

East of Scotland Strut of the Light Aircraft Association
May 2011 Newsletter



Summer is on its way at last. Here Grob G-NUGC takes off from Portmoak recently, at dusk. One of Wallace Shackleton's fine photographs. More inside

Co-ordinator's bit

Thanks to Squadron Leader John Gilbert for his presentation on RAF Low Flying at the last meeting. Like most of us I was aware of a lot of the elements and reasons involved and it was good to have them put in perspective and brought up to date.

The next meeting is on Wednesday 4th May where an update on the Fly-in will be the main topic. Following work by Alex and Colin we have been granted a radio frequency for the event which has still to be confirmed at the time of writing. We need two people to come forward on the food front - one to look after food during both Saturday and Sunday, (eg soup and sandwiches), and another to look after the BBQ on the Saturday evening. Also I would like an indication of those members who are available to help out on the days of the Fly -in from PM on the Friday to Sunday. Please let me know by e mail to inrgibson001@btinternet.com

Finally the better weather has arrived with, (I understand), higher than average temperatures for this time of year although being in the Edinburgh/East Lothian area we have had the usual problem of the haar creeping up and down the Forth. Assuming you have been able to avoid this I hope you have all been able to commit aviation recently.

Iain

The next meeting is on

**Wednesday 4th May 2011 at
8.00 pm at the
Harrow Hotel Eskbank Road,
Dalkeith**



The bar is downstairs and the meeting is on the first floor

Subs are due ! ! ! !

Same as last year, £25.00. Please make sure you send your cheque to Iain Govan, address on the back of the Newsletter, or bring your money along to the next meeting.

**4th May 2011 EoS Strut meeting
1st June 2011 EoS Strut meeting
25-26 June 2011 EoS Strut Fly-in,
 Kingsmuir, Fife**

**This newsletter can also be viewed on the Strut website:
www.eos-strut.org.uk**

**About the Light Aircraft Association:
www.laa.uk.com**

With a history extending over 60 years, the Light Aircraft Association represents and defends the interests of some 8,200 pilot, builder and aviation enthusiast members from all areas of powered light aviation.

With a full-colour monthly magazine, plus nationwide social and technical support networks, the LAA offers the widest range of aviation member services in Europe. It provides full technical and coaching support for the build, operation and airworthiness of over 4,000 sport and recreational UK light aircraft, plus sector-leading consultation and lobbying in aviation regulatory matters, both in the UK and Europe.



Well done, Jim

A bit of good news, sent in by Sue Oliver

Andrew, this isn't a very good quality photo unfortunately (taken on a phone), but it is of Jim just after he had done his first solo flight in the Rans S6 (of UK Youth Build-a-Plane fame) last week in Essex.

Stewart Luck (of the B-a-P project) invited us down to Essex for a week-long intensive flying course, contributing towards a NPPL (restricted) Microlight licence. Stewart flies from a little grass airstrip called Audley End which is right on the edge of Stansted controlled airspace. As if that didn't cause enough difficulties, the runway runs north-south (yes, literally 18 36), on a slope, with trees at either end – not exactly ideal for beginners. The difficulties were exacerbated by strong, gusty crosswinds for most of the week and when the wind dropped, there were thermals to contend with because the weather was unseasonably warm. The Rans, of course, is very light, hence extremely sensitive to any turbulence, and there was plenty of that, especially over the trees.

As Jim has nursed his dream of flying for decades, he was to have priority and I was to have whatever hours were left. On the only wet day of the week, we did some exams. Being a strictly practical person, Jim didn't take too kindly to having to do exams, but by contrast, he didn't take long to acquire the basic skills of flying, though his biggest problem was using the radio! However, by 10½ hours, Stewart judged him fit to do his first solo, which he achieved with no apparent difficulty and landed smoothly. Later in the day, he consolidated his achievement with another solo which was followed by a celebration party consisting of bubbly and chips. Moreover, it transpires that he is the first person to achieve a first solo flight at Audley End as far as any of the other pilots there can remember: most people go to one of the numerous other airfields locally, because Audley End is so difficult.

The next stage is to finish our ground school exams at the East of Scotland Microlight Club and continue training, probably at Strathaven. Once Jim has got that very basic licence safely in his grasp he can aim at the next level, but meantime, this will do nicely. The Rans can hardly compare with the Europa he dreamed of, but at least it has got him off the ground! - Sue



Well, who'd have thought it?

Guess what Duncan Robertson found as he was going about his work



I happened to be out on a planning site visit the other day looking at a category C listed Arts and Crafts style corner house at 26 Clermiston Road, and was intrigued to find that Mr. Mitchell, the designer of the steam catapult, and his family lived in the house for many years and this is commemorated by a brass plaque alongside the front door.

"The hydraulic catapult had reached its limit, but the demand for power had not. The Grumman F9F Cougar, the standard Navy fighter at the time of the explosion, weighed 21,000 pounds fully loaded. The Douglas A-3 Skywarrior, which had first flown the year before, would reach a gross weight of 82,000 pounds, well beyond the capacity of any conceivable hydraulic catapult. Fortunately, the Royal Navy had long recognized the limitations of hydraulic catapults, and by 1950 Comdr. Colin C. Mitchell had designed and built an entirely new type of launcher, based on one of the Industrial Revolution's oldest motive fluids. Mitchell's steam catapult, as refined over the next five decades, can still be seen aboard today's Navy carriers." Only now, after over half a century is it being superseded by electro-magnetic systems.

Colin Campbell Mitchell is buried in Gogar Kirkyard; although the local authority in its wisdom and with all due lack of respect has laid his stone down.

Duncan
Robertson
27 April
2011.



Comings and goings at Perth

Another of Wallace Shackleton's photographs, this time a multiple exposure shot of G-CGCN, a Dyn Aero MCR 01. There is an insight into what goes on, below.



The Dyn Aero was an idea that I have for another photo, yet to be made. I had it in mind that I wanted to freeze the prop and show the blades in the various stages of their rotation, so I dialled in a fast shutter speed shot a sequence of 13 photos or so, the Euros-

tar in the background was a lucky break, Jimmy Houston just happened to land it on the grass runway as I was taking the photo. The basic concept behind the picture is to stack all the photos up in a layer and only show the part one wants to be seen, a little bit

like using the old Letraset transfers, by rubbing through an opaque mask to reveal the bits one wants to be seen. The tough part of this one was it was shot hand held so all the photos have to be aligned by hand, usually I use a tripod so all the layers properly stack up.

Low and slow

Thanks, as always, to Jim Prettyman and David Webb for providing us with the great collection of items on the next four pages.

Jim had a close friend who was a designer for Boeing. After he died his widow married Al Swegle, who was also a designer with Boeing. They live near the Boeing Everett plant and Al took this fine photograph.

"We had a perfect evening view of the 747-8 freighter coming in on final approach.

You can enlarge the attachment and see much detail on the four bogeys down in the landing position and leading and trailing edges flaps down.

The 747-8 will be in its flight test program until approximately the end of the year. Picture taken from our side porch."



There are those who have done it ...and there are those who are going to do it



The aircraft, a \$285,000,000.00 B-1B, was landing at the end of an 11 hour ferry mission that started at Andersen AFB, Guam. Landing on runway 31 at Diego Garcia, it went skidding 7,500 feet down the runway. During the landing, the aircraft caught fire and emergency crews extinguished the flames and the four-person aircrew escaped from the plane through the overhead escape hatch. The aircraft was finally removed from the runway 4 days later.

The Air Force Accident Investigation concluded the pilots forgot to lower the landing gear.

The USAF estimated the damage to the B-1B at \$7.9 million, and the damage to the runway at \$14,025.

and a Dornier 17 is found



From Euan Murray, through Jim



The discovery of a unique German warplane on the Goodwin Sands, off the Kent coast, left experts "incredulous". New images suggest the Dornier 17 is still intact and there are hopes that it will go on show.

<http://www.bbc.co.uk/news/uk-12997528>

The world's largest plane at Niagara Falls

This Antonov 225, the biggest aeroplane in the world, made two visits recently to Niagara Falls Airport, to collect Compressors and fly them directly to Saudi Arabia.

More photographs from this series that show off the six engine and 32-wheeled Behemoth, can be found at;

<http://www.funrock.com/funblog/2010/09/great-pictures-of-antonov-225-aircraft/>



Question...

From Jim Prettyman.

"Why did bomber aircrew in WW2 carry a knife tucked in their flying boots on ops ?

Answer, so that in event of baling out over enemy territory they could cut the 'leg's' from their boots. Thereby the boots would pass as everyday footwear to assist their escape. From my current reading - Lancaster - Leo McKinstry - brilliant."

I thought I would scout around for a photo to go with the above, and stumbled across this website;

david@historicflyingclothing.com

David Farnsworth is a collector and dealer in all sorts of flying memorabilia and everything you could wish for is there. Not only that, but there is a mine of information in the descriptions. Below , for sale, is an original RAF 1943 pattern Escape Boot knife, and here is a part of the description;



"Original knife as used with the 1943 pattern boots. This was inserted into a small pocket in the right boot and used in the event of evasion to cut the shoe section of the boots away from the suede uppers leaving the wearer less conspicuous in enemy occupied Europe. This is the smaller of the two knives produced. The original blued finish is largely gone and the knife has some surface corrosion. The blade is the correct length (not shortened or broken) but has been well sharpened."

Moving on from that, it looks as if they went one stage further;

"R.A.F. 'Nuffield' Pattern Escape Flying Boots

Size 10. Essentially these are the prototype of the 1943 pattern boot.

Designed by the MI9 escape and evasion 'master', Christopher Clayton Hutton and produced under private contract on the order of Lord Nuffield.

Like the later '43 pattern boot they feature a standard black leather shoe section with an added leather upper that could be removed should the wearer need to evade capture. In this case the upper being in sheepskin lined finished leather rather than suede. First pattern Nuffield boots feature a front zip fastener. These slightly later boots have the more familiar off-set zip and buckled strap of the '43 boot. The shoe sections are in good used condition showing normal use and wear. The leather uppers are generally good but both boots have some surface cracking in places and a small tear adjacent to the top of the zip. The left boot has

had a small stitched repair to this area but this has partially failed and care needs to be taken when zipping/unzipping. The brass DOT zips are in good working condition and the sheepskin linings are good, retaining insoles. Original sole and heels. These boots were never allocated a reference numbers and as such there are no official markings. Very rare to find these days as they were only in production for about a year and not produced in large numbers. Good looking boots in reasonably good used condition. "



R Ae S website



Lots and lots of really interesting photographs on this website, including this one. Bill Read sits in a Build a Plane Rans S6 Coyote.

<http://www.flickr.com/photos/aschannel/>

Movin'n'groovin'



Some nice, almost balletic, shots of a B17 and a B25 of the CAF, as they while the afternoon away together over a sunny American valley.

<http://vimeo.com/18135369>

Fly a Boeing 737 Simulator

For just £400 take the controls for an hour in a BA '737' !

"Prepare yourself for the thrill of a lifetime as you take control of a multi-million pound, full motion flight simulator. This is your opportunity to fly a Boeing flight simulator, normally reserved for the exclusive training of professional pilots.

First you will be given a 30 minute pre-flight briefing including flight deck instruments, controls and systems. Once your training is complete you will be at the controls from take-off to touchdown, including start-up and shut-down. All of this under the instruction of a British Airways pilot."

<http://www.ebaft.com/fly/fse.htm>



The Stiletto

A new fast, stealthy craft designed to land parties of SEALs on shore, unobserved.

One reason for the unique shape is the ship was designed like an aircraft. The hull has four distinct arches, which look like wings, that utilize air pressure to funnel water and glide along the surface.

Stiletto's hull has a double-M shape that channels the wake under the craft. There it mixes with oncoming air to produce froth that lifts the ship part-way out of the water, reducing drag and increasing stability. You can see a demonstration at;

<http://www.youtube.com/watch?v=PuJ-TyhaC7s>



The 89-foot, 60-ton Stiletto will be one of the quickest ships in the US fleet, using four Caterpillar C32 engines to cruise at 50 knots or more. Through its on-board computer, the vessel will have the ability to plug and play with different sensors, linking with unmanned vehicles and other craft of varying sizes. With

only one panel of windows for looking ahead, Stiletto will use deck cameras to give the crew a sense of what is happening around the ship. While a crew of three runs the Stiletto, a dozen SEALs can slip off the back of the ship in an 11 metre rigid inflatable boat, or they can send a set of flying drones out on spy

missions from the upper deck. The ship can stay on station for eight hours while the robots or the special forces are out on their operations and the Stiletto can keep an even keel while it waits; it's cleared to operate in Sea State 5 — waves twelve feet high and 157 feet long.

Vulcan has a new home

Vulcan XH558 has gone on display to the public at Robin Hood Airport Doncaster Sheffield. Here it is, arriving, and you can see a film of it coming in at;

<http://www.bbc.co.uk/news/uk-england-13175040>



Cramond, anyone?



This is the link I was sent, with a voice recording about an 'emergency' beach landing near JFK airport.

<http://gawker.com/#!5789363/listen-to-the-pilot-who-joked-through-an-emergency-landing>

I delved a little deeper and thought you might be interested in the opinion of a local newspaper.

<http://newyork.cbslocal.com/2011/04/06/police-say-pilot-jason-maloney-referenced-tv-show-after-he-landed-on-beach-near-jfk-airport/>

'I've changed my mind!'



No, not the long awaited new Kitfox ejector seat. This one is for the F 35 Lightning, tested on a track at speeds of up to 600 mph. You can see film of it below, and yes, it was a dummy in there, this time.

<http://www.wired.co.uk/news/archive/2011-04/8/how-to-test-an-ejector-seat-at-600mph>

£2.99 Apple I-phone app



Plane Finder, which can be downloaded for only £2.99, works by picking up ADS-B plane feeds used by all commercial planes to transmit their name, position, destination and lots more. This technology is actually faster than radar and is used in some places for air traffic control and navigation.

<http://itunes.apple.com/gb/app/plane-finder/id336477530?mt=8>

Thanks to my son Ian for everything on this page, and the item overleaf

'Wow' camera

This USB Cartridge Could Turn Your Analog Camera Digital

"Photographers who want to go digital but can't bring themselves to get rid of their analog cameras have something to lust for. RE35 understands your plight and has come up with a digital cartridge that fits into any 35mm camera.

The RE-35 cartridge has a pull-out sensor, instead of film, that records your images in the cartridge's built-in memory. The cartridge connects to your PC or Mac via USB so you can transfer images and charge the cartridge."



Alas, it turned out to be an April Fool joke, but I couldn't help thinking what a brilliant idea it would be. Meantime, my lovely old Nikon will keep gathering dust, I fear.

The human camera



Only just to do with flying, (there is a flight in a helicopter!), but I thought you might like to see this clip of Stephen Wiltshire and his amazing memory talent.

<http://www.stumbleupon.com/su/ 2MBBxU>



Tim Rayner and Gavin Hunter's Bucker Jungmann taking shape at Archerfield. Photo by Wallace Shackleton

Events

Wallace Shackleton sent in this useful information. The source is the Gilmar Green, Scotavnet Newsgroup, (plus a couple from me)

Date/From Date/To Location Details Website

01/04/11 15/04/11 Kinloss Joint Warrior
<http://www.raf.mod.uk/rafkinloss/flyinginfo/>

02/04/11 Kinloss 42 Sqdn 95th Anniversary
http://www.raf.mod.uk/rafkinloss/events/95th_anniversary.cfm

16/04/11 Coll/Colonsay Fife FC Fly-out
<http://www.fifeflyingclub.co.uk>

16/04/11 Dyce CSAG AGM Carnegie Hall

23/04/11 Glenrothes Fife FC Easter Egg Fly-in
<http://www.fifeflyingclub.co.uk>

01/05/11 15/05/11 Feshiebridge Mayfest 2011
<http://www.gliding.org>

07/05/11-08/05/11 Perth Fly-in + English based RV's Scottish tour

14/05/11 Prestwick BMAA Safety Day
<http://www.bmaa.org/events>

15/05/11 Kirkbride Fife FC Fly-out
<http://www.fifeflyingclub.co.uk>

21/05/11 ARRAN Fly-in
http://www.bmaa.org/events_item.php?wnID=1062

21/05/11 22/05/11 Castle Kennedy Scottish Large Model Assoc. Show
<http://www.largemodelassociation.com/eventinfo/castlekennedy.htm>

22/05/11 Dornoch. Highland Aero Club Fly-in and BBQ
<http://www.highlandaeroclub.co.uk>

27/05/11 29/05/11 Glenforsa Mull Fly-in
www.glenforsaairfield.co.uk

01/06/11 TBC Strathallan Fly-in

01/06/11 Lossiemouth 14 Sqdn disbands

04/06/11 05/06/11 Plockton Fife FC Fly-out night stop
<http://www.fifeflyingclub.co.uk>

11/06/11 Glenrothes Fife FC Open day & Fly-in
<http://www.fifeflyingclub.co.uk>

17/06/11 26/06/11 Various Fly-UK, Round UK Micro Rally
<http://www.deepfreeze.pwp.blueyonder.co.uk/fly-uk/>

18/06/11 Strathaven Summer Solstice Fly-in

18/06/11 Castle Kennedy Fly-in
<http://www.castlekennedyairfield.co.uk/news.htm>

25/06/11-26/06/11 Kingsmuir, East of Scotland LAA Strut Fly-in
<http://www.eos-strut.org.uk>

25/06/11 - 26/06/11 ESHOTT Great North Fly-in
<http://forums.bmaa.org/default.aspx?f=24&m=95927>

26/06/11 Kirkbride Open Day & Fly-in

23/07/11 24/07/11 Bowness Windermere Air Show
<http://www.windermereairshow.co.uk/air-base.html>

23/07/11 East Fortune Air Show
<http://www.nms.ac.uk>
30/07/11 31/07/11 Dornoch LAA Highland Strut Fly-in

31/07/11 Kinloss Base Closes to Air Traffic

13/08/11 14/08/11 Castle Kennedy Fife FC Fly-out night stop
<http://www.fifeflyingclub.co.uk>

02/09/11-04/09/11 Sywell, LAA 2011 Rally
<http://www.lightaircraftassociation.co.uk/>

04/09/11 10/09/11 Aboyne UK Mountain Soaring Championship

10/09/11 Leuchars Air Show
<http://www.airshow.co.uk>

24/09/11 Bute Fly-in

The Royal Air Force's Number 13 and 14 Tornado squadrons are to be disbanded and formally stood down on 1 June 2011. The last government announced in December 2009 that the RAF would need to reduce the number of Tornado or Harrier squadrons, but left the detail of the reductions to the Strategic Defence and Security Review. In the event the SDSR had to consider how best to make these reductions against the background of the fiscal situation and as a result of this the RAF has announced that 13 Squadron, based at RAF Marham, and 14 Squadron, based at RAF Lossiemouth, are to be disbanded. The RAF will retain five front line Tornado squadrons with a total fleet of 136 GR4 aircraft. From 14 Squadron's website.
<http://www.raf.mod.uk/organisation/14squadron.cfm>



Tornado at dusk, Lossiemouth. Photo by Wallace Shackleton

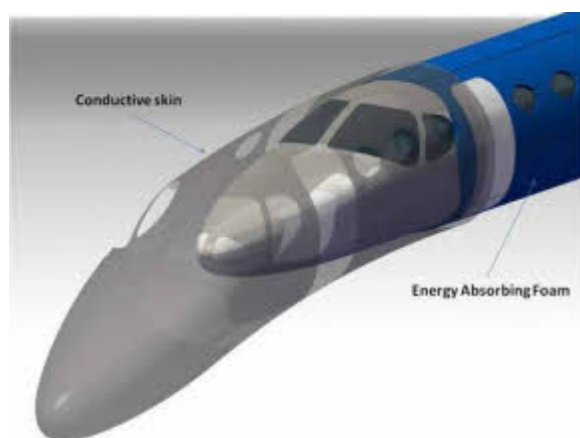
'Magic skin'

NASA has just awarded four research groups a total of \$16.5 million to develop projects that focus on improving airliner safety, fuel efficiency and noise.

Included is a remarkable study by The Cessna aircraft company, for a "magic skin" that will be "self healing", and able to repair itself when punctured or torn. Working with GE, Cessna hopes to develop the magic skin to be commercially available within 20-25 years.

The skin will be made from a material called STAR-C2, which stands for "smoothing, thermal, absorbing, reflective, conductive, cosmetic". The conductive film would coat planes to protect them from lightning, impact damage, extreme temperatures, and electromagnetic interference, and it would cut down on engine noise in the cabin.

The skin would reduce these risks by 50% while providing clear evidence of any impact damage that may occur.



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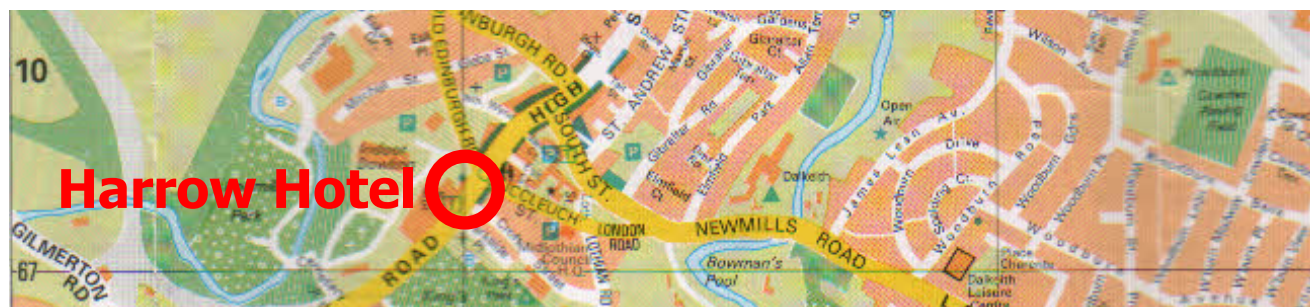
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LAA Strathtay Strut Fly-in, Perth (Scone) Airport, 7th-8th May
Food available lunchtimes and evenings.
Camping overnight.



SCOTTISH AERO CLUB FLY-IN
PERTH (SCONE) AIRPORT, 7-8 MAY

**Barbeques
and
Stovies**

**HALF PRICE LANDING FEES
FREE WITH A 30 LITRE FUEL
UPLIFT**

Demonstrations
You show me yours....
I'll show you mine



**COMPETITIONS
PRIZES**

Camp site

Skylodge Hotel
Perth Airport
Rooms from £20
01738 553980

Contact: Graeme Hammond
01307 820423
graeme.hammond@gmail.com

*To, thanks to all at once, and to each one,
Whom we invite to fly with us at Scone.*

With apologies to William Shakespeare (Macbeth)

Highland Aero Club - Dornoch Fly-In 2011
Sunday 22 May
Fly-In & BBQ
The event will also host the KD Spot Landing
event for HAC members.
All welcome.
Check the HAC website Diary for updates.

mailto:hacsecretary@wardlaw.demon.co.uk
<http://www.highlandaeroclub.co.uk>

David Kelly

If you plan to (or even just think that you might) be at the Dornoch fly-in on 30th and/or 31st July please let me know which day and if;

a/ You have any first aid training, this is just so I don't attempt brain surgery when we have a brain surgeon amongst us, but don't know it. That is you could be more suited than others if required.

b/ You would be willing to assist in any rescue that might be necessary. Do you have any specialist skills?

The above two items are just-in-case items and your name would merely go on a list.

c/ You are willing to complete an hour or two as marshaller. If we have 10 names then we can share the job and the one volunteer doesn't get stuffed for the whole weekend. You may also be given the clipboard to record the aircraft movements.

I know that some members readily volunteer but it would still be good to have your names on any list compiled. Those that haven't volunteered previously, please don't leave it to someone else to fill in the blanks, many hands....blah blah.

Please email your info to me and I will compile a list.
Thanks in advance