

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



*Photo Duncan Robertson*

# Important notice

There will be NO Strut meeting on  
Monday 1<sup>st</sup> August

The next meeting will be on the 12<sup>th</sup> September. This is the second Monday in that month and not the first, (our normal day), because Strut members may still be travelling back from the LAA Rally at Popham on the 5<sup>th</sup>.

Watch out for confirmation nearer the time.

## *Chairman's bit*

Hi All. Hot or what?

Never mind me overheating, the Europa had to have the cowl flaps fully open and after a climb of three thousand feet I had to level off and let it cool down.

To keep it cool on the taxiway I had to set the prop to fully coarse and a dribble of power. Usually I am blocking off part of the radiator to keep the temperature up.

When I took off it did not sound right and I realised after 50 yards that the prop was still coarse. As I pressed the fine pitch control all returned to normal and it leapt into the air. It would have needed a runway the length of Heathrow to get off with the pitch set to cruise. I had done all my checks at the holding point and then adjusted the pitch to keep it cool after that. Ouch!

I normally do an additional PUF check (Pitch Undercarriage Flaps) on the approach as any of these three things can ruin your day. Definitely going to think PF if I have been playing with it after doing the run up checks.

Just a thought as heatwaves are set to be more common. How does it affect your machine?

I hope you have all done epic trips and enjoyed the weather.

Cheers, *Justin*

## *Co-ordinator's bit*

Hope you have all survived the recent spell of hot weather.

Hopefully the weather will co-operate with our short notice fly-in which Justin is overseeing.

Finally, having been down south at RIAT at Fairford and been duly fried I hope the weather up here will be less extreme. *Iain*

## *Last month's meeting*

A big thank you to John Wheeler for bringing along his collection of photos, maps and stories relating to a flight made a few years ago by himself and some fellow pilots, all the way to Finland and back, with some adventures on the way.

## *Cover photo*

See page four for a story about Keith Griggs' and Duncan Robertson's 'Longest Day' flight.



## *The next meeting is on...*

**Monday 12<sup>th</sup> September**

**Don't forget, there is no meeting this month**



**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)

# The Longest Day flight 2022

From Duncan Robertson

Keith Griggs invited me to join him on the evening of 21 June 2022 at East Fortune East for a quick flight before and after sunset in his Emeraude G-BDKH.

I arrived and unlocked the road gate and Keith was waiting for me in the aircraft at the east end of the runway next to the windsock. Keith had already run the engine up and gone through all checks. All I had to do was jump up and strap in and we were away.

Keith decided we would head west towards the Bridges via the reporting point at the Braids and



we received permission to transit the zone, keeping a wary eye on a Ryanair 737 on final approach over Cramond Island.

We did an orbit around the Bridges and returned again on a standard route eastwards along the bypass.

Having time in hand before twilight, we pottered about over East Lothian for a while before landing back at East Fortune East with not a drop of wind.

The accompanying photographs give a taste of our experience and the lovely sunset, (see the cover photo).

*Thanks also to Tim Rayner for having flown me briefly and late in the day from Archerfield to East Fortune East on the occasion of our last fly-in in his Super Emeraude G-EFAO.*





# Hunter tales

From Colin Lourie



While on a short break in Lincolnshire in early July, one morning we were out cycling and stopped at Washingborough hoping to have a coffee. No such luck, no cafe and the hotel bar didn't open until noon. Next best thing (or better) a cool 4-pack of Asahi lager from the fridge of the local shop. Down to the side of the River Witham for a wee refreshment. A whistling black dot in the sky turned, approached us and flew directly over. A Hunter with a wide front fuselage - a T7? It transpired that we were right under the approach to RAF Waddington. From the photo, I could see that it was XE688. It transpires that the original XE688 was an F4 that was written off after it's undercarriage collapsed in 1957. However the centre section of the fuselage was retained and associated with new sections and those from other redundant components. It is not a T7, but a T72, .....



A couple of days later, we had moved on to Boston (Lincs). From there, we drove out to King's Lynn to meet up with a friend. Half way there, along the A17, is the Anglia Motel and Cafe where the owner is something of a 'collector' (and patriot). The car park is full of military (and other) hardware. Among it is a Hawker Hunter. Beneath the not-quite-right paintwork can still be seen the serial WT680. A little research shows that it is an F1 that first flew in 1954 and was withdrawn from service in 1957. (How MoD Procurement love to spend our tax contributions on expensive kit with short term active life! It seems that unlike WT680, XE 688 has been in some sort of active service in the UK and South America for something like 60 years.) *Lincolnshire - to be continued next month.*



## Iain at Fairford

Iain Gibson spent some days getting baked in the sunshine at the RIAT and took these photos. Below are a Eurofighter Typhoon of the Italian Air Force, an A330 MRTT RAF in 'Borisjet' colours in a flypast with the Red Arrows, and a new A330 Beluga. This is the first of four that will replace the smaller A300 based ones currently in service and used to deliver parts, such as wings, from Chester. Finally, overleaf, is an EF-18A of the Spanish Air Force.







## East Lothian weather

John Whitfield explores the air around us. This time a weak high level cold front.



## Spinning Drone Paradox

Keith Boardman sent this in, saying 'Google this, it's interesting', and so it is. For all the hype and optimism VTOL transport still looked like being a rich man's toy but this might finally be a gamechanger.

<https://www.bing.com/videos/search?q=The+spinning+drone+paradox&view=detail&mid=9034265E751730CF04609034265E751730CF0460&FORM=VIRE>

## Keith's big flight, update

'The chance of a lifetime to go up in a light aircraft and fly over your house/location on a short flight courtesy of Amey employee Keith Griggs in his own vintage two seater light aircraft. Flights will take place between 19th August and the 2nd September from local/private airfields near you. Keith is funding all the costs of this himself but there is a suggested minimum donation of £50.00 to Cancer Research UK. Perhaps buy a flight for a present for that person who has everything or just treat yourself. You need to contact Keith direct to arrange this fabulous activity which I would do sooner rather than later as I think this will be very popular.'

[keithgriggs@rocketmail.com](mailto:keithgriggs@rocketmail.com)

## Fog, and ancient Egypt

Two interesting links from John Whitfield. One is of a tricky landing through fog by a Missionary pilot in Papua New Guinea and the other wonders how hard stone could have been handled in the time of the Pharaohs with the tools available to them.

<https://www.youtube.com/watch?v=ccHUsY02Kj8>  
<https://www.youtube.com/watch?v=BNSb5gPdqsA>

## Did everyone see this?

There was a big and interesting article about the APSS, and the Sopwith 1 ½ Strutter they have built, in the Sunday Times Magazine for July 24, 2022. Well worth a read if you can get hold of it or find it online.





## Low flying

Yes I know, we've all seen these or similar, but it's nice to see them again. From Tony in London. The first one is a classic, flown by Ray Hanna at Duxford in 1996.

<https://youtu.be/4iOoiEbt2w>

<https://youtu.be/mc9mY9z1HdA>

## More low(ish) flying



My friend Dave in Cumbria was treated by his wife to a flight round Anglesey in a helicopter.

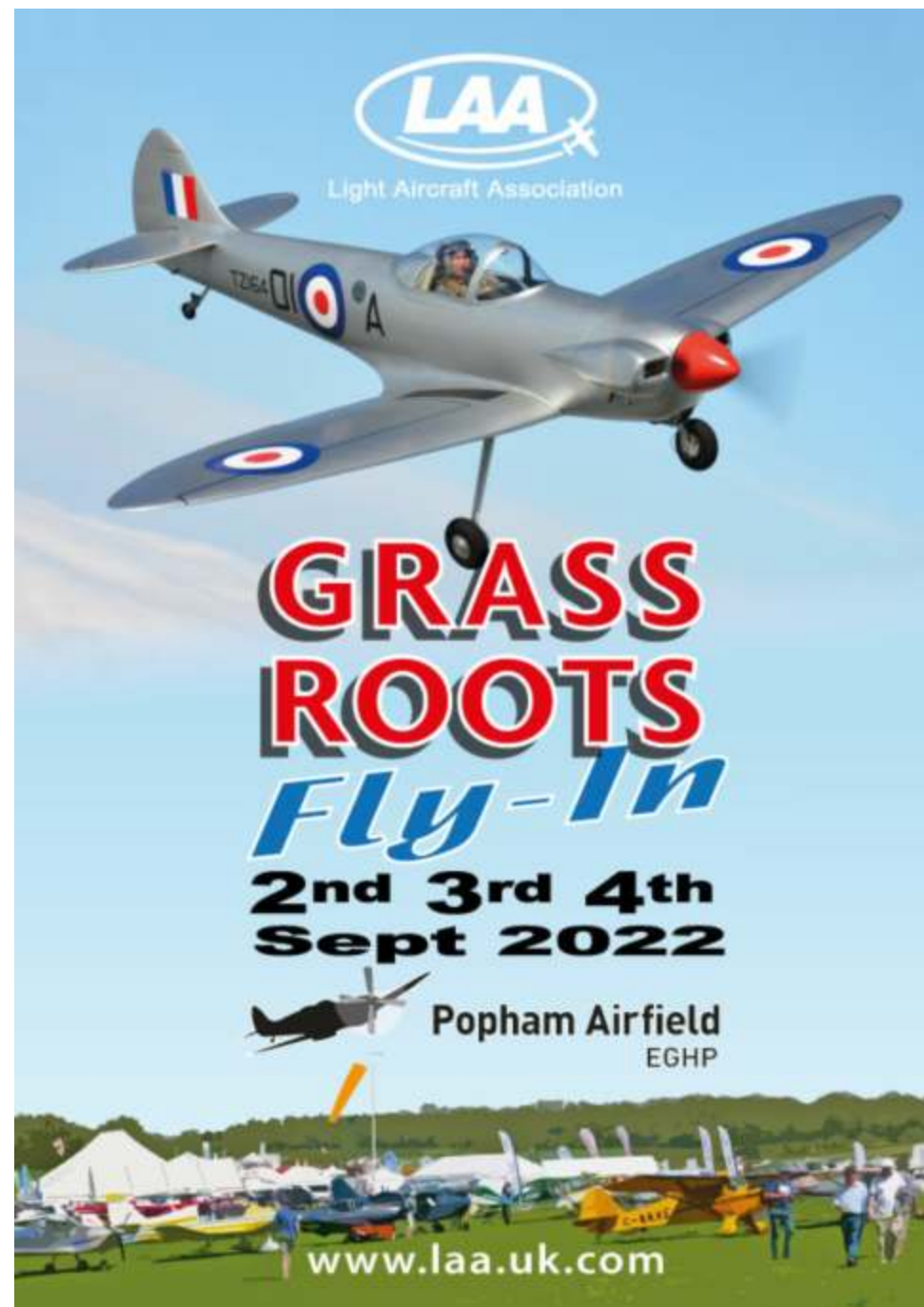
He joked (I think) later that there was a certain frisson having previously found out that the R44 is the most dangerous helicopter that there is outside Siberia.....

## Book recommendation



Jim Prettyman rates this very highly. 'Knights of the Air' by Peter King is a history of the pioneers and of aviation politics from the earliest days, through WW2 and into the early days of jet aircraft.

It's well researched, especially so about the DH Comet crashes and the investigations into the cause. Britain's world leadership in jet aircraft travel was lost.





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