

*East of Scotland Strut of the Light Aircraft Association
June 2023 Newsletter*



Photo John Whitfield

Chairman's bit

Hi Everyone,

Wow! There has been some great flying weather and as you will see in this issue the Glenforsa Fly-in was well attended.

Our own Fly-in is scheduled at East Fortune on 10th & 11th of June.

The next meeting is on the 5th June, the Monday before, which is short notice. We will be discussing who is doing what and looking for volunteers on Friday 9th for preparing the strip for it. Please make a note in your diary now so as to not miss out!

I have been sending out invitations to most pilots in Scotland, please text me if you haven't received one as you are probably not on the database. The list is only used to advise of fly-ins.

I hear good reports about flying aeroplanes in the Strut so we should get a good showing of our in house machines.

Keith says he has been in touch with the Weather Gods again so we should be all right.

Fly safe. Justin

Cover photo

Another of John Whitfield's great photos, this time taken from 7,000 feet over East Fortune.

Presentation at the Harrow



At last month's meeting Justin handed over a cheque from the Strut to the Harrow Hotel for the charity they support, the Roy Castle Lung Cancer Foundation, as a thank you for letting us use their upstairs room for free.



The next meeting is on...

**Monday 5th June
at the Harrow Hotel
Eskbank Road, Dalkeith
at 8.00pm**

**Our Fly-in on 10th
and 11th June**



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

Fly-in at East Fortune East

Sat 10th - Sun 11th June 2023



This is an East of Scotland Strut fly-in which is open to all and Keith Griggs is opening his Strip in beautiful East Lothian to welcome visitors.

East Fortune is a historic airfield and is where the R34 airship took off from, before the first ever double crossing of the Atlantic. It is now home to Scotland's national Museum of Flight and a concessionary entrance fee to the Museum has been arranged for Fly-in visitors on the day.

There will be some food and you can camp overnight.

Fuel is not on site but MOGAS can be purchased locally. Strut members will help in ferrying you around.

There will be no landing fees but donations are welcome.

Come and enjoy a great day out and enjoy the dramatic local scenery of sea, beaches and rolling Scottish landscape.

PPR is essential. Please contact Keith on 07710 547 338 for a briefing



Flying in;

The only serviceable runway at East Fortune East is part of 06/24, marked in red squares in the photo alongside. Available length approximately 600x10. *Check SkyDemon for more information.*

High trees on approach to 06
Wires on rail line on approach to 24

PPR Essential. Contact Keith Griggs
07710 547 338

keithgriggs@rocketmail.com

Coming by road;

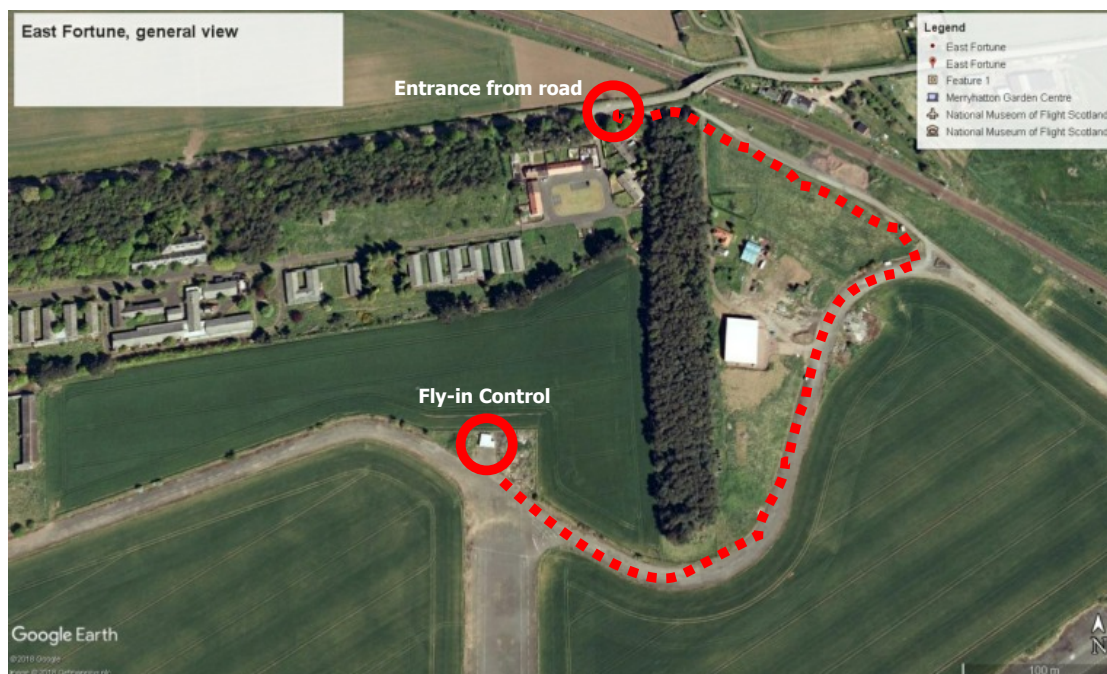
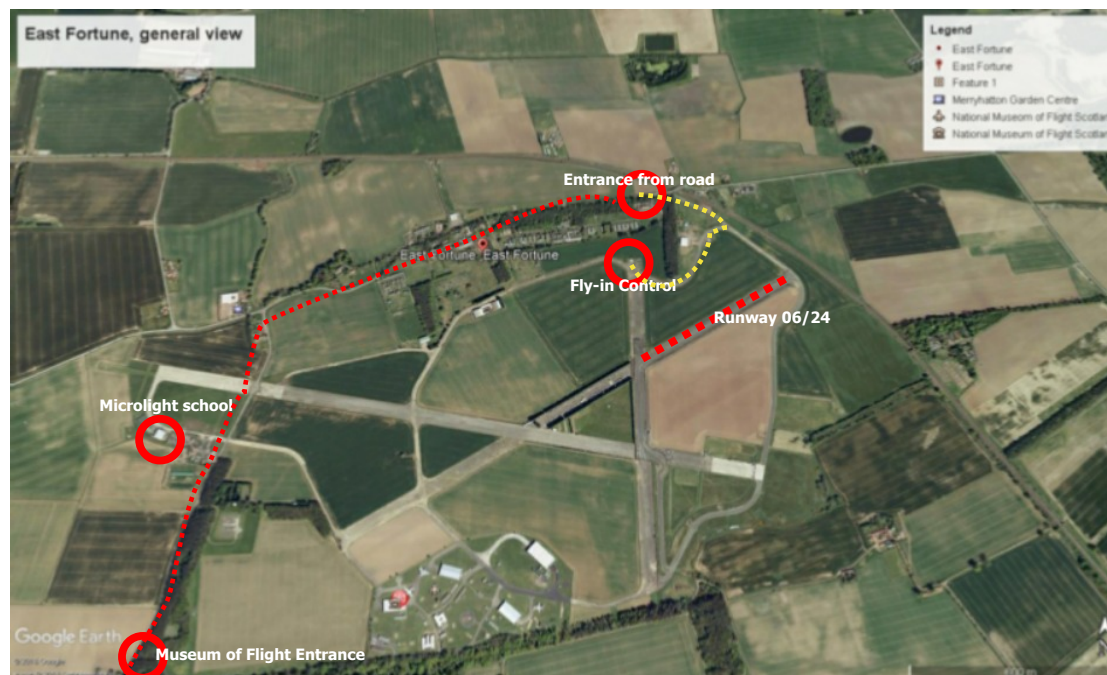
Take the A1 out of Edinburgh to Haddington. You don't want to be stuck on this new road all the way to Dunbar so take the first turn off to Haddington and move on to the A199 (the old A1).

Keep on the A199 until you reach the B1347, then turn left for the Museum of Flight.

Go past the Museum entrance, carry on over the runway with the microlight school on the left until you reach a T junction.

At the junction turn right. Follow this road until you see a railway bridge. The entrance to the fly-in is on the RHS before the bridge.

There should be signposts directing you to the Fly-in Control. Stick closely to this route (marked on the top photo in yellow, red in the bottom one).



Kirkbride Fly-in

On Sunday 28th May Keith Griggs and I decided to go to the Kirkbride Fly-in as it promised to be a good summers day. A straight line from East Fortune East to Kirkbride was drawn on the map and we set off just after 10.00 am, arriving one hour later. We were one of the early arrivals and parked next to the Bulldog belonging to a fellow EOS Strut member, Charles Scott. Many more aircraft started to arrive and became very busy with more members of the public wandering between the aircraft for what appeared to be a grand day out. The Solway Aviation Museum had an interesting display including a V-bomber crew bus that recently featured in the TV programme 'Bangers and Cash'.

I spent the day wandering around looking at all the interesting aircraft and the old wartime hangars while Keith stayed with his aircraft and entertained some younger members of the public and their parents by allowing a photo opportunity in his aircraft. The only flyable Vampire in the UK, a T11, was superb. Among the other visitors (on the next pages) were a rather famous and highly polished Chipmunk, a War Replica half-scale FW190, a scale replica P-51 Mustang and a DH87B Hornet Moth. Also there was a Yak in Ukrainian colours, and a Vietnam war era Bell UH-1 Iroquois 'Huey' attracted a lot of attention.

Ed Lyon.



Photo Keith Griggs





Photos Ed Lyon



Photo Keith Griggs

Farewell to Iain



Iain Govan's funeral took place on the 4th May at Prestonkirk church in East Linton. Several Strut members were there and at the service Keith Griggs read 'High Flight' by John Gillespie Magee. Iain had hugely enjoyed the flypast by Keith, Tim Rayner and Jim Oliver when he was in hospital so it was arranged that another would take place over the churchyard on the Sunday following his burial. Ed Lyon adds; 'The flight did take place but the weather was not really suitable and Keith made the best of it. As usual, because I wanted the full church building in, Keith's aircraft is just really a dot (see above left).' Iain's friend Garry Menzies was also there and took the two photos above of Keith leaving and departing, and cleverly Photoshopped the middle image to make the plane look bigger.

On the next page I have reprinted an article about Iain that I wrote for the Newsletter 12 years ago.





Iain Govan's Flitzer

(Reprinted from the April 2012 Newsletter)

Iain used to build radio controlled model aircraft, which made it a relatively easy jump from that to building his own full size aeroplane.

After years of helping to restore, then fly, Jodel G-BJOE, he started work on a plans built Flitzer. That project was sold on a year or so ago, but Iain has now become interested in R/C modelling again, and has nearly completed a scale Flitzer, based on his own full size one.

In the last twenty years the radio control equipment has changed out of all recognition and is now very effective and sophisticated. Power plants have moved on too and miniaturisation means that the preferred motor is now compact, powerful and electric, run off a Lithium-ion Polymer (LiPo) battery.



Steven and Keith go to Mull

Myself and Keith Griggs went to Glenforsa today, Bank Holiday Monday, and here are some pictures of the event.

We went East Fortune to Glenforsa then Glenforsa to Oban, and then back to East Fortune

Steven Borthwick



Ed and the Twin Pioneer

Last month Duncan Robertson sent in an article about spending a night in a Sea king helicopter at a 'Glamping' site at Thornhill near Stirling. He also showed a photograph of a Twin Pioneer, G-APRS. This sent my memory to work as the registration rang a bell. I searched my photographs and sure enough I found I had first seen this very aircraft (see bottom two photos) at a Prestwick Air Display on 11th May 1963. Typing this out 11th May 2023 so exactly sixty years since I first clapped eyes on this aircraft!

Not only that but in August 2000 I was at an airshow at Coventry airport when Air Atlantique owned this aircraft in the Empire Test Pilots School colour scheme (below) so paid my money and had a flight in it. Very enjoyable trip. I do hope that this aircraft is not scrapped but turned into overnight accommodation like the Sea King. If not, hopefully this aircraft is rescued and assembled as a 'gate guardian' at Prestwick where it was built. *Ed Lyon.*



The Dambusters 80 years on

Mike Wood passes on another of his beautifully crafted videos, commemorating the famous raid on the Ruhr dams by 19 modified Lancaster bombers in 1943, and in memory of the large number of airmen who died that night. I meant to ask Mike more about the making of the video, like how, why and where, but apologies that I have left it too late as I want to put it in this Newsletter while the anniversary is still fresh.

<https://www.youtube.com/watch?v=kN5g-boO-RQ>



Flying at 50 knots

John Whitfield saw this impressive piece of technology.

<https://www.youtube.com/watch?v=nlhiFYloJxg&li>



News from Bodmin

Sue Oliver has forwarded these pieces from the Cornwall Flying Club. First is a collection of photos taken by David Young at the recent Vintage Aircraft Club fly-in held at Bodmin Airfield on 13-14 May. Apart from the aircraft there are some lovely cars on show.



<https://www.flickr.com/photos/16090262@N06/albums/72177720308307493>

Next, those who are worried about their airfields being taken over for other uses might find the following will help them remain as a grass strip.

'Our famous Natural Wildflower Meadow, the largest single field site in the Southwest of England, is waking from its winter slumbers, and a number of early flowering species are already in bloom. These include Dog Violets, Wild Strawberry, London Pride, Germander Speedwell, Lesser Stitchwort, Forget-Me-Not and Lesser Celandine. This last named flower is famous on our site as it maintains a population on the airfield of the rare Violet Oil Beetle. One was spotted again this year amongst the Celandines, which was confirmed by the Cornish Botanical Recorder, Ian Benallack, as showing that our meadow is both healthy and uncompromised. On his survey in the last week of the month, Ian also discovered a further plant species on the airfield, the Bulbous Buttercup, which takes our airfield species list close to 180, which is an astonishing statistic. No wonder so many academics and environmental agencies are so excited about the airfield, and its protection.

One forgets that it is solely because it is an airfield that it had been able to develop, and provide the various natural habitats that allow so many species to thrive here.'

The 500 foot rule

Keith Griggs sent this in;
'Myself and others were not 100% certain of the 500ft rule so please see attached.'

Subject: The Rules of the Air Regulations 2007 No. 734

<https://www.legislation.gov.uk/ukxi/2007/734/schedule/1/crossheading/low-flying-rule/made/data.xht?view=snippet&wrap=true>

SCHEDULE 1 SECTION 3 LOW FLYING RULE

Low flying prohibitions

5.—(1) Subject to paragraph (2), an aircraft shall comply with the low flying prohibitions in paragraph (3) unless exempted by rule 6.

(2) If an aircraft is flying in circumstances such that more than one of the low flying prohibitions apply, it shall fly at the greatest height required by any of the applicable prohibitions.

(3) The low flying prohibitions are as follows—

(a) Failure of power unit

An aircraft shall not be flown below such height as would enable it to make an emergency landing without causing danger to persons or property on the surface in the event of a power unit failure.

(b) The 500 feet rule

Except with the written permission of the CAA, an aircraft shall not be flown closer than 500 feet to any person, vessel, vehicle or structure.

(c) The 1,000 feet rule

Except with the written permission of the CAA, an aircraft flying over a congested area of a city town or settlement shall not fly below a

height of 1,000 feet above the highest fixed obstacle within a horizontal radius of 600 metres of the aircraft.

(d) The land clear rule

An aircraft flying over a congested area of a city, town or settlement shall not fly below such height as would permit the aircraft to land clear of the congested area in the event of a power unit failure.

(e) Flying over open air assemblies

Except with the written permission of the CAA, an aircraft shall not fly over an organised open-air assembly of more than 1,000 persons below the higher of the following heights—

(i) 1,000 feet; or

(ii) such height as would permit the aircraft to land clear of the assembly in the event of a power unit failure.

(f) Landing and taking off near open air assemblies

An aircraft shall not land or take-off within 1,000 metres of an organised, open-air assembly of more than 1,000 persons except—

(i) at an aerodrome, in accordance with procedures notified by the CAA; or

(ii) at a landing site which is not an aerodrome, in accordance with procedures notified by the CAA and with the written permission of the organiser of the assembly.

Exemptions from the low flying prohibitions

6. The exemptions from the low flying prohibitions are as follows—

(a) Landing and taking off

(i) Any aircraft shall be exempt from the low flying prohibitions in so

The 500 foot rule (continued)

far as it is flying in accordance with normal aviation practice for the purpose of—

(aa) taking off from, landing at or practising approaches to landing at; or

(bb) checking navigational aids or procedures at, a Government or licensed aerodrome.

(ii) Any aircraft shall be exempt from the 500 feet rule when landing and taking-off in accordance with normal aviation practice or air-taxiing.

(b) Captive balloons and kites

None of the low flying prohibitions shall apply to any captive balloon or kite.

(c) Special VFR flight and notified routes

(i) Subject to paragraph (ii), any aircraft shall be exempt from the 1,000 feet rule if—

(aa) it is flying on a special VFR flight; or

(bb) it is operating in accordance with the procedures notified for the route being flown.

(ii) Unless the written permission of the CAA has been obtained, landings may only be made by an aircraft flying under this exemption at a licensed or Government aerodrome.

(d) Balloons and helicopters over congested areas

(i) A balloon shall be exempt from the 1,000 feet rule if it is landing because it is becalmed.

(ii) Any helicopter flying over a congested area shall be exempt from the land clear rule.

(e) Police air operator's certificate

Any aircraft flying in accordance with the terms of a police air operator's certificate shall be exempt from the 500 feet rule, the 1,000

feet rule and the prohibitions on flying over open air assemblies and on landing and taking off near open air assemblies.

(f) Flying displays etc

An aircraft taking part in a flying display, air race or contest shall be exempt from the 500 feet rule if it is within a horizontal distance of 1,000 metres of the gathering of persons assembled to witness the event.

(g) Glider hill-soaring

A glider shall be exempt from the 500 feet rule if it is hill-soaring.

(h) Picking up and dropping at an aerodrome

Any aircraft picking up or dropping tow ropes, banners or similar articles at an aerodrome shall be exempt from the 500 feet rule.

(i) Manoeuvring helicopters

(i) Subject to paragraph (ii), a helicopter shall be exempt from the 500 feet rule if it is conducting manoeuvres, in accordance with normal aviation practice, within the boundaries of a licensed or Government aerodrome or, with the written permission of the CAA, at other sites.

(ii) When flying in accordance with this exemption the helicopter must not be operated closer than 60 metres to any persons, vessels, vehicles or structures located outside the aerodrome or site.

(j) Dropping articles with CAA permission

Any aircraft shall be exempt from the 500 feet rule if it is flying in accordance with—

(i) article 66(3)(f) of the Order (dropping of articles for the purposes of public health or as a measure against weather conditions etcetera, with the permission of the CAA); or

(ii) an aerial application certificate granted by the CAA under article 68(2) of the Order.



LAA
Light Aircraft Association

GRASS ROOTS

Popham Airfield EGHP
18th - 20th August 2023

Fly-In

LAA Annual Fly In. Vintage, gyros, home built and sport aircraft. www.laa.uk.com



From Steven Borthwick. Remember, if you have a Fly-in or similar to promote, feel free to send details in to me. andrewj.macleod46@gmail.com

Fly In Fife Airport, 25th June – Fife Airport is holding a Fly in on Sunday 25th June. Drop in any time on the day. Enjoy a snack or a meal at the SkyView Café. No landing fees. Avgas and UL91 available. Fife Airport

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