably remember his stories of National Service days, flying the Mk. 3 Meteor and being in the lucky half not to be killed by it.

Ted is an accomplished photographer and often combines images with words (Haiga) or in this case manipulates them for a particular effect. Here is the story that goes with this one;

'At a de Havilland student reunion at Woburn Abbey decades ago I took a photo of a DH Dragon and two Dragonflies in formation. It was a gray day so thought it appropriate to superimpose them on a background worthy of their venerable status: sundown at Canyon de Chelly in Arizona.

John Derry, DH chief test pilot, gave me my first flight aloft in 1948 and in a Dragonfly. He was the first man to fly an airplane through the sound barrier . . . happy memories of a fine gentleman.'

## Airship at Turnhouse

From Ian Wales

These are from 1983 I think (but happy to be corrected!). I was one of the passengers on the previous flight and my son (Nick, who some in the Strut may remember), and daughter Kate were on this one. They had come out with me as part of a Radio Forth OB on board with Bill Torrance, and as they had spaces they were asked if they would like to go on the next trip - the reply was pretty fast. A couple of years before I also flew on the GoodYear Europa, so I have a tally of two airships. Not many can beat that! I remember they both flew with a bit of a porpoising motion, pitching nose up and nose down gently.





From George Mair. Not yet the green shoots of recovery, but a glimmer of light perhaps. Link was from EuroGA forum.

<https://www.gov.uk/government/publications/coronavirus-covid-19-recreational-general-aviation/coronavirus-covid-19-recreational-general-aviation>

*Finally...*



This is Wilson. He is now working from home

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