

*East of Scotland Strut of the Light Aircraft Association
September 2022 Newsletter*



Chairman's bit

Hi All,

Our Fly-in at Balado was a great success with 41 planes in all.

Thank you to all who came. A great day out. Balado Airfield was in great condition and the event went without a hitch. Thanks also to the Strut members who came and made it happen.

The format where we do not make a final decision on the date until the Tuesday before the weekend worked. We had great weather and aircraft came from all over Scotland. It was good to see that our Strut is alive and well.

Colin Lourie is coming to the meeting on Monday to give his talk on drones and photography etc. Not to be missed.

Fly safe. *Justin*

Co-ordinator's bit

Hi everyone

Having recovered from our Fly in at Balado I hope you are all well and participating in your chosen form of aviation before winter arrives. Autumn seems to be making its presence felt.

Our short notice fly in saw just over 40 aircraft turn up including an RV 8 on its way back south from the Islands to its base at Gamston. All in all a good day was had by everyone and the weather even collaborated.

The next meeting is on Monday 3rd at the Harrow in Dalkeith where Colin Lourie will give us a presentation on Drones.

Hope you all are managing to indulge in your form of Aviation

Iain

Cover photo

Photo of Zenair G-CEBZ leaving Balado, taken by Dennis Penny.



Balado Fly-in Supplement

Hard work by many Strut members and friends of the Strut made this a memorable event. Particular thanks go to Dennis Penny for allowing us to use images in the separate supplement from the huge collection he took on the day, and you can find more at;
<https://pennypictures.co.uk/Balado-Airfield/>

Apologies to our visitors if I got your names or details wrong, it got a bit hectic at times, but feel free to send in any corrections.

andrewj.macleod46@gmail.com

The next meeting is on...

Monday 3rd October

Harrow Hotel, Eskbank Road, Dalkeith

**Colin Lourie will be giving
a Presentation about
drone photography**



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**

Monday's meeting and two photos taken at Balado

Colin is giving us a talk about Drone photography on Monday and these are always good and interesting, so make sure you come along.

He always manages to get some unexpected views of interesting places with this versatile machine. The image alongside was taken near Forfar Loch when out with his son and his son's drone.

Here also are two photographs of Jim Watt's Cessna Bird Dog, taken at our recent Fly-in.



Iain goes to Popham

Photo on this page of David Cyster landing in his Tiger Moth. This was based at Glenrothes until last year, when David and it moved to Yorkshire. Four more of Iain's photos on the next page.





Ed Lyon goes beachcombing



During September East Lothian council run a local history week and arrange walks/talks/exhibitions of local historic interest. I joined one walk around Aberlady Bay organised by the local Gullane and Dirleton History Society about the WW11 defence remains to be seen around the bay.

We met in the small car park at the wooden bridge leading into the bird reserve and at 10am a group of 14 of us set off on a three-hour walk.

First item of interest were the concrete blocks which were placed all along the East Lothian beaches to block an armoured invasion. We have all seen what is now left of them in places but I hadn't realised how they had been set into the ground so that the diagonal width was

placed to make it more difficult to push over and in more vulnerable spots a double layer was placed so that any attempt to push them out would be hindered by the second row.

After the war many of the blocks were dug out and used for such jobs as building the breakwater at the now gone Cockenzie power station and various golf courses along the coast used them to prevent sea erosion. Many were also used in

the approach road foundations to the original Forth Road Bridge.

The Butts of a firing range on what is now Kilspindie golf course was pointed out. By now we had reached the beach at Gullane Point and headed westwards over the sand to reach the two midget submarine X-craft wrecks (above). Although strictly speaking they were offensive rather than defensive they are of real interest.

Early September had seen a very high tide which has altered the beach and lowered the level of the sand around the wrecks exposing more bare metal which our guide had never seen before. You can see from the photographs how the sand is lower and the rudder controls are now visible.

So what has this got to do with Aviation?

The submarines were placed in the bay when WW11 ended earlier than expected with Japan's capitulation as the ordnance boffins wanted to see the effect of cannons and rockets on a submarine hull.

Seafires and Spitfires from Drem and Mosquitoes and Beaufighters from East Fortune made low level attacks on them, coming in over the hill at Gullane golf course. There is grainy film evidence of this and the guide pulled a cannon cartridge from his pocket which had been found on the golf course. Apparently metal detectorists still comb the beach and golf course and still find the occasional shell or cartridge.

The other aviation item is that the lowered beach has uncovered the remains of the poles covering the beach to stop a glider invasion. these were set in roughly two feet diameter concrete pipes which were filled with concrete and placed all over the beach. See photograph of stump.

Ed Lyon



Beware!

Some large cumulonimbus clouds 100 miles to the north, seen by John Whitfield



Two more from John



These are screenshots from two videos that John Whitfield came across. The first shows in great detail how to assemble, so how to understand, a Gnome Rotary aero engine.

<https://www.youtube.com/watch?v=Gh3W-9gZXfw&list=WL&index=5>

Next, an interesting demonstration of the short term effects of an electric turbo, but not for your Jodel!

https://www.youtube.com/watch?v=7a_J2X88fSE



New home for Steven's Kitfox



Looking great in its fresh new coat of paint. The restoration of Steven Borthwick's Kitfox is progressing well and it has now moved to Balado Airfield.

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East of Scotland Strut Fly-in, Balado 2022



The Fly-in was organised by the East of Scotland Strut at Balado, near Kinross, on Saturday the 24th of September 2022.

The small photographs were taken by Andrew Macleod unless otherwise stated, and the larger photos by Dennis Penny. You can find more Fly-in images at; <https://pennypictures.co.uk/Balado-Airfield/>

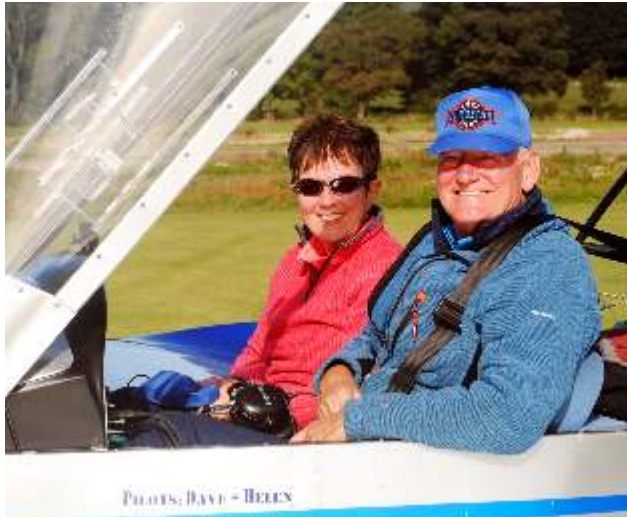
First to arrive and help set up was Strut member Keith Griggs from East Fortune East in Emeraude G-BDKH.



Next came Mark Turner from Gamston via Glenforsa in Vans RV7 G-CHHI



Then Dave and Helen Whitelaw from
Strathaven in Eurostar EV97 G-CCCO



John Moar, down from Wick in
Jabiru 4 G-OGSA



R. Stacker arrived from Perth in Bristell
G-PIPZ



and Paul Kiddell from Eshott in
Eurostar EV97 G-CEVS



K Baker, also from Eshott, in smart Eurostar EV97 G-DODG



Then Alan Mortimer from Blairlusk in Alpi Pioneer G-PION



R Iveson, Felixkirk, with his sleek
Aerospool WT9 Dynamic, G-CENO



Thomas Lorimer came from
Cumbernauld in Sirius TL3000 G-XILM



Ross Mitchell, Strathaven, and
Ikarus C42 G-CDUK



Jim Watt from Fife and his impressive
Bird Dog G-VDOG



Graham Park, also from Strathaven,
with his Kitfox 5 G-LESZ



and Strut stalwart Alex McClintock,
East Fortune, in Kitfox 4 G-BUKF



James Devoy, from Prestwick,
came in Sportcruiser G-DVOY



then from Cumbernauld, Mustafa Dursun
and Keith Rigby in C150 G-FINA



Bill Whyte, came from Insch in
Tecnam G-CENH



Bob Logan, another from Prestwick, in
EV97 G-CENW



J Strachan, Fife, with
Zenair G-CEBZ



And G Coull from Perth in
Bristell G-NGCC



P Wiccinton from Balado in a very attractive orange Foxbat G-WIGI



G Cassio, East Fortune, in his beautifully presented Quik R G-CGWZ



Local pilot Alastair Nicol from Balado in
PA18 G-SUPA



and from Thankerton, S Dornan in Eurofox G-SDOA

Des Lloynds flew in from Fife in
Eurofox G-OASK



and George Addison from East Fortune,
in a bright yellow Quik R G-CLWG



Will? (Apologies, can't make out your name on the sheet) X Air Hawk G-CGVE



Alan King, Perth, leaping skywards in
MT03 Gyro G-PPLG



M Law, Perth, in another amazing Gyro, G-KINZ



then D Lakey from Cumbernauld came in Super Cub G-BIID



Mike Wood, from Easterton in the far north, in SD1 Minisport G-SJMW



H Duthie came from Perth in Eurostar EV97 G-TIVV



Strut member Trevor Harvey, Kingsmuir, in his Emeraude G-BKUR



Dave Kelly, also from Easterton, in Pietenpol Aircamper G-VALS



Bob Tadman, Perth, with
Eurofox G-CLXX



and Roddy Dawson, Easterton, the third
Birnie Flying Circus member in
Cessna 172 G-LOYA



Matt Lanham, Fife, and Zenith 750 G-CLRI



Tom Carr, another from Perth, in
EV97 G-IDOL



Jim Stevenson came from Longside in
Vans RV12 G-CKZH



And Des Mort, (have I got the name
right?) with daughter, from Perth in a
classic Varga Kachina G-BPVK



Finally, Sean O'Reilly and son from Glenrothes in Sportcruiser G-CRZR



Thanks to all who came, to all who helped out, and special thanks go to Wallace Shackleton on the left, and Dennis Penny.

Wallace worked the radio all day and Dennis took some very fine photographs.



