

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



Chairman's bit

Hi All,

Since receiving my Permit a few weeks ago I have not been near the airfield. Life is full as we are just beginning to see the family and grandchildren again.

Without a second spike we might be able to have a fly-in later in August or in the Autumn, or at least some sort of relaxed, safety conscious outdoors get together.

Watch this space, or at least your e-mail box, for information on that. Let's hope we can celebrate a return to some sort of normal by then. Stay safe.

Justin

Co-ordinator's bit

Hi Everyone.

It's still a bit of a strange world but it looks like aviation is starting to take off again as going by various flight tracker systems more and more of our type of aircraft are taking to the air. Even commercial aviation is starting to fly again but that will be a long process.

Still waiting for our esteemed leader to announce we will be able to resume meetings but that seems to be a slow process as well.

In the meantime I hope you are all keeping well and putting together articles for Andrew to put in the Newsletter.

Iain

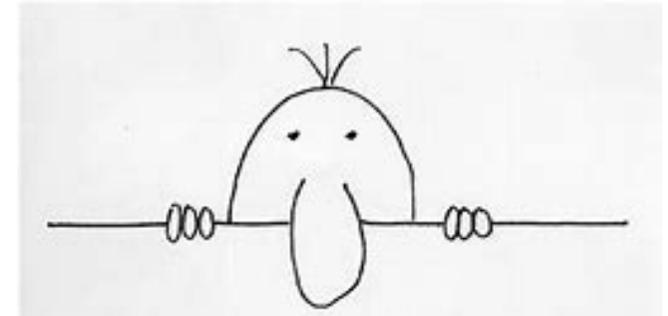
Cover photo

Roger Young recently put his beautiful LongEZ, with its many carefully crafted upgrades, up for sale after 1000 hours of flying her. Time marches on and G-BZMF has been taken over by another Perth based pilot.

The photo on the cover was found on the internet and shows it about to leave the 2015 Sywell LAA rally. Many thanks to Gavin the photographer who has allowed us to use this image of one of the most stylish designs around.



The next meeting is on...



Wot. no meeting? Oooerr. watch this space. something might be in the offing



— 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**

Ted, and Avro's Arrow

Ted Grossmith was sent the link at the end by an old friend. It's about the very advanced C105 that was designed in the mid 1950s to cross the huge spaces of northern Canada at enormous speed to intercept Russian bombers attacking from over the North Pole. A spectacularly advanced plane was created but at great expense, particularly important for a relatively small country. Interestingly, Ted was involved in its development.

'Yes, I spent nearly four years with AVRO Canada. Following National Service in the RAF I joined AVRO Canada in May 1953 to work on the CF 100 Canuck, the Distant Early Warning (DEW) interceptor fighter. This was the main deterrent for a perceived Russian assault from the north.

My next assignment was on the AVRO Canada C105 Arrow, specifying manufacturing processes and jigs and fixtures required for assembly of the Arrow. The decision to build such production level equipment before the prototype plane flew was a unique situation. How different that was from the current Boeing robotized process.

By November, 1956 I was looking west towards New Zealand to assuage a lingering wanderlust. A tentative booking on a tramp steamer had been made in Montreal when an opportunity for a job at Boeing arose where work was progressing on the prototype 707. Accepting this was a happy event as not only did it afford an opportunity to see a wonderful new country and work on the 707 but also avoid the upcoming horrendous layoff at AVRO.

This occurred on Friday, February 20, 1959, when the prime minister announced the Arrow was cancelled. 13,800 AVRO employees lost their jobs and were asked to return on Monday to receive their last paycheck.

All ten completed Arrows were destroyed and their remnants scrapped. All drawings, specs., miniature models and my fixtures were scrapped. Only one cockpit section of the Arrow exists and is located in Canada's Aviation Museum.

Ironically, that Black Friday was also the Fiftieth Anniversary of Powered flight in Canada. As you probably know, the title AVRO came from Alliot Verdnon Roe who designed the Avro 504 trainer in WW1. His company and AVRO Canada built the Lancaster, the best bomber of WW11.



Testing of the Arrow had only occurred at three quarter throttle settings. A new Iroquois engine at their adjacent Orenda Engine plant was designed for higher thrust to exceed existing Mach 2 performance. Other high tech and even space projects were in the works.

The impact on Toronto and indeed the State of Ontario was profound. Many supporting industries and contractors folded. Whole housing estates were abandoned. A company wage deduction scheme was in place for workers to pay home mortgages. Workers lost their investment and many left Toronto.'

<https://www.bbc.com/future/article/20200615-the-record-breaking-jet-which-still-haunts-a-country?ocid=ww.social.link.email>

Bomarc, the conspiracy theory

Ted's article on the previous page about the Avro Arrow's cancellation and its replacement by Boeing's Bomarc, an early generation American anti aircraft missile, led to much speculation about what was going on. Snafu, or dirty tricks to cripple competition from an emerging aviation industry that was becoming too successful? It's something that still hurts and has not gone away and you can read more about it and view some clips in the links below.

<https://valourcanada.ca/military-history-library/the-bomarc-missile-controversy/>

<https://www.bing.com/videos/search?q=boeing+bomarc+and+the+avro+arrow&view=detail&mid=42FADD6D7142631A6FA942FADD6D7142631A6FA9&&FORM=VRDGAR&ru=%2Fvideos%2Fsearch%3Fq%3Dboeing%2Bbomarc%2Band%2Bthe%2Bavro%2Barow%26FORM%3DHDRSC3>

The photograph below shows the CF100 Canuck which predated the Arrow, the Boeing Bomarc which replaced it, and the next line of defence further south, the American Convair F102 Delta Dagger.



Museum of Flight reopens!

Keith Griggs passes on this information from Linda De Costa.

'The National Museum of Flight will reopen from Wednesday 5th August 2020 with the Concorde Hangar and Café only to start. Then from 17th August Hangar 2 and 3 will reopen followed by the remaining Exhibition spaces the week after.'

Free admission!

Conditions apply of course, with only online bookings from 10.00 on Friday 31 July, but entry will be completely free of charge to the airfield and Concorde hangar between Wed 5 and 16 August. Paid entry will then resume on 17 August with the opening of Hangar 2 and Hangar 3.

Be quick though, when I checked the slots were disappearing fast.

<https://www.nms.ac.uk/national-museum-of-flight/book-tickets/>
<https://www.nms.ac.uk/reopening/>

<https://www.nms.ac.uk/national-museum-of-flight>



Gladys Ingle. Mobile tyre mechanic, distance no object

The 13 Black Cats of Hollywood were a talented and very brave bunch of Barnstormers working on aerial publicity and film stunts in the mid 1920s.

Ted Grossmith found this bit of film showing Gladys Ingle not only climbing from plane to plane while carrying a heavy wheel, but fixing it in flight. No parachute, no nothing. Lordy! What a brave woman. Amazingly, Gladys died in her bed aged 82.

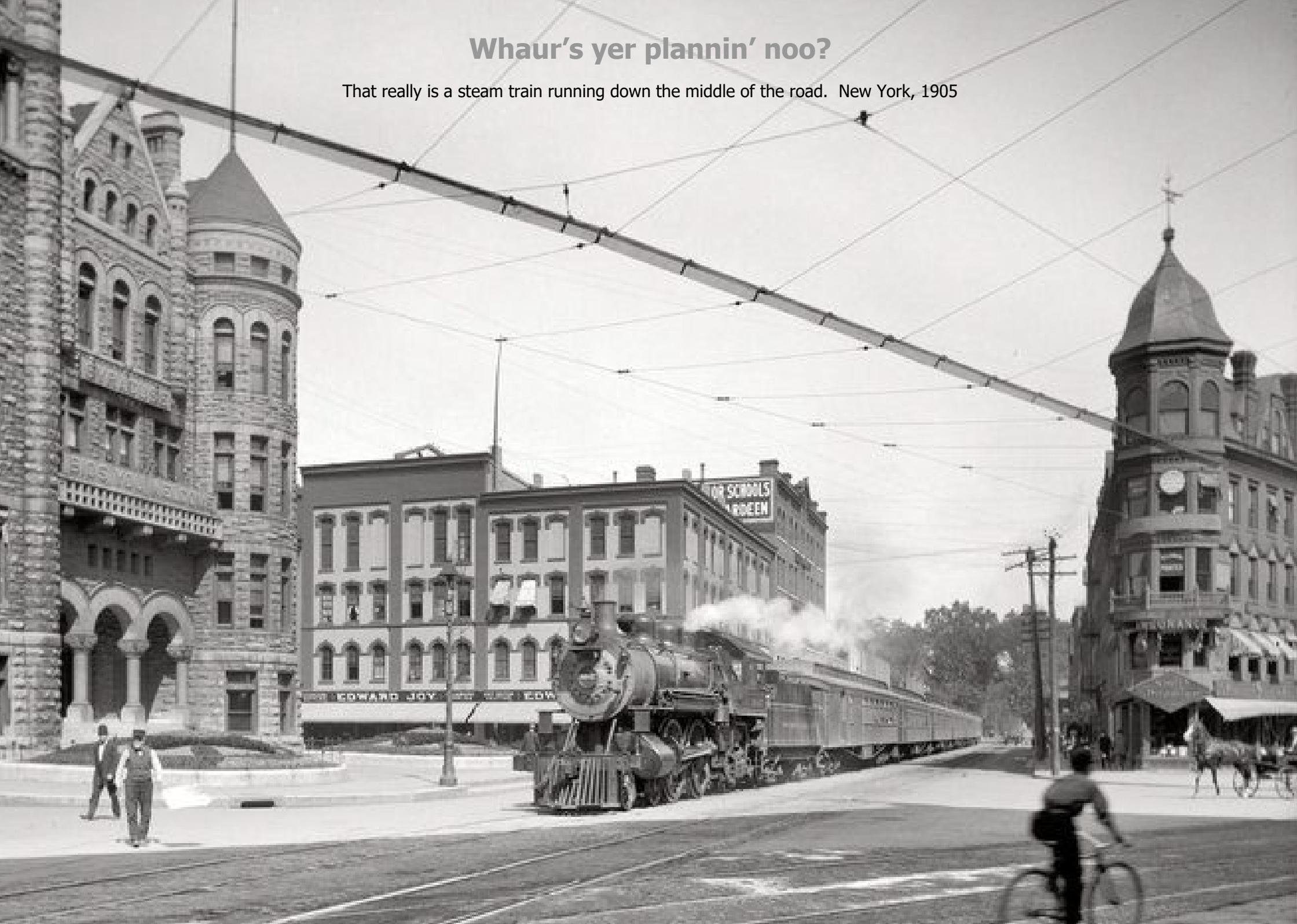
<https://www.bing.com/videos/search?q=pathe+news+change+airplane+wheel+in+flight&&view=detail&mid=6EEBE9B54F7D15BA0FDD6EEBE9B54F7D15BA0FDD&&FORM=VRDGAR&ru=%2Fvideos%2Fsearch%3Fq%3Dpathe%2Bnews%2Bchange%2Bairplane%2Bwheel%2Bin%2Bflight%26FORM%3DHRSC3>

<https://selvedgeyard.com/2013/03/12/gladys-ingle-and-the-13-black-cats-hollywoods-hi-flying-hellraisers/>



Whaur's yer plannin' noo?

That really is a steam train running down the middle of the road. New York, 1905





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