

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



Photo Duncan Robertson

Chairman's bit

Hi there,

Having been keeping an eye on airspace changes in central Scotland it seems that months pass and plans are still under discussion.

What is alarming is the proposed airspace arrangements for drones. There is a vociferous lobby for providing airways for larger pilotless aircraft which are completely different from small drones that are limited to a ceiling of 400ft. They intend a route from Edinburgh Royal Infirmary to Haddington Hospital and Borders General. This corridor could be up to 1500ft.

Apart from being dangerous to light aviation I fail to see that the drugs they seek to transport could not be couriered by road at a fraction of the cost and none of the airspace disruption not to mention the inherent danger. They claim to avoid our airfields but that assumes we just hover around our airfields and don't go anywhere.

Cover photo

Duncan Robertson had an unexpected birthday treat. Hear all about it and see more photos on page 9.

These larger drones can have wingspans of eight feet or more and are much the same as our light aircraft. The weather in Scotland often excludes flights at much over 1500ft. I have made many flights below that level which will now become dangerous. The idea that such airways would be safe is ludicrous. They obviously have no idea what it is like to navigate the current plethora of controlled airspace.

The article in Pilot Magazine titled 'What kind of Hell is This' sums it up nicely. It would be much more appropriate for them to be making pilotless light aircraft ('drones') for Ukraine and ultimately our defence.

Do please read the document attached to the email this came in. Let's make our case. I will be asking at the coming meeting on Monday for your comments with a view to making our objections.

Fly safe. Justin.



The next meeting is on...

**Monday 1st May
at the Harrow Hotel
Eskbank Road, Dalkeith
at 8.00pm**

**See Justin's piece for
discussion**



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

Iain Govan



Iain Govan has died. He was a long term member of the Strut and a pillar of his East Linton community. A practical man who kept the village clock wound up, who operated the volunteer fire engine and who filled a great many other local duties. His joinery business kept the whole area fettled for decades.

He came to flying through making model aeroplanes then realised that building big ones was just the same, and suited his careful, meticulous temperament. I hope to have a fuller appreciation of Iain in the next Newsletter.

His funeral will be held at 11.00am on Thursday 4th May at Prestonkirk, East Linton (Preston Rd, East Linton EH40 3DS). Keith Griggs, who spent a lot of time with him towards the end, suggests we wear an aviation themed tie.

From the LAA

The LAA is returning to the green grass of Popham Aerodrome in Hampshire for a repeat of its "Grass Roots Fly In" from 18th to 20th August 2023. The Fly-In will again on one hand take the Associate back to its traditional roots, while continuing to offer the first chance to see some of the latest aircraft and products in the recreational aviation market.

What was particularly notable about the 2022 Popham event was its sociality. LAA members and exhibitors alike commented on its relaxed and friendly atmosphere, with post-event comments such as "It's a great reunion as well as a fly-in-cum trade show" and "super friendly, the event always had a good vibe".

A joint venture with Popham Aerodrome, the LAA Grass Roots Fly In will develop its strengths as a social event bringing flyers from around the UK and Europe to meet fellow enthusiasts. The grass runways at Popham and the airfield's famed rural ambience will mean that the event will focus on the fly-in and social element as much as on a large exhibition campus. The earlier mid-August date will also mean longer evenings, allowing more scope for flyers from further afield and hopefully, milder conditions for those who choose to 'camp under the wing'.

Said LAA CEO designate Simon Tilling: "The LAA Grass Roots Fly In was a great success last year, with over 3,000 visitors, more than 30 exhibitors and a total of 350 visiting aircraft through the weekend. It is a different event to the past, larger scale LAA Rallies and we're working on plans for the continuation of a larger scale LAA event in the future. For this year, we're looking forward to another great, social and fun, LAA fly in".

Four go to Germany

Friedrichshafen in fact, to 'Aero 2023'. Keith Griggs, John Wheeler, John's guest Peter from the USA and Ian Sweetland met up in Zurich and travelled down in a hire car to the south shore of Lake Constantine at a town called Bottighofen.



Keith says 'Friedrichshafen Aero 2023 is a GA event covering all aspects of aviation. You name it and it was on display.

John, Peter and Ian are RV owners and builders, so their interests were mainly at the RV, Lycoming, and any stand providing auto pilot and navigational equipment. Very few of the exhibits had any explanation or description boards let alone anyone to discuss the exhibit. On entry the first Experimental craft was the Flying Car (overleaf).

On this and the next page are a snapshot of the event and I hope to have a more comprehensive article in the next edition. Photos, Keith Griggs.





1½ Strutter on the move

23 years of hard work by the Aviation Preservation Society of Scotland are coming to fruition. The magnificent Sopwith replica was transported from its home in Congleton, East Lothian, to Kirknewton where it will be reassembled and prepared for its first flight. Ed Lyon took this photo as it passed through Drem, and the others overleaf when he and members of the APSS and the East of Scotland Strut moved the precious load. STV News were there too and the camerawoman can be seen in the first frame overleaf.







Duncan goes camping

And does it in style in this reclaimed Sea King. Photos and story by Duncan Robertson.

I had the opportunity to stay overnight recently, as a birthday treat, in the Mains Farm, Thornhill, helicopter, the locality of which one of our members identified and reported pre-Covid.

The airframe is a former RN Sea King H.A.S.5 and was built in 1980 c/n wa888. It served mainly with 820 NAS and was on board HMS Invincible in the South Atlantic in 1982 for 166 days. It was closed up at action stations for 76 days during this period. In May 1987 it went to 810 NAS. It was eventually purchased by the farm from the MOD sales site.

The helicopter is well kitted out with a small kitchen, toilet and wet room and a sleeping area with a pull out double bed from a bench seat, and boat style wedge shaped bed in the narrowing part of the fuselage which sleeps a further two persons. The tail void is fitted out as a third childrens bed.

The helicopter has been lined out in timber slats painted white and has been rewired with external floodlights and interior spot lights. The former instrument panel has been retained and can be illuminated if desired. It has been updated to include a radio. The rudder pedals are still there and can be worked whilst sitting in the new bar/swivel chairs that have been installed (see on next page).

The machine is great fun and there is a wonderful, uninterrupted view from the flightdeck of the upper reaches of the Forth Valley and the Gargunnock and Fintry Hills.





Adjacent, in the same paddock, is the remains of Scottish Aviation Twin Pioneer G-APRS. It is not currently used. It was built as a Series 1 at Prestwick in 1959 and was originally on order for Philippine Airlines. This was never taken up and in May 1960 the machine went to west Africa where it spent a few years with Shell BP in Nigeria and others before returning to the UK and Scottish Aviation, where it was converted to a Series 3 before going to the Empire Test Pilots School at Farnborough as XT610 coded 22.

It received the raspberry ripple livery and went on to Boscombe Down giving 10 years more service in the military before being sold to Flight One at Staverton, Gloucestershire as G-BCWF. Flight One used it for survey contracts before being stored at Staverton and later Shobden.

In November 1993 it was purchased by Air Atlantique and reverted to G-APRS registration for pleasure flights; being named 'Primrose' by Atlantique staff after its registration letters. It was bought by Mains Farm from the MOD sales site in more recent years. The outer wings are removed but on site.

The central tail fin is bashed and the stub of the starboard wing is buckled. I do not know if the machine will be used for glamping in the near future but at least both the Sea King and the bulk of the Twin pin have been saved from the scrap yard.



Spotted by Jim

I hadn't come across Jack Forrest before, but Jim Prettyman forwards this obituary of a wartime pilot who lived until he was 101. He adds;

'He worked for the same Company in which I served, Motherwell Bridge and Engineering - but well before my time. It was indeed very dangerous to shoot down a Doodle Bug, the debris from the explosion could seriously damage the attacking aircraft. Another method to send it earthwards to its

doom was by your flying alongside and tipping its wing with the wing of your aircraft, itself a hairy manoeuvre. The Gloster Meteor, our first jet aircraft was the most successful in this role but souped up Spitfires and Tempests also downed many V1s without the speed assist from diving. It was also fortunate that the invading Allies progressively stemmed and then completely cut off all launches as they advanced.'

Jack Forrest

Spitfire pilot who shot down a V1 flying bomb, flew down the Mall at the coronation and once danced with the Queen Mother

Jack Forrest had just left school and was passing through London after a summer holiday when the blackout blinds starting going up. The following morning, in response to Hitler's invasion of Poland, Britain declared war on Germany.

The teenager, who had wanted to study marine biology at Cambridge but was destined to join the family engineering firm, signed up with the RAF the very next day. He would go on to become a young Spitfire pilot, provide air cover for troops during the D-Day landings and received a Mention in Despatches for the feat of shooting down a V1 flying bomb.

The doodlebugs, Hitler's revenge weapon, had a greater speed than the nimble Spitfire but Forrest modestly said chance just put him in the right place at the right time. "We were on patrol along the south coast towards Beachy Head," he recalled decades later in the book *Glasgow's Spitfire*. "These German V1s were coming thick and fast and the Spitfire Mark 5 was not reckoned to be able to catch them. But we were told by control there was one approaching and, blow me down, it appeared about 1,500ft below me just in the right position so I was able to put the nose down and get a bit of extra speed."

He opened up his guns, the flying bomb defonated and he ended up flying straight through the exploding fireball.



Jack Forrest was honoured by the French in 2016. His Spitfire LA198 is on display in Kelvingrove Art Gallery, right

"It was all very exciting," he recalled. But he would later observe: "Having viewed the footage from the cockpit camera afterwards, the senior officers back at base were very surprised I survived (as was I) when they saw the result."

Forrest's flying career embraced a wide range of aircraft from Tiger Moth biplanes to Harvards, Hawker Typhoons — "like flying a double-decker bus" — Vampires, Meteors and seven versions of the Spitfire. But his most famous, flown not in conflict but during his time with 602 (City of Glasgow) Auxiliary Air Force Squadron,

was undoubtedly Spitfire Mark 21 LA198, now on permanent display suspended from the ceiling of Kelvingrove Art Gallery. His final flight in it was to Le Touquet in northern France in 1949 to represent the RAF at the 40th anniversary of Louis Blériot's crossing of the Channel.

John Addie Forrest, known as Jack, was born in Airdrie and educated at Hurst Grange School, Stirling, and Merchiston Castle School, Edinburgh, briefly joining Motherwell Bridge and Engineering Company before enlisting in the RAF in September 1939.

He first trained as a wireless operator before being sent to Rhodesia, now Zimbabwe, for pilot training on Tiger Moths and was eventually posted to 277 Squadron, an air-sea rescue unit, at RAF Shoreham, flying Spitfires.

There he patrolled the Channel, protecting flying boats from Messerschmitts and, during the D-Day operation in June 1944, provided vital air cover in the greatest amphibious invasion the world has seen. Hitler began

unleashing his V1s in the aftermath of D-Day and, although many were shot down by land-based guns, Forrest was one of the few pilots to bring one down while in flight. He later converted to Hawker Typhoons in a ground attack role with 137 Squadron and saw action in France, Germany and Denmark.

After being demobbed in 1946 he attended Glasgow's Royal Technical College and after qualifying as a mechanical engineer returned to Motherwell Bridge. He joined 602 Squadron, which he went on to command in 1952-53, retiring with the rank of squadron leader.

Years later Forrest casually remarked to his family that in 1953 he had also taken part in a flypast at the coronation of Queen Elizabeth II, piloting his Spitfire down the Mall and over Buckingham Palace. It further transpired that he had once danced with the Queen Mother during an event at the Palace of Holyroodhouse.

He married his wife, Margaret, in 1948, with whom he had four children, son Hamish and daughters Lesli and twins Hazel and Sally, and established

family life in Glasgow. He worked on large-scale engineering projects at home and abroad.

Leaving Motherwell Bridge in 1963, he formed his own yacht business Seaward Boats before retiring in 1982.

He was secretary and treasurer of 159th (Glasgow) Sea Scouts for many years, and was a senior vice-president of Govan Rotary Club and, in 1987, was made an Officer of the Order of St John.

In retirement in Lochgoilhead he became interested in shooting and in 1985 he won the Ventora Challenge Cup at Bisley, the first time the trophy had come to Scotland. He enjoyed sailing, curling and was still water-skiing at 70. He had also appeared in episodes of *Two Fat Ladies: The Air Race and Monster Moves, Spectacular Spitfire*.

In 2016 he was awarded the highest French decoration, the Légion d'honneur, for his role in helping to liberate France. By that time he and Margaret, who died later that year, had moved to Inchmarlo retirement village at Banchory, Aberdeenshire, where, at the age of 100, his RAF recollections were published in the community's newsletter.

Jack Forrest, Spitfire pilot and engineer, was born on April 13, 1921. He died on February 27, 2023, aged 101.

Email: obituaries@thetimes.co.uk



Mike Woods' Dawn to Dusk



Mike made a commendable fundraising flight to raise money for Ukraine through the Pooleys Dawn to Dusk competition. He set out to fly an accurate representation of the Ukrainian national insignia to be recorded on Flightradar 24 and similar. This was done in a light single seater, in turbulent conditions and using old school navigation.

He produced these videos which make good watching and are a 'before and after' of the trip;

<https://youtu.be/iJRPgyWlcGQ>

<https://youtu.be/ugSK9m31vxg>

The Just Giving link is still active so feel free to add to it.

[https://www.justgiving.com/fundraising/Michael-](https://www.justgiving.com/fundraising/Michael-Wood70?utm_source=copyLink&utm_medium=fundraising&utm_content=Michael-Wood70&utm_campaign=pfp-share&utm_term=4560ecf668424b0b8665c68ccca1102)

[Wood70?utm_source=copyLink&utm_medium=fundraising&utm_content=Michael-Wood70&utm_campaign=pfp-share&utm_term=4560ecf668424b0b8665c68ccca1102](https://www.justgiving.com/fundraising/Michael-Wood70?utm_source=copyLink&utm_medium=fundraising&utm_content=Michael-Wood70&utm_campaign=pfp-share&utm_term=4560ecf668424b0b8665c68ccca1102)

Flight Sim history

Something my son saw. It's strange to see how simple they used to be, and not so long ago.

<https://www.youtube.com/watch?v=G1LT4ZlZOMk>



Mechanisms, gliding, and Muons?

John Whitfield has sent in some more interesting links, photos and thoughts. We previously talked in the Newsletter about the Antikythera mechanism discovered in 1901 near the island of Kythera in Greece. Now it has been recreated.

<https://www.bing.com/videos/search?q=Antikythera+Mechanism+V2%3a+A+Modernized+Reproduction&view=detail&mid=4554C496E84059FED2634554C496E84059FED263&FORM=VIRE>

Next, a catch-up on glide ratios that will interest pilots.

<https://www.bing.com/videos/search?q=How+Far+Can+Gliders+Glide%3f+Planes+vs+Sailplanes+vs+Space+Shuttle+vs+Bird+vs+Paraglider+vs+HangGlider&qv=How+Far+Can+Gliders+Glide%3f+Planes+vs+Sailplanes+vs+Space+Shuttle+vs+Bird+vs+Paraglider+vs+HangGlider&view=detail&mid=DE74365B761ABA429B90DE74365B761ABA429B90&FORM=VRDGR&ru=%2Fvideos%2Fsearch%3Fq%3DHow%2BFar%2BCan%2BGliders%2BGlide%253f%2BPlanes%2Bvs%2BSailplanes%2Bvs%2BSpace%2BShuttle%2Bvs%2BBird%2Bvs%2BParaglider%2Bvs%2BHangGlider%26qv%253f%2BHow%2BFar%2BCan%2BGliders%2BGlide%253f%2BPlanes%2Bvs%2BSailplanes%2Bvs%2BSpace%2BShuttle%2Bvs%2BBird%2Bvs%2BParaglider%2Bvs%2BHangGlider%26FORM%3DVDRE>

Finally, and I'm afraid I am way out of my depth here and know nothing about Muons, but John has a few of his thousands of photographs that have something he can't explain going on in them. If this is an interest of yours I could put you in touch.



Another of John Whitfield's spectacular photographs, this one taken last Wednesday in the morning. 'An interesting and Cold 40 minutes with a lot of ice crystals'.





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

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