

*East of Scotland Strut of the Light Aircraft Association  
April 2019 Newsletter*



*Photo Ed Lyon*

## Chairman's bit

Spring is definitely springing and the hangar is busy with pilots getting their planes ready for Permit inspections.

We have Dai Heather-Hayes coming to talk to us on Monday about 'RAF Operations in the Middle East'. This time we have invited the East Fortune Microlight members to join us at the Harrow Hotel, April 1<sup>st</sup>, 8.00 pm.

I am sure those who use Sky Demon can only be impressed with developments. We are now going to be able to provide ADBS out using a £300-£400 device which covers the capability of Mode S. Their new GPS approach is most impressive. All good stuff which makes dead reckoning well described.

Fly safe. *Justin*

## Cover photo

Ed Lyon and Keith Griggs went to Cosford and here is a photo of the Cold War hangar, which also holds the three V-bombers and some fighters and transports of that era. See the full report on page four.



## Co-ordinator's bit

Thanks to all who came to the AGM at the last meeting.

The next one is on Monday April 1st at the Harrow at 2000. Dai Heather Hayes will give us a presentation on his time flying Hawker Hunters in the RAF.

Looking at FR 24 there seems to have be a fair few people committing our type of flying despite the recent wet and windy conditions.

The clocks go forward on Sunday 31st and should give us more daylight to commit aviation.

*Iain*

## The new Strut website

Have you looked at it yet? The link is at the foot of this page on the rhs.

Is your aeroplane or project illustrated on the website? If not please contact Colin Lourie (or send it to me at [andrewj.macleod@virgin.net](mailto:andrewj.macleod@virgin.net)) with a photo or update. After all the trouble of creating it, it would be a shame to spoil the website at this stage.

## Subs

Your £25.00 sub is now due. Don't forget to bring it or your cheque book on Monday.

## The next meeting is on

**Monday 1<sup>st</sup> April  
at the Harrow Hotel  
Eskbank Road, Dalkeith  
at 8.00pm**

**There will be a Presentation by Dai Heather-Hayes about RAF Operations in the Middle East. Should be good. All welcome. The bar is downstairs and the room is upstairs.**



**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:  
<https://eos-strut.org>**

## The Strut's 2019 AGM

This turned out to be a simple affair with all agenda points passed unanimously.

The Committee agreed to serve for another year, annual subscriptions remain at £25.00 per year, (what a bargain!), and the Harrow Hotel, who allow us use of the upstairs room at no cost, will be presented instead with a cheque for £100 for the Roy Castle Lung Cancer Foundation. The Harrow supports this charity in memory of a previous owner, a non smoker, who died of the disease due to passive smoke inhalation.

The Nick Wales Shield went to Trevor Harvey and the Joystick to Keith Griggs.

## Subs are due!

£25.00 please, quick as you like, to Duncan Robertson. If you don't see him at the next meeting contact him at [robertsons87@hotmail.co.uk](mailto:robertsons87@hotmail.co.uk)

## From the LAA

'Dear LAA Member, please find below a link to available courses.

<http://www.lightaircraftassociation.co.uk/Courses/courses.html>

We have one place still available on our Radio Operators two day course on the 13th -14th April, held at Popham Airfield. The place is being offered on a first come basis and to book your place please call the office on 01280 846 786.'

## Events calendar

Keith Griggs forwarded the Museum of Flight's events calendar which you can also see on this link;

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

Here are some dates and highlights;  
15-22 April; 'Frontiers; further, higher, faster'  
12 May; 'Wartime experience'

### **27 July; Airshow**

21 September; Wheels and wings show

Keith's East Fortune East strip will also be open on Wed 22nd May as a stopover for RVs flying in from England en route to Perth and their Scottish tour.  
<https://www.rvuk.co.uk/>

Finally, some dates of Fly-ins that are being organised by the Devon Strut this year. A bit far away but might suit the more adventurous.

May 11th: Dunkeswell Fly In

June 15th: Farway Common Fly In & BBQ

July 27th: Branscombe Fly In & BBQ

August 10th: Porthtowan Fly In

Further details & ops procedures will be published on their website:  
[www.devonstrut.co.uk/events](http://www.devonstrut.co.uk/events)

## One third share for sale

Contact Andy Coulson about a one third share of Kitfox Mk 4, G-BUKF with Rotax 582 on an LAA Permit. Hangared at East Fortune Microlight airfield. [andy\\_j\\_coulson@yahoo.co.uk](mailto:andy_j_coulson@yahoo.co.uk)





## A day out at Cosford

### Ed Lyon tells the tale

Keith Griggs invited me to join him for a flight to Cosford last Saturday as he wished to attend a Youth & Education Support Conference there. I decided to go as I had not been to the museum for over twenty years.

We met at East Fortune at 0530 as the conference started at 10.00am but we were not permitted to land at Cosford so had to fly abeam then some 10 miles south to Halfpenny Green

with a taxi ride back. A good tailwind was forecast and Halfpenny Green didn't open until 9.00am so we delayed our departure until 0630.

We set course due South and as Spadeadam was inactive we had a straight line track all the way to Haydock Park, the entry point for the Manchester Low Level Corridor. Good progress was made and I found it interesting flying over the high ground around the Lune Gorge.

Onwards passing Warton in the distance before our descent into the low level corridor to the west of Manchester. Upon exiting, another straight line to Halfpenny Green. We arrived ten minutes before opening but the control tower was manned so we landed early which gave us time to refuel for the return journey. We both got a good impression of Halfpenny Green as an airfield to visit with good facilities and very friendly people there.



*Clockwise from top left; general view of Halfpenny Green airfield, an interesting exhibit showing a water tank test panel from a Comet 1. Of interest to some members, a Sopwith 1½ Strutter but it's a replica, then the prototype Jet Provost T1 with its spindly undercarriage. Finally, what it developed into, a rather weary JP5, the 'Gate Guardian' at Halfpenny Green. On the previous page is an old acquaintance from 54 years ago.*



A local taxi was summoned and we arrived at the Conference Venue in the Cold War hangar in time for the start. I then split from Keith and toured the museum. Many of the exhibits were old friends but I was amazed how much more is on display and the quality of the exhibits is outstanding. Also a bit galling to see two aircraft I've flown now museum pieces; a Chipmunk I learned to fly in at South Cerney in 1965, (see previous page), and a Hercules from my time on them. I can recommend a visit to Cosford, it is a superb museum full of aircraft we all remember.

The taxi arrived on time at 2.00pm as we had to get back in daylight so after take off we stayed low for the entry point into the Manchester corridor. I would hate to have attempted this corridor solo trying to map read as the proliferation of motorways, railways and canals can confuse and I can see why you have to be on the ball. Thank goodness for Sky Demon to confirm our map reading! Again a straight line back home and the expected headwind had become a side wind so good progress was made and we landed well before dusk. A grand day out!



## Sprained ankle anyone?



This comes from friend Tony in London. Half of me would love the freedom this gives, the other half would be worried about having my brains dashed out if the slightest thing went wrong. A brave pioneer.

<https://zapata.com/air-products/flyboardair>



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## New for the RAF

Not quite sure if this is a definite yet or just a 'maybe' but it looks as if the RAF is going to change its Boeing 707 derived E3 Sentries to a 737 based alternative. More economical to operate no doubt but already there are questions about it being too small.

<https://defense.info/air-power-dynamics/2018/11/wedgetail-and-the-raf/>



## Blind teenagers flying

I had not heard of the 'Flying Aces' scheme run by Air Cadets, but one of its several aims is to give young people with a handicap, social or physical, a boost to their confidence. 'If I can fly a plane then I can do so many other things too'.

In this example two teenagers, one partially sighted and one blind from birth, fly a Tayside Aviation Piper from Dundee. The second link tells you a bit more about the scheme.

<https://www.bbc.co.uk/news/uk-scotland-47462263>

<https://www.facebook.com/aircadetssni/posts/10154972022728594>



## Tracked hovercraft

I caught a glimpse of this, stranded at the trackside, when passing through Peterborough on the London train. I saw 'RTV 31' on the side and looked it up when I came home.

It's an interesting design bywater from the 1960s, an attempt at a true high speed train, 300mph plus, at a time when the main lines were being hauled by Deltic diesels. At that time flanged wheels on steel rails looked as if they had reached their upper speed limit because of friction caused by oscillation, while the combination of hovercraft and linear induction motor was going to eliminate this.

It was not to be though. The tracked hovercraft could go very fast but the cost of building a whole new system with a completely different style of track was too great, and with tweaking of the wheel geometry more evolutionary trains would go faster on the original track system. Still, the following makes an interesting read.

[https://en.m.wikipedia.org/wiki/Tracked\\_Hovercraft](https://en.m.wikipedia.org/wiki/Tracked_Hovercraft)



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