

*East of Scotland Strut of the Light Aircraft Association
January 2021 Newsletter*



Chairman's bit

Lockdown is taking its toll. The opportunities to get airborne are dwindling. Let's hope the normal we are left with in the end is one where aviation thrives.

Andrew is keeping us alive with this excellent Newsletter. He is always grateful of pictures and stories so keep them coming.

I take the Europa out and start it up every three weeks just to keep its circulation going. Other than that I think it will be a while before I get aloft again.

Keep well everyone and fly safe .

Justin

Co-ordinator's bit

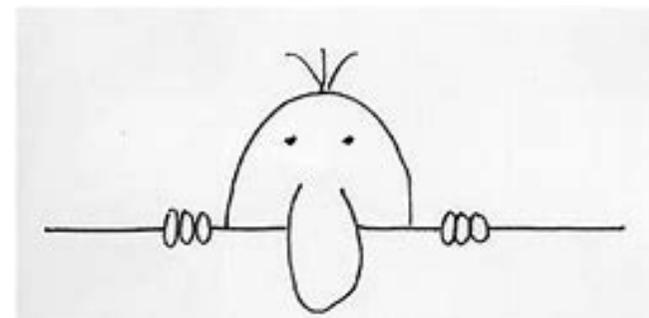
Hope you all had a good Christmas and a Happy New Year when it arrives. As I type this there are a few inches of snow on the ground and it's not warm. I see the winter solstice was a week or two ago so the days are starting to get longer.

I hope you are all keeping safe now that a light has started to appear at the end of the Covid tunnel so we should be able to resume meetings and events after the spring. (As long as the light at the end of the tunnel is not an oncoming train).

In the meantime enjoy what aviation you can.

Iain

The next meeting is on...



Oh dear. still no meetings



Light Aircraft Association

About the Light Aircraft Association:

www.laa.uk.com

Cover photo



John Mounce in New Zealand has contributed a great deal to this Newsletter, including this image taken by his friend Aaron Murphy. Lots more from John starting on page 9.

FlySpec Newsletter

Many of you will remember the talk that Alberto Gregori, formerly of this parish, gave to the Strut.

In it he outlined the work that this charitable organisation carries out in Zambia, rescuing crippled lives with basic but life enhancing surgery and flying to otherwise inaccessible parts of the country to carry it out.

I have attached their Newsletter for your interest.

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

The joy of soaring

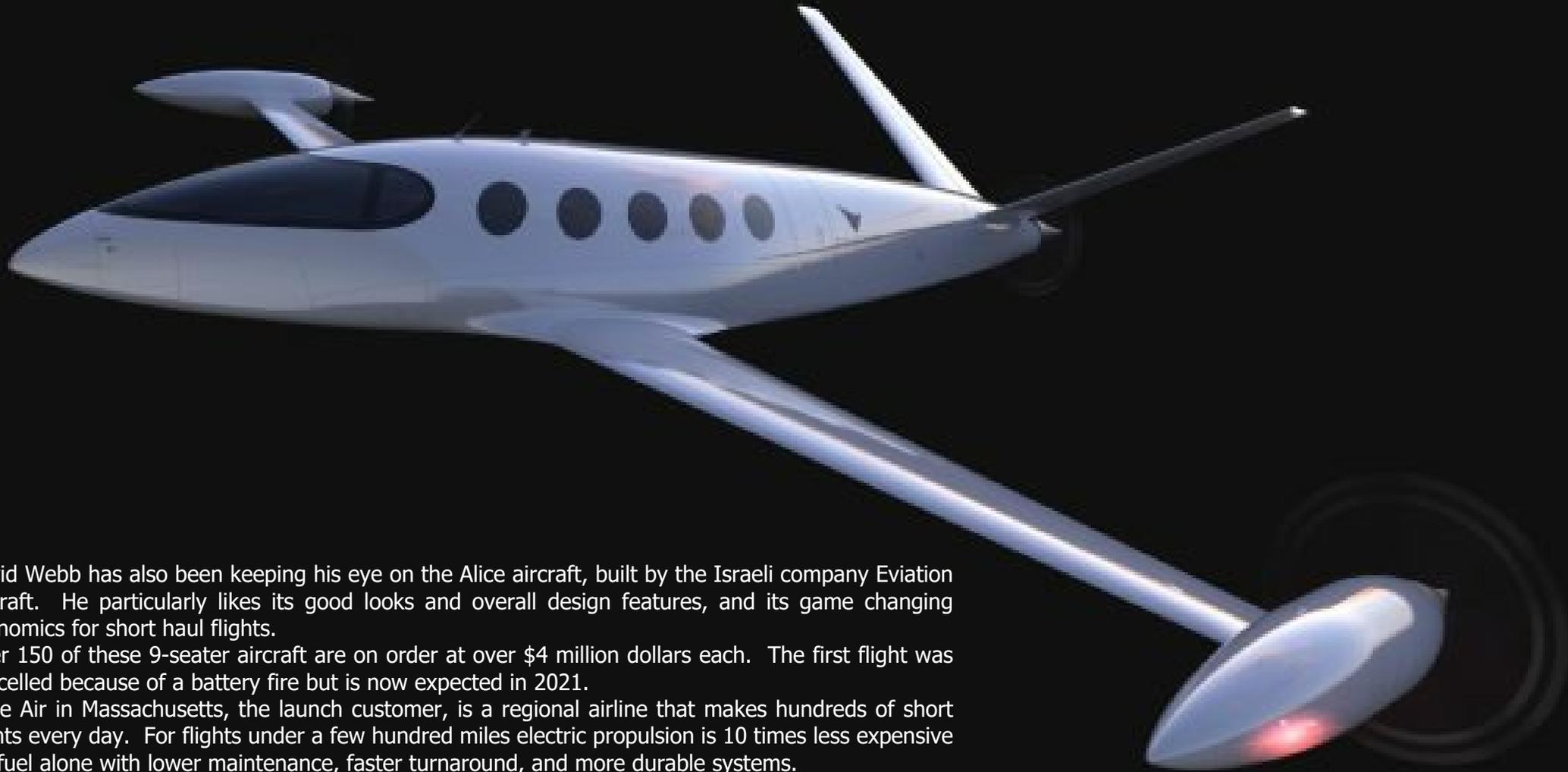
David Webb, a former Canadian National Gliding Champion, was recently reintroduced to this beautifully crafted film that knits together some elegant sequences. It was originally made in 1967 by the Canadian National Film Board with the help of the Montreal Soaring Council Gliding Club.

David took part in it and can be seen flying the plane with the blue fuselage and white wings, CF-RNN, built by him and his friend Ben Price. Thanks to Jim Prettyman for forwarding this.

<https://www.nfb.ca/film/flight/>



Electric flight



David Webb has also been keeping his eye on the Alice aircraft, built by the Israeli company Eviation Aircraft. He particularly likes its good looks and overall design features, and its game changing economics for short haul flights.

Over 150 of these 9-seater aircraft are on order at over \$4 million dollars each. The first flight was cancelled because of a battery fire but is now expected in 2021.

Cape Air in Massachusetts, the launch customer, is a regional airline that makes hundreds of short flights every day. For flights under a few hundred miles electric propulsion is 10 times less expensive for fuel alone with lower maintenance, faster turnaround, and more durable systems.

<https://www.flightglobal.com/airframers/eviation-tweaks-alice-design-aims-for-2021-first-flight/141618.article>

<https://www.bing.com/videos/search?q=eviation+alice+first+flight&&view=detail&mid=73701A85030FD70A004773701A85030FD70A0047&&FORM=VRDGAR&ru=%2Fvideos%2Fsearch%3Fq%3Deviation%2Balice%2Bfirst%2Bflight%26FORM%3DHDRSC3>

Turnhouse in the 1940s

Colin Lourie found this high resolution image of the whole of Edinburgh, but you can zoom into any part and view it reasonably clearly. Is the Edinburgh Flying Club's black corrugated clubhouse there, and if so, which one is it? Colin adds;

'I reckon that 1940s Aerial Photography part of the site comes from the late '40s. Here are screenshots of Turnhouse. The quality's not quite good enough to make identification of the aircraft all that easy. Perhaps an Anson with a couple of Harvards and clipped-wing Spitfires at the hangar with an Oxford out on the grass. Dispersed aircraft, Spitfires?' Colin

<https://www.arcgis.com/apps/webappviewer/index.html?id=9dfa229ba4004f7ca642ed3bd9702094>



Chipmunk in a field



Another interesting piece from Colin Lourie which he found in the pages of the George Watson's FP magazine. The article was about the playing fields at

Myreside but there is no mention of the Chipmunk or why it was there. WD364 came to a sticky end in 1963 when with Aberdeen University Air Squadron. <https://aviation-safety.net/wikibase/20462>

Ed Lyon found out a bit more.

Hi Colin and Andrew.

All I can add to this is that it belonged to Aberdeen University Air Squadron based at Dyce and crashed during a practised forced landing at Skeen, 8 miles to the southwest of Dyce on 15/05/63.

It appeared to have dived into the ground, burst into flames killing the pilot, the sole occupant.

I would think that as George Watsons had a Combined Cadet Force this was brought in for publicity/recruitment purposes and a Chipmunk could land or take-off on a rugby pitch. I seem to recall there are/were several pitches next to each other.

I've just found my Chipmunk 'Flip Cards' in my old flying suit leg pocket and note that to do a short field landing use full flap, 45KTS threshold speed and do a three-point landing then braking as required so I reckon it was possible to fly it in.

Just a thought, a long shot I admit but could it have been a former pupil, ex-CCF who then went on to Aberdeen University and joined the UAS then brought it in for an official visit? *Ed.*

Boeing country



'I took this picture of 6827 foot Mt Baldy in the Olympic range in the late afternoon as some sunlight was beginning to brighten the clouds on the last days of fall. Mt Baldy is almost straight west from our side porch, whereas Glacier Peak is almost straight east from our front yard.

The forest of trees are on Whidbey Island. The main Puget Sound shipping channel runs north off the far west side of Whidbey island to the straits of Juan De Fuca and thence west between the Olympic peninsula and Vancouver Island, BC to the Pacific Ocean.' Al Swegle

More about the 1910 Lanark meeting

Neil Geddes, (that's him in his SE5A in the middle of the article below), has some more to add to our item last month. He was asked by a member of the organising committee to help with the proposed commemorative air show in 2010 but this was scuppered on health and safety grounds after a hostile report by an outside consultant. 'The report, I think was what the North Lanarkshire council wanted to hear-very left wing.'

However he attended the re-enactment of the prize giving dinner which was held in the same room that was used in 1910, and enjoyed the same menu. It seems to have started with dignitaries justifying the cancellation of the proposed airshow but ended with the editor of the local paper, to begin with pretty scathing, finishing with a brilliant impression of a 78 recording of a Harry Lauder song with a cardboard box over his head while scratching the box.

'We decided to go ahead anyway and several of us did shows at the racecourse, adhering to rule 5 and I still have the newspaper clipping of the event. PS the original Lanark meeting was mainly paid for by the Glasgow council.'



and more about Meteors



From Ed Lyon;

'In last month's Newsletter Ted Grossmith sent in a photograph of a Meteor T.7 used by Martin-Baker for trials work. They have used several Meteors over the years and here is one of them taken at the Abingdon Battle of Britain Air Show on 15th September 1990. Although it started life as a T.7 it is very much a hybrid aircraft as it has a later fighter style front cockpit and a completely new tail assembly from the later fighter version. I believe Martin-Baker still have a couple being used for trials and also another one for spares. Interesting to see the smoke evidence from ejection on the fuselage just to the rear of the cockpit. Not sure of the purpose of the fore and aft strakes on the upper fuselage just behind the rear cockpit, I can only guess it's for strengthening the panel at this point.'



Letter from New Zealand

John Mounce, our ever helpful contributor, has sent in the following with the benefit of his insider knowledge.

'You likely don't know but I came through Hatfield in the 60s and came out here in 1970, enjoying a career in NAC later AirNZ and then doing the consultancy bit for a while. I am a member of the Aviation Historical Society here, and am a trustee of the Air Force Museum amongst other ongoing aviation activities. We are very active as a country in restorations and innovations. Even as I write this I know that the latest restoration (a Spitfire) is undergoing final checks and engine runs before its new first flight! I hope I am in town to see and photograph it before it is crated and goes back to the USA.

Here are some snippets to support the attached photographs.....

Back in 1959 when the time had come to replace the large C47 fleet operated by NZNAC there was a competition between the Herald and the F27.



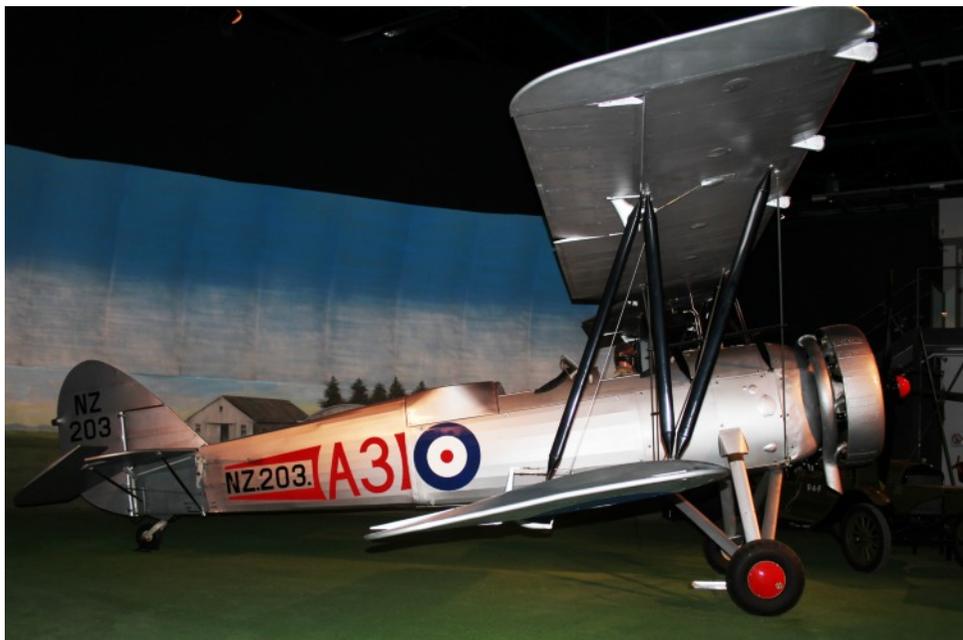
As a result examples of both types were gathered in Wellington for the potential operator to try out and for the government folk to see what they may get for their money. In the end it was the F27 that was selected, but not after the usual pressures on the issues of butter and lamb for the colonial power!

A wise outcome in the event as the F27 became a very popular and successful aircraft. Matters perhaps levelled up when Mount Cook took the 748 in later years. I attach an image of the Herald taken by Brian Lockstone (Current President of the AHSNZ)

I also attach some images of some early RNZAF aircraft not usually featured in the magazines of today. At our Board meeting the other day, the AFM Board agreed to a budget and programme to restore Vildebeest NZ102 to a museum standard display item. We have had this project on again---off again over the years because the challenges are immense. We have the fuselage and tail feathers but little else. It is of course a unique aircraft and will be the only one on the planet when finished.



Also the Avro 626 which was restored to flying condition by the RNZAF many moons ago and which now resides in our aircraft collection at Wigram. It flew in here after being restored at Ohakea in the North Island.



Then to close, a shot of a Baffin.



I am shortly, together with the museum collections manager, to go and see what we believe to be the sole survivor of this type. There is a prospect that we can acquire this aircraft for future restoration and display although there are hurdles to overcome!

The black and white images are from the Museum's photo archives and your readers may be interested to learn that all the images are being loaded onto the website and are available to download at full resolution and gratis save the request to show the source as the AFM. Just google Air Force Museum of new Zealand and have a look!' <https://www.airforcemuseum.co.nz/>

Have a look indeed, what a cornucopia. A great photo of a Canberra is on the following page.

And now, that new Stealth Fighter

I ran this years ago but still find it funny. Origin now lost in the mists of time but I think it was taken in New Zealand.





What a day job to have. One of the enormous collection of photographs from the Air Force Museum of new Zealand website (see previous page).

Edinburgh to London by lawnmower

This started with an article by Roger de Mercado, Secretary of the de Havilland Aeronautical Technical School Association, which in the first place mentioned a talk by Mike Savage. In a recording made by the Royal Aeronautical Society earlier this year about Mike's career at DH, Handley Page and BAC, there are many anecdotes, all very enjoyable. www.aerosociety.com/news/audio-an-interview-with-mike-savage-on-selling-with-handley-page-bac

Amongst them Mike mentioned his recollections of a journey from Edinburgh to London on a Ransome's motor mower. The idea originated, surprisingly, in a conversation in a pub. It was about the inherent reliability of a four stroke engine and to test it they decided to drive a lawnmower non stop, no stops whatsoever, between the two capitals. Plucky Ransomes provided the machine and various beardies, many smoking pipes at the time, topped up the fuel tank 'on the go' as the lawnmower trundled along.

It made it safely to London and now rests securely in a Lawnmower Museum in Norwich. There are some lovely vintage opening shots of leaving an older Edinburgh, climbing up the A68 and, of special interest to me, going through the centre of the old A1 towns like Stamford. It was always Market day!

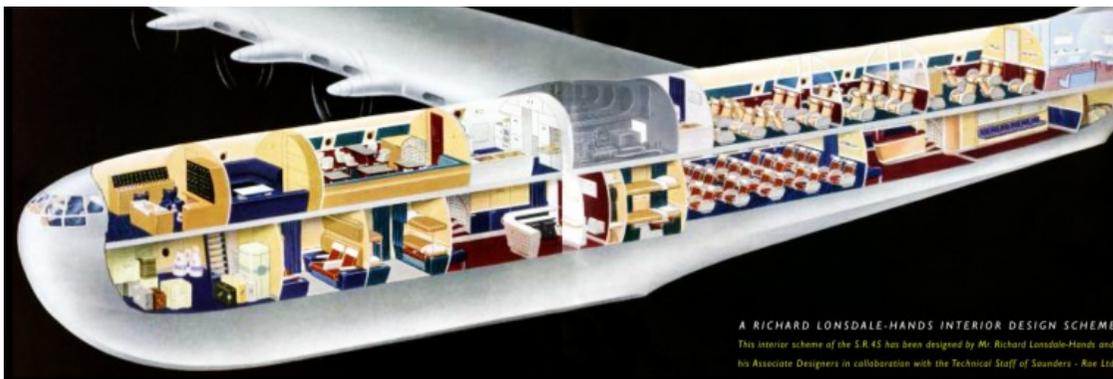
I found this great film clip; <http://www.eafa.org.uk/catalogue/2149>



Three giant seaplanes

Here's something to while away a full hour after Hogmanay. This is a comprehensive programme about the Martin Mars long range navy transport which later became a firefighter that could drop 30 tons of water in one go. Then there was the magnificent but doomed Saunders Roe Princess, which was even briefly considered as transport for the Saturn 5 rocket, and finally the Spruce Goose.

<https://www.youtube.com/watch?v=Y22F903A0EM>



Gail Halvorsen, the 'Candy Bomber'



Hayward Sumner found this and passed it on to Jim Prettyman, who now sends it to us. It's the story of the American airman who dropped chocolate for the hungry and war blighted German children under the flight path to Tempelhof Airfield, during the Berlin Airlift.

The pilot was Gail Halvorsen, who Hayward knew, and confirms was genial and modest.
https://en.wikipedia.org/wiki/Gail_Halvorsen

I found a different video, one of many, that has more planes in it!

<https://www.bing.com/videos/search?q=gail+halvorsen&&view=detail&mid=207597E7CADB465EE740207597E7CADB465EE740&&FORM=VRDGAR&ru=%2Fvideos%2Fsearch%3Fq%3Dgail%20halvorsen%26FORM%3DHRSC3>



Christmas cheer

Colin Lourie saw this (on the right). All we have to do now is find out who in Dornoch drives an Airbus.

Wooden satellite

Space junk from old satellites is a menace and a problem that is getting worse. This is a novel attempt to clean up the heavens.

<https://www.bbc.co.uk/news/business-55463366>

<https://www.msn.com/en-in/video/other/gravitas-japanese-firm-designing-wooden-satellites/vi-BB1cckUz>

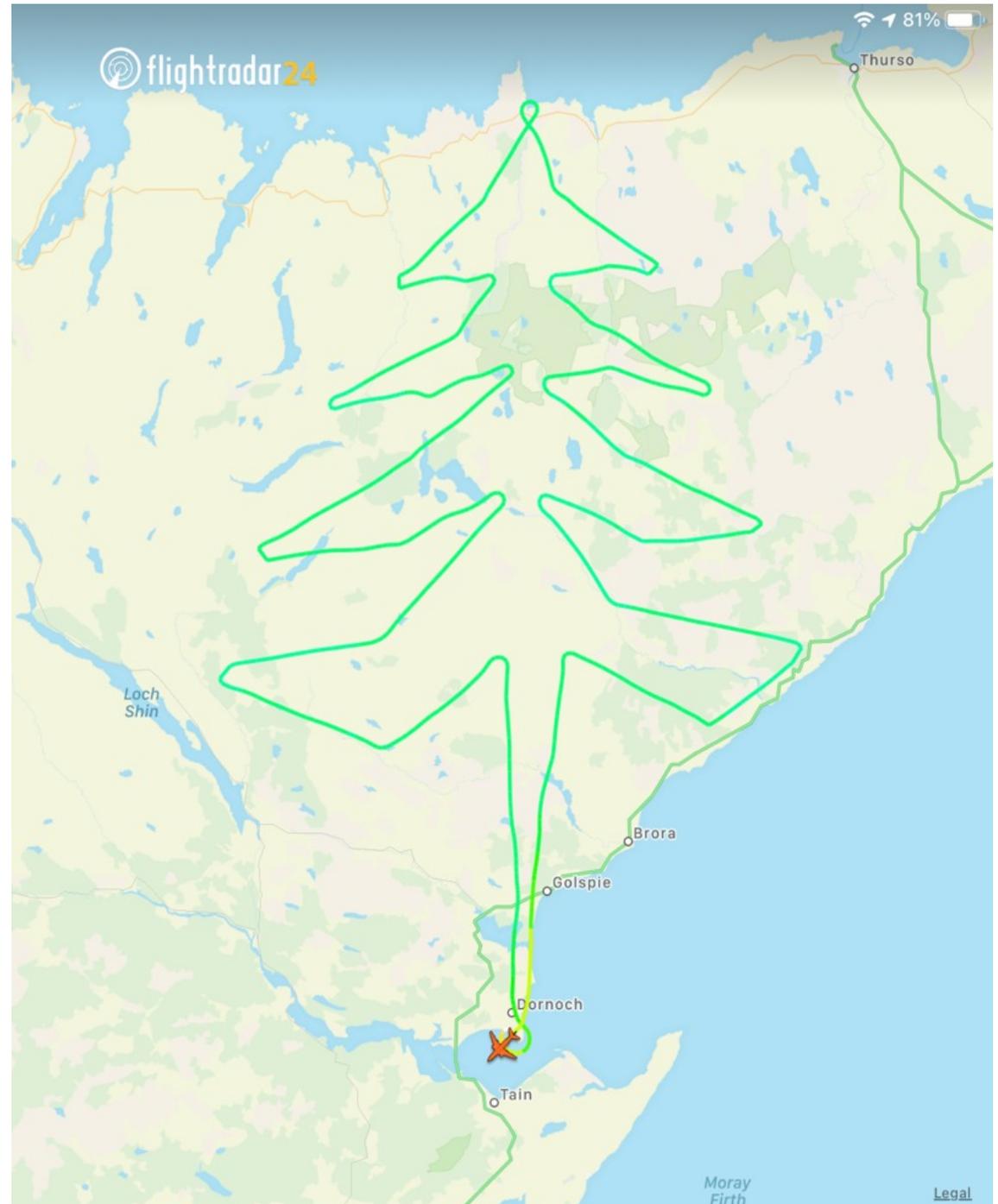


Wish you were here?



Brian Allison sent in a wonderful clip of a champagne drinking man in first class looking through an airliner window. Pan back and he's looking through a toilet seat at a television. It's a new internet craze apparently, pretending you are somewhere you are not by using handy household objects. I couldn't find that one in a format for the Newsletter, but here are some that give you an idea.

<https://www.bing.com/videos/search?q=fake+plane+ride+challenge&&view=detail&mid=39B4B2AC4C61E16A2F7739B4B2AC4C61E16A2F77&&FORM=VRDGAR&ru=%2Fvideo%2Fsearch%3Fq%3Dfake%2Bplane%2Bride%2Bchallenge%26FORM%3DHDRSC3>



From Ed Lyon

Pee on the electric fence they said...
It will be fun they said...



So long and thanks for all the fish

(Seen in a German newspaper when the EU and UK
agreed the Brexit trade deal)

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