

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



*Photo Ian Wales*

## Chairman's bit

Hi All,

This winter has not been kind to fliers. As the weather improved the winds turned Southerly which made for some challenging crosswinds. My Europa also had an AD for the door locks and I took the opportunity to do some maintenance in the hangar.

I must have only done three hours in three months and it is amazing how out of practice you become. However the last fortnight was ideal and I took the opportunity polish up my rusty skills. I have recently logged five hours and it is definitely coming together. I hope everyone is getting back into it.

I was recently involved in a NATS consultation about airspace at Edinburgh which was very interesting. It is good to see things from a controller's point of view and the problems they are facing as traffic builds again.

As Ed Lyon pointed out, last weekend was good for a DOTH as we knew on Tuesday it would be good on Saturday. I thought it was a bit too early in the year but the weather was very flyable if not a bit hazy. Sorry, I'll do better next time.

Fly safe.

*Justin*

## Cover photo

Ian Wales was going through some old photos and came across this selection from a visit to the Strathallan collection in 1982. More images on pages 11 and 12.

## Co-ordinator's bit

I am typing this after being down at Turweston for a Struts/clubs meeting where a few suggestions for speakers at Strut meetings were put forward.

Another subject that was aired was about the main rally at Sywell. It is unlikely it will be able to be held there this year due to staffing issues and changes to an A/G Radio system.

A quick look at Sywell on Saturday and no damage could be seen to the hotel itself after the fire a few months ago. It may have been in the Event hangar which had the bar (which couldn't be seen). It was said that ironically the fire started in one of the 'green running man' fire exit signs. If you have booked and paid for a room in the hotel the first port of call is to call them to cancel and get a refund if necessary. If you have any problem I understand that the office at LAA should be contacted.

It is still intended to hold a fly-in the first weekend in September with 3 or 4 candidates under consideration and an announcement should be forthcoming in the next few weeks.

As for ourselves the clocks have changed this weekend so we are now officially in Spring with longer daylight hours. The next meeting will be at the Harrow on April 4th.

Enjoy your aviation however it is committed.

*Iain*



*The next meeting is on...*

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

**Don't forget to pay your  
bargain annual £25.00  
subscription**



**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)**



## EoS Strut AGM

**Held at the Harrow Hotel on  
Monday 7<sup>th</sup> March**

Apologies for the slightly  
blurred picture.

14 members turned up;  
Charles Scott, Alex McClintock,  
Duncan Robertson, David  
Archibald, Keith Griggs, Justin  
Kennedy, Tim Rayner, Colin  
Rodger, Iain Gibson, Steven  
Borthwick, Ed Lyon, Jerry  
Robertson, John Wheeler and  
Andrew Macleod.



Duncan ran through the accounts and despite Lockdowns, a year without income and some expenses, the Strut's funds are down by just a few pence, which is good under the circumstances. There was a unanimous agreement to keep the annual subscription at a very modest £25.00. Most people came with cash so please forward your payments to Duncan asap if you have still to pay. As always, it is unfair on Duncan to have to chase these up and we all get a great deal from the Strut for a peppercorn payment. Duncan's contact details on the back page if you want to send a cheque.

The Office Bearers were voted back into their positions by a unanimous show of hands. Proposed David Archibald, seconded Keith Griggs.

Keith Griggs was awarded the Nick Wales Shield in recognition of his constant helpfulness to the Strut, not least allowing our use of East Fortune East. A small mystery was exposed, which is that we have lost track of where the Strut Joystick is, plus the Airbus hinge that was the prize in our last Quiz night. If you have either of them it would be good to let us know.

News about Dirleton was inconclusive again, but the attempt to achieve that airfield carries on.

Our projector has developed a problem that will be too expensive to fix commercially but Alex will dismantle it and see if he can sort it, otherwise the Strut will need to buy a new one. Information surfaced about the newer generation of compact machines that we will go for if the old one can't be fixed.

Because we will be helping at East Fortune East when the LAA Scottish Tour passes through on the 27<sup>th</sup> May there was a decision to also make that a Strut 'Welcome to Scotland' Fly-in open to all who might normally come to one of our events. Also we might consider another DOTH type fly-in at Balado in the autumn, or a 'drop of the hat' short notice meeting at any point when the weather looks set fair. Keith Griggs has an interesting, and major, charity fundraising flight in preparation but more on that later. For all these keep an eye on the Newsletter for updates.

## Ted's Special

Ted Gladstone you will know as the Strut member who built Europa G-ZTED with Justin Kennedy. I recently told him about my dad's old car from just after the war which we called Heinz, because it had been cobbled together from '57' bits of various cars and vans, (see photo far right).

This prompted Ted to say that in the 1950s he had built a 'Heinz' too but his was the spectacular beast you see below, which sometimes carried the racing number 57. The fibreglass body was made by a company called Falcon. It was the Falcon Mk II and cost £88 with another £30 for the hard top. On the next three pages are an article Ted wrote about it for a magazine some years ago :-





'Special building was all the craze way back in the 1950s. My one was mostly based on an old Ford 10 that I bought for £5 from Bernard Hunter's Scrap yard in Seafield Road.

I stripped it down to the last nut & bolt, cleaned and painted all the bits, the engine stripped, the ports enlarged and polished, the head skimmed, a multi branch exhaust fitted with twin SU carbs, the engine tuned and a fibreglass body fitted to it.



I was keen on aircraft even then and I fitted the dashboard out with mainly aircraft instruments, bought from the then popular Government Surplus Stores outlets, mainly George Power in Trafalgar Street.

I used to visit him every week to see what goodies he had acquired from the latest Government Surplus sales.

I would buy a tightly wrapped package for about half a crown with only a part number on it and not know exactly what it was. When I got home I would have to cut through several layers of waterproof wax, linen and paper wrapping to reveal a magnificent Gyro or precision motor that must have cost hundreds of pounds to produce. I bought all my aircraft instruments from him.

Another Mecca for bargains in Government Surplus Aircraft parts was Proops Brothers in Tottenham Court Road in London. I made a beeline for it every time I was in London.

They used to issue a catalogue every couple of months with all their latest stock.

I used it for my very first catalogue purchase when I sent for reels of Aircraft Spec insulated wire. I used it for all the wiring in my special.

It had an Airspeed Indicator with the Pitot sticking out the front of the grill, an Altimeter, an Aircraft Engine Rev Counter with its 3 phase Tacho Generator connected to the front of the crankshaft, and its electrical signals sent to the display instrument on the dashboard.

The toggle switch panel is the bomb select switches from a Lancaster Bomber.



I had to set a secret combination of on and off switches to enable the engine to start, a simple anti theft device for an open car with no door locks. I fitted twin electric fuel pumps and twin coils so that they could be switched over quickly in the event of a failure.

I built it while studying Electrical Engineering at University. One vacation job I had was at North of Scotland Hydro in Aberdeen. I lived in East Linton at the time and I used to leave home at 6.00am on Monday morning to travel to Aberdeen for work at 9.00am. There was no Forth Bridge at the time and I had to cross the Forth by Ferry. I discovered that if the queue of cars was past a certain point on the hill down into Queensferry, it was quicker to go via Kincardine.

I was staying in Digs in Aberdeen from Monday night to Friday morning. I would drive home after work on Friday so that I could work on the car over the weekend. One of the other students in the same digs was from an English University and he had a vacation job as a cub reporter on an Aberdeen newspaper. Some of his University mates had vacation jobs in Edinburgh and he knew that I travelled home on Friday after work. He asked me if I could give him a lift to Edinburgh on Friday to meet up with them.

I told him that it was a car that I was building and that it was not quite finished yet. I told him that it had no floorboards on the passenger side but there was a chassis member that he could put his feet on. I also told him that it had no roof yet. He said that it would be OK and he would wrap up warm.

Friday duly came round and he travelled to Edinburgh with me. Unfortunately it was raining



that evening. When we got there I asked him if he wanted me to pick him up on Monday morning to go back. He said 'err No No, I'll make my own way back, thanks'. I wonder why ??

When I graduated I got a job with Honeywell Controls at Newhouse and used the finished car to travel to work every day. One of my mates in the same course at University also got a job at Honeywell and we started a Honeywell Car Club where we organised Club Rallies with neighbouring factories.

We were quite successful in these and we progressed, with him as my navigator, to bigger and bigger events, eventually ending up in National events.

The biggest was the Scottish Highland Rally in 1962. As it was a home made special we had to enter it in the Highly Modified Class against Supercharged Austin Healey Sprites and highly modified Mini Coopers. Our competition number for this event, which was stuck on big on the front and rear, was 57 and we were known as the Heinz Special. We ended up winning our class.

I always had a spare engine ready and it would not be the first time that I blew up an engine on a Saturday night rally and had to work all through Sunday night to change the engine to get to work on Monday morning.

I remember running a big end on a night rally and had to limp to the nearest village with a phone box to phone Dad, in the middle of the night, to come and rescue us, (there were no mobile phones in those days). We must have woken up the whole village as the engine sounded like a machine gun with the clatter of the big end.

When I had the car ready for the road I had to register it in Haddington. I was asked what number I wanted and was shown a large leather bound book with all the car numbers already issued and all the numbers still available. The next available number was DSS 99. I asked how could I get my own initials, EWG? I was told that I would have to apply to the Stirlingshire Licensing dept.



*The finished car*

I did, and it cost me £5 to get EWG 848 transferred to East Lothian. Just wished I had asked about getting TED on the plate from Warrington. EWG means nothing to anyone but me but TED plates are selling for about £4000 now.

I still have that car, it is tucked away at the back of my workshop covered in cardboard boxes of stuff.

I have been in touch with the Glasgow Museum of Transport and mentioned to them that they have nothing about the Special building craze of the 1950s. I told them that I still have an example and have pictures of every stage of its construction and press cuttings of its success in Rallies.

The Curator was quite interested and thought that she might be able to display it in the museum. I have to tell her when I manage to recover it from the junk.'

*Ted Gladstone*



*Some of the prizes won*



*Justin Kennedy adds; 'Ted pointed this car out to me in his garage a long time ago but it was totally submerged in what looked like immovable objects. He is a superb engineer and a lot of the success of G-ZTED is down to him. Hence I keep the registration.*

*We had a lot of fun together building the Europa and I learnt a great deal from him. Good times. Justin.*

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## Subs are due

Not paid yours yet? It's only a very modest £25.00 and it's a miserable job for Duncan having to endlessly chase people up, so if you come to the Monday meeting, please bring cash or a cheque, and if you can't make the meeting please click on this link and ask Duncan which is the easiest way to pay your subscription. [duncanrobertson807@gmail.com](mailto:duncanrobertson807@gmail.com)

## Drop of the hat...

A Strut Fly-in could happen at a moment's notice if the weather sets fair. It will probably be called on a Tuesday for the Saturday of that week so make sure Justin has you on his mailing list. [justin@systemwise.co.uk](mailto:justin@systemwise.co.uk)



## The Birnie Flying Circus.



This is a group who seem to get maximum pleasure from both the beautiful aircraft they have built and fly and from the glorious surroundings they move around in. Thanks to Mike Wood for forwarding the image above of Don Keedick's SD-1 Minisport as it flies through the snowy Cairngorms towards a frozen Loch A'an, and a more recent photo overleaf of pilot and plane enjoying the recent sunny weather. After that, a great shot of Rudolf Hucker taking off in a Bowers Fly Baby. Here's a bonus video; <https://www.bing.com/videos/search?q=birnie+flying+circus&view=detail&mid=68D23240CA0AE671198F68D23240CA0AE671198F&FORM=VIRE>











## Where are they now?

Here are some more photos that Ian Wales took at the Strathallan collection, back in 1982 when he went for the day with his young family. Part of the collection had been sold in 1981 and the bulk of the remainder went in 1988, many to the Museum of Flight at East Fortune.

The Lysander (alongside) still flies with the Shuttleworth Collection but this month's cover photo, the Lancaster, had an unhappy end.

KB906 originally went to Charles Church in Woodford to be restored to flight but the hangar roof there collapsed and crushed it. Only some parts could be salvaged and these are incorporated in other Lancasters around the world.

As for the Hurricane on the next page, sadly it met its end in a hangar fire in Canada in 1993.

The Mosquito overleaf was bought by Kermit Weeks and is on loan to the EAA Museum in Oshkosh. Also on the next page, the fate of the microlight (a Goldwing I think) is unknown but the young man flying it is obviously enjoying himself.

Finally, some videos of the above and thanks again to Ian for unearthing these treasures.

<https://www.bing.com/videos/search?q=strathallan+mosquito&ru=%2Fvideos%2Fsearch%3Fq%3Dstrathallan%2Bmosquito%26FORM%3DHDRSC3&view=detail&mid=7C27D37C29D62EB8B9147C27D37C29D62EB8B914&FORM=VDRVSR>

<https://www.bing.com/videos/search?q=strathallan+collection&view=detail&mid=E94134E21F437F10BA9CE94134E21F437F10BA9C&&FORM=VRDGR&ru=%2Fvideos%2Fsearch%3Fq%3Dstrathallan%2Bcollection%26FORM%3DHDRSC3>







## More from John

John Whitfield has been exploring nature with his usual curiosity. Below is a photo taken when ascending in a thermal over Loch Leven. He gained about 800 feet, engine off, using normal Lee Wave soaring techniques.



Below are wave interference patterns in North Belhaven Bay, and alongside some intimidating looking Cumimbs from 80 miles south.



# LAA Scotland Tour and Strut Fly-in

**The LAA's Tour of Scotland takes place from the 22<sup>nd</sup> to the 29<sup>th</sup> May.**

Keith Griggs has made East Fortune East available on Friday 27<sup>th</sup> so fellow LAAers can visit the Museum of Flight and the nearby 1½ Strutter. This is a good opportunity for the Strut to help by ferrying visitors to and from the Museum and the APSS, so please come along on the day.

**This is also going to be a Strut Fly-in, so all will be welcome, but PPR is necessary. Full details of that in the next Newsletter, but meantime make a note of the date.**



## Here is the itinerary

**Sunday 22nd May** Official start at Brighton an overnight stop. Evening meal and breakfast offered.

**Monday 23rd** Fly to Eshott, refuel/ BBQ lunch. On to Perth for first night. Evening meal in town.

**Tuesday 24th** Head to the west coast, on to The Isle of Skye for a fly-in at Broadford to see our ex chairman David Faulkner-Bryant. Parking limited so may split up and take turns, alternative Plockton for lunch. On to Glenforsa for night stop. Evening meal with breakfast next morning. Nearby Oban has fuel.

**Wednesday 25th** Weather dependent. Options; look around the Isle of Mull (village of Tobermory is here), others may wish to refuel at Oban and head up The Great Glen towards Easter airfield in the north. This is where you may need to camp out for a night, as accommodation is more restricted around here but some is available. If things get tricky weather wise, some may wish to stay over at Oban for the night and eat out in nearby restaurants and try The Great Glen on Thursday.

**Thursday 26th** Head back to Perth for 2-3 nights. Depending on where you/we are, the weather, you may wish to fly up The Great Glen if not done yesterday, along the north coast, or via the lowlands (if not already in the North). Evening meal in Perth.

**Friday 27th** Fly to East Fortune to visit the aviation museum and see the building of a Sopwith 1½ Strutter. East of Scotland Strut will look after us. Landing fee goes to charity. Back to Perth for an evening meal in town.

**Saturday 28th** Perth Fly-in and Meet the LAA Day ; Free landings. A day of chatting, socialising and meeting others. Trig and Pooleys on site. BBQ and Ceilidh band in the evening.

**Sunday 29th** Goodbye Scotland and fly home. If you have a longer way to go, I have spoken with Brighton and Leicester Airport who will welcome us. Cafes and fuel at both venues.

**If you would like to join us, or be kept informed as more things develop, please email Neil Wilson at [neil.wilson@laa.uk.com](mailto:neil.wilson@laa.uk.com)**



## Any ideas?



I spotted this formation travelling westwards over the Forth at speed at 1.00 on Friday 1<sup>st</sup> April. No, not an April Fool. First guess was that it was the Red Arrows on a transit but I couldn't find a record of them performing this weekend. Nothing on the Flight Radar 24 app. either. Any thoughts? Just curious.

## Jet engine anyone?

'During the well attended Strut AGM meeting at the beginning of March a discussion was started about fitting small jet engines to light aircraft.

I enclose photographs taken at the annual Sywell meeting in September 2019 showing the start-up and running of a small jet engine that is planned to attach to each side of a Pitts Special. Not sure about the safety of the start-up flame on a light aircraft and have not heard anything about any progress being made.' *Ed Lyon.*





If you have a Fly-in or event you would like publicised in the Newsletter, please drop me a line. I won't know about it unless somebody tells me.

[andrewj.macleod46@gmail.com](mailto:andrewj.macleod46@gmail.com)

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