

*East of Scotland Strut of the Light Aircraft Association*

*October 2021 Newsletter*



## Chairman's bit

Keith Boardman and I turned up at Perth to Fly to Sywell but it was impossible to get into the air. We were beaten by very low cloud.

The Strut was well represented. Keith Griggs flew down on the Thursday and Tim, Ed and Iain went down by mobile home and cars respectively.

The Post Mortem after our fly-in at Balado suggested that as these things are so very dependent on weather they really should be called at short notice when we know it is going to be good.

It was suggested we use the DOTH principle (Drop Of The Hat) next year. Be all ready to go and keep an eye on the weather.

We now have a mailing list specifically for Fly-ins so if you want to be on that list or indeed the distribution list of this Newsletter then email me. [justin@systemwise.co.uk](mailto:justin@systemwise.co.uk)

We don't restrict these things to members, all are welcome.

Once the East Coast Haar along with the hazy visibility cleared away we have had some really good days.

Fly safe

*Justin*

## Co-ordinator's bit

Thanks again to all who made our fly in so enjoyable. Hopefully the weather will co-operate again next year.

Having recovered from Sywell, the weather pundits are saying September is on track to be one of the warmest on record. Certainly going by the number of familiar aircraft appearing on the various tracker sites many have been up and about enjoying the Indian summer.

As I type this the weather is forecast to become more autumnal and winterish so I hope you are all enjoying your aviation while we can.

*Iain*

## Cover photo

A great image of a Flitzer getting airborne at Sywell, taken by Iain Gibson.



*The next meeting is on...*

**Monday 4<sup>th</sup> October  
at the Harrow Hotel  
Eskbank Road, Dalkeith  
at 8.00pm**

**Yes, meetings  
are back on  
again!**



**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)

## Ed Lyon at Sywell

'Alongside, an Avro 504 replica under construction. I probably spent more time admiring the craftsmanship than I did looking at any aircraft. Not sure about why it appears to have three seats.

Also, an Avro 504 replica on display.

Below is another unusual design, a Sorrell Hiperbiplane that was once owned by Tim Rayner.'





'Main picture is a Helton Lark, a new one on me. An interesting design based on the WW2 Culver target drone. Not many built. Top row; A Fairchild Argus. It was for sale. Currie Wot 'Airymouse', a famous aircraft, and the Piper Cub belonging to Steve Slater, the CEO of the LAA. Alongside; The prototype Beagle Pup G-AVDF, on display with the 7th production pup and a Bulldog, and a Chipmunk once belonging to the Portuguese Air Force.' *Ed Lyon*



## Keith on the telly



Well, on your computer screen at least. Keith Griggs is seen doing a commendably thorough walk round of kilo hotel at the Sywell Rally in the background of this interview with CEO Steve Slater and others.

[https://www.youtube.com/watch?v=Y2uFFSfk\\_jo](https://www.youtube.com/watch?v=Y2uFFSfk_jo)

The commemorative photo on the right was taken by Ed Lyon.



## Thoughts?

Something my son spotted. This notice is at the South Yorkshire Aircraft Museum.

<https://www.southyorkshireaircraftmuseum.org.uk/>



# Iain Gibson at Sywell

Photos on next four pages









## Balado postscript

Some photos of our fly-in at Balado last month, taken by Colin Lourie. Below is the airfield from Justin's Europa, a fine drone shot alongside and Duncan doing his stuff with his usual confidence and competence. More images overleaf.





## 60 years ago

From Colin Lourie, with a very rare visitor to Edinburgh, (and a very nice drawing, too).

'A page from my spotter's diary from exactly 60 years ago. (In the good old days when, if you asked nicely, you were allowed out on the apron.) Some of the registrations will no doubt bring back a few memories. The Learstar was quite something - I suspect that it was the only one ever to visit Turnhouse. It crashed in Florida 10 years later, after it lost control in a thunderstorm. All 8 on board died in the accident.'



	SUNDAY	1-10-61
	VANGUARD	BEA.
N211L	LOCKHEED LEARSTAR	LEAR ELECTRONICS LTD
G-AOTJ	VISCOUNT	BEA
G-APPA	CHIPMUNK	CAPITAL SERVICES (AERO).
G-ARTP	COLT	CAPITAL SERVICES (AERO)
G-AOYH	VISCOUNT	BEA.
	VISCOUNT	ICELANDAIR EAST
G-ANZU	TIGER MOTH	
N4764	PEMBROKE	RAP
G-APAV	HERON	FERRANTI LTD
	VISCOUNT	ICELANDAIR WEST.
	VANGUARD	BEA.

## Wing Commander Kenneth Wallis

Brian Allison came across a video of Wing Commander Ken Wallis flying one of his many successful autogyro designs, made just a year or so before he died age 97. I couldn't find that in a Newsletter suitable format but here is a similar and particularly interesting one from the same period.

<https://www.bing.com/videos/search?q=wing+commander+wallis+at+102&&view=detail&mid=82E3F563EF807A049E9C82E3F563EF807A049E9C&&FORM=VRD GAR&ru=%2Fvideos%2Fsearch%3Fq%3Dwing%2Bcommander%2Bwallis%2Bat%2B102%26FORM%3DHDRSC3>

[https://en.wikipedia.org/wiki/Ken\\_Wallis](https://en.wikipedia.org/wiki/Ken_Wallis)



## Ken Wallis and the Convair B36

Although he is best known nowadays for his autogyros the first half of his working life was spent in the RAF. He flew bombers in WW2 and between 1956 and 1958 he was seconded to the USAF, flying the gigantic Convair B36. I've linked this to a video about the plane; its origins, its history and the politics of its time. It's rather long but it was a particularly stressful and

complicated period and Wallis must have been at the top of his game to be involved at that level.

<https://www.bing.com/videos/search?q=convair+b+36&view=detail&mid=A38C22F8EFF38828EFF9A38C22F8EFF38828EFF9&&FORM=VRDGAR&ru=%2Fvideos%2Fsearch%3Fq%3Dconvair%2Bb%2B36%26FORM%3DHDRSC3>



## The entire B52 fleet is to get Rolls Royce engines

Come the jet age and in the early 1950s the mighty B52 took over the intercontinental out and back role from the B36. Despite faster and much more expensive aircraft following on over the years the usefulness of having a relatively cheap (and paid for) workhorse bomb truck and station for stand-off hardware means the B52 is expected to carry on working into the 2050s, more than a hundred years after it first flew.

The latest upgrade is to replace all the engines (I bet they don't smoke as much) in the fleet and Rolls Royce has won that contract. This is now common knowledge but I first heard about it through a conversation between Alan Swegle and Jim Prettyman. Al is an ex Boeing man whose early career included working on the stresses involved in those pylons that work so hard below the wings.

[https://www.aerotechnews.com/blog/2021/09/30/rolls-royce-engines-to-extend-b-52-service-life-to-2050s/The latest upgrade involves fitting new Rolls Royce engines to the entire fleet](https://www.aerotechnews.com/blog/2021/09/30/rolls-royce-engines-to-extend-b-52-service-life-to-2050s/The%20latest%20upgrade%20involves%20fitting%20new%20Rolls%20Royce%20engines%20to%20the%20entire%20fleet)



## Steven's Kitfox

A Stop Press item this. Steven Borthwick has just sent in this photo to show how his Kitfox is progressing. What a huge difference for the better now it's in that lovely bright yellow.





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