

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



Photo Keith Griggs

Chairman's bit

Hi All,

Our new short notice Fly-in strategy is now in operation.

We are aiming at Sunday 18th Sept with an alternate of the following weekend. The plan is to make a final decision on Tuesday 13th.

This will go out to the mailing list. All those wishing to be kept informed who are not on the mailing list please let me have your email address. justin@systemwise.co.uk

The forecast for that date was good three days ago but this has gone downhill a bit so we are watching it closely. We are offering Free Pizzas again so how can you not come and pay us a visit.

The next meeting is on 12th September which is a day before decision day for the Fly-in. Could members please attend so we can set up arrangements for the Fly-in. In fact, if we can all have investigated the weather before we meet we can make a collective decision. Then I won't be totally responsible if it all fails.

Colin Lourie is going to give us a talk on drones and photography at the October meeting. We are still looking for entertainment for the winter months.

Lets hope the weather plays fair. *Justin*

Co-ordinator's bit

Hi everyone

Popham was good but unsurprisingly the numbers were a bit down with Keith and his Emeraude being the only Scottish visitor I noticed. Hopefully Sywell will return next year or possibly somewhere further North.

Justin is working on our short notice fly in so please come along and support us.

The weather has turned somewhat wet - lots of happy gardeners but not so good for us. Hopefully an Indian summer is still to arrive

In the meantime enjoy your aviation. *Iain*

Cover photo

Kilo Hotel relaxing in the sunshine at Clacton. More about Keith's trip from page four.



The next meeting is on...

Monday 12th September

Harrow Hotel, Eskbank Road, Dalkeith

**Lots to discuss about
our fly-in so please
make sure you come**



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

Our Strut Fly-in is coming up very soon. Looking for lots of help from Strut members. Make sure you put yourself on Justin's separate Fly-in mailing list because that is where the most up to date information will come from, especially because of our changeable weather. If you're not on it, you won't get it, and the weather could turn at any time.

East of Scotland Strut 'Free Pizza Fly-in' Balado airfield, by Kinross

Sunday 18th September 2022, weather permitting,
or the following weekend.



For regular updates contact justin@systemwise.co.uk to put yourself on our Fly-in mailing list. Also keep checking our website at www.eos-strut.org

Photo by Dennis Penny www.PennyPictures.co.uk

Keith Griggs' big round Britain flight for Cancer Research UK



I left East Fortune East at 10:30 Friday 19th August 2022 with my first stop at the former bomber base at Wickenby. On arrival 11:55 I noticed that my propeller was unbalanced and I would not be able to proceed as it was. I contacted Rupert at Hercules and he had the exact replacement sitting on his desk. Hiring a car I drove to Gloucester for 08:00 Saturday 20th via Kings Lynn to pick up and pay for a replacement prop, leaving my existing one with him.

Back to Wickenby, I replaced the prop and a kind inspector checked the tracking and locking of the bolts and I was fit to fly. At this point I had to cancel a flight, the CRUK donor was to have contacted me to cancel as he had contracted Covid and was happy to leave the donation. I have his details and said next time I am down I would take him up.

On to East Winch where I have visited many times, a very friendly place to visit and met up with a Cub owner who had recently visited Perth. He was to get some type training from George Haye on his recently acquired Maule. George also owns the Suffolk Spitfire, this has the American markings in recognition of their service. Rob who has the maintenance company at East Winch also visited East Fortune East on the recent LAA Around Scotland Tour.

24th August I set off for Headcorn in Kent where again this time two CRUK donors opted not to take up the offer, (has someone warned them off about my landings I wonder)? I stayed at Headcorn for three days before heading down to Lee on Solent near Portsmouth. I did my first solo glider flight while serving in the Royal Navy when it was then H.M.S.Daedalus.

Here I picked up David Fawcett, an Amey employee who admitted he was scared stiff. We took off and headed to the Isle of Wight where we were to have landed and have lunch. As he felt that maybe one landing would be enough he asked to have lunch at Lee.

On our flight back we experienced a loud vibration. Not at that time knowing what it was I requested a straight in approach on runway 05. The vibration turned out to have been the door seal above my head which resonated in the air flow, now not a problem. David left the employment at Amey the following week, funny I can not seem to get hold of him. He did thoroughly enjoy his flight and has posted a video and photos on Yammer. Before and after flight photos below.



New prop fitted, Keith with the CRUK collecting bucket



Departing Lee on Solent I headed for Compton Abbas where I was to take four CRUK donors flying. I stayed local overnight and on Sunday morning 28th August my first victim arrived.

Compton Abbas is 900ft asl on top of a hill and the runway has distance markers. Charlotte Eastham (below) was my passenger and it turns out she had done a wing walk the week previously. The other three who were to have come with Charlotte decided against flying.

We took off at 09:50 local and headed to the coast where it seems she does a lot of walking. Landed at 11:00.



Landing at Compton Abbas and the route taken from there (below)



I then set off to Clacton on Sea where I was to base myself for a few days.

Donations were coming in but no requests for a flight, then I received a request from Amey employee Chet Thapa to take him, his wife and daughter flying from Rochester.

I arrived at Rochester at 14:30 Monday 29th and found them ready to go. My brother Terry accompanied me from Clacton and was able to assist with briefing and history.

Chet from Nepal, an engineer, served in the army. While flying past his house in Chatham and then on into Kent he pointed out a quarry where they were able to train with explosive. I would imagine the quarry were more than delighted to get some free blasting.

Rochester is a challenging airfield but very friendly. As I was doing the flights for CRUK I was only charged one landing fee.

Back to Clacton, where I was to go to Fenland to meet another CRUK donor but unfortunately due to strong winds we were not able to fly. Graham, who also recently visited Perth, was happy for us to drive up to Fenland where we then had lunch. Graham also wished the donation to remain and we would meet up another time.

I still have requests for flights from East Fortune East which I hope to do over the next few weeks. As of the 6th of September 2022, Total Raised is £1010.00 + £230.00 Gift Aid. I am aware of other promises and the page will be left open until December.



Terry Griggs at Fenland where he flew his first solo in 1995

2nd September 2022 at 09:00 I left Clacton with Terry to attend the LAA Grass Roots Rally at Popham, arriving at 10:15. This was a rally that takes us back a few years; two x 900 long grass runways, just need to look out for the rabbit holes.



In Popham's early morning mist on the Saturday was Pilot Aware's Peter Robertson who had flown down from East Fortune.

Word got out of my flight down to Popham and Steve Slater advised me that I had been nominated for the Malcolm Allan Trophy for the Most Meritorious Arrival by Air to the LAA Rally. Saturday lunch time and I was contacted and told that I was to be presented with the award which I received just prior to departing for Clacton.



Leaving early due to weather concerns we departed at 14:30 arriving Clacton on Sea at 15:50. Saying goodbye to Terry and refuelling the aircraft I departed for East Fortune East at 16:45. Saturday evening is a good time to fly as the military are very quiet and therefore allowed for a direct flight. With a strong tailwind good progress was made until Newcastle when I had to descend to maintain VMC. Flying around the coast below the cloud was ok until reaching Torness; it was either out to sea or inland. Seeing an opportunity I came inland. The winds were still very strong from the south, overflying the airfield the option was runway 06. The clouds making it darker I made my approach well above the trees. At right angle to the runway set the plane down having to fight the crosswind all the way, including taxi back to the hangar. Arrival at 19:40 local, 2:55hours, 406 Miles. A total of 17:45 Hours flown.

Both aircraft carriers in Portsmouth



Keith Griggs photographed the unusual sight of both HMS Prince of Wales and HMS Queen Elizabeth in dock together (middle of photo) at Portsmouth after Prince of Wales broke down.

Here's why;

<https://ukdefencejournal.org.uk/hms-prince-of-wales-suffers-propeller-shaft-issue/>

<https://www.itv.com/news/meridian/2022-09-07/hms-queen-elizabeth-to-replace-broken-down-sister-ship-in-us-deployment>

Careful now...

This is a screenshot of a clip sent by Tony in London, showing a Cessna taking off from a curved clearing in Mexico and disappearing straight away into mist shrouded hills. I hope this link still works.

[GxwHRpd5KRfsczDt.mp4_tag=12](#)

It may not surprise you but XA-UMC was 'substantially' damaged in a takeoff accident shortly after, fortunately with no fatalities.



Colin Lourie goes to Norfolk



A bit unusual for spotters to be recognised at military airfields, but at RAF Waddington they do just that. On the opposite side of the A15 from the airfield boundary is a compound with a car park and cafe specifically for spotters. See: <https://waddingtonwave.co.uk/> The elongated shape behind me is the from the top of a Nimrod's tail.

The mock-Tudor building on the outskirts of Woodhall Spa was requisitioned as the Officers' Mess for RAF Woodhall Spa throughout WWII. Among the units based at Woodhall was 617 Squadron. Once Petwood House, now Petwood Hotel, it has hidden away in its grounds the remains of a prototype bouncing bomb.



Alongside is the entrance to the quaintly named Air Weapons Unit (AWU) Donna Nook (once RAF Donna Nook as can be seen from the badly blanked-out sign). There's not much there apart from the guardhouse, a helipad, what looks like a control tower (but is probably an observation point to see how the bombing practice is going) and a vast expanse of salt marsh on the south side of the Humber estuary. The salt marsh is used as an air weapons range. Between October and December every year the area is home to a massive grey seal colony.



Homeward bound

Alan Swegle has one of the best porches going, with good views of the latest Boeings as they come in to land, plus this happy accident. 'On the approach heard the engines, I rushed to get my camera, I turned the lens to 300 mm, aimed and shot. It was not close, at least one mile away. Not as sharp as I like, but you do not get to see a B-17G every day. You can see all four power turrets with the twin .50 caliber machine guns, a side window and the radio operators window, on top center, that each accommodate a single hand operated .50 caliber machine gun. The B-17G was flying from Paine Field, Everett, Washington, USA, where it had visited an air show.

A Boeing colleague was a bombardier on B-17s in the 8th Air Force stationed in England. The crew had been flying in a B-17F which did not have the powered chin turret and they were assigned to a new B-17G with the chin turret. He told me that he shot down a German Fighter coming nose-on with the powered nose chin turret on their first combat flight in the B-17G. Attacking toward the nose of earlier models of the B-17s had been a tactic often used by the German fighters. Only a single hand guided .50 caliber machine gun was fired forward from the nose of E and F model B-17s.



I was reminded of our visit to the excellent museum at Duxford. Margaret's relatives had taken us there and we were on a balcony and looking down and discussing the bomb of the type used to bomb the Ruhr River dams adjacent to a Lancaster. A fellow walked up to me and asked me if I was an engineer. Yes. Could I introduce you to my father? He pushed an old fellow in his wheel chair next to me. He told me that he was responsible for the design and installation of the powered rear turret in the Lancaster and had gone on a first test flight with the new installation to see if it worked correctly. He was in the back end when the plane went into a roll for some reason and the pilot decided it had gone so far that he completed the roll all the way around. Nobody believed them when they told the story upon landing, but the test instrumentation proved the story. So somebody did it with a four engine airplane before Tex Johnston did it on purpose with the 367-80 over Lake Washington above the Sea Fair races as seen by 400,000 people, including Bill Allen, President of Boeing. I also saw it. I also knew the engineer flying as flight engineer who took the famous picture out the window as the Dash 80 was in the inverted position.

Lithium batteries



An interesting video from John Whitfield explains the virtues and dangers of these batteries, with particular reference to fire in the air.

<https://www.youtube.com/watch?v=mwzs7vQizpk>

John also includes these thoughts from his friend, a retired engineer;

'Halliburton have used lithium batteries for years to power Downhole electronics. The batteries were considered so dangerous (backed up by numerous reports of incidents) that they had to be documented and accounted for to the same standards as Explosives and Radioactive materials.

The 'problem' cannot be solved. A huge amount of energy is packed into smaller and smaller spaces, the barriers between the active components are now only molecules thick. Furthermore, all the components for combustion are within the battery - No Oxygen is Necessary - Depriving the Fire of Oxygen will Not Extinguish the Flames. The slightest flaw or displacement can cause Complete Destruction.

Hydrocarbon fuels have a much higher energy density than lithium batteries, but the hazard is many orders of magnitude reduced by the requirement for an external source of oxygen to be present.

It seems probable that hydrocarbons will remain the preferred fuel for aircraft.'

Hypersonic missiles

There has been an interesting conversation going on between Alan Swegle, John Mounce and Jim Prettyman about current world affairs, particularly about Ukraine, Taiwan and the South China seas.

The new disruptor is the hypersonic missile and the fact that aircraft carriers currently have no defence against them and will not for the next ten years or so, if ever. Russia and China are leaders in this offensive technology and America is coming to it later, but still no party has a workable defence against it. Unlike ballistic missiles they can manoeuvre in flight which makes them even harder to follow. For now, the American Carrier Force is in mortal danger if it tries to operate within the 1,500 miles range of these weapons.

China claims Taiwan as being a breakaway part of China and feels free to take it back by force if necessary. How to resist this force, should it happen, is now very much open to question. The following is a useful basic primer.

<https://theconversation.com/how-hypersonic-missiles-work-and-the-unique-threats-they-pose-an-aerospace-engineer-explains-180836>

Finally, the fly-in again

Don't forget, the Scottish weather can change quickly so make sure you are on Justin's Fly-in mailing list justin@systemwise.co.uk in case there are any last minute changes to our event next week. It should be good, please come!



East of Scotland Strut contacts

Chairman; Justin Kennedy

6 Cammo Walk, Edinburgh EH4 8AN Tel 0131 339 8304 / 07798 661 985
justin@systemwise.co.uk

Co-ordinator and Secretary: Iain Gibson

102 Craigmount Brae, Edinburgh EH12 8XN Tel 0131 339 2351
inrgibson001@btinternet.com

Treasurer and Membership Secretary; Duncan Robertson

17 Cramond Avenue, Edinburgh EH4 6PP Tel 0131 312 7857
duncanrobertson807@gmail.com

Newsletter Editor: Andrew Macleod

102 Gilmore Place, Edinburgh EH3 9PL Tel 0131 228 2774
andrewj.macleod46@gmail.com

Safety Officer: Steven Borthwick

73 Galbraith Crescent, Larbert, Falkirk FK5 4AZ
Tel 07707 856 680 / 01324 555 056
borthwick4@hotmail.com

Committee Member without Portfolio: Ed Lyon

14 Craigielaw Park, Aberlady EH32 0PR Tel 01875 870 117
edlyon@hotmail.co.uk

I

LAA Inspector: Tim Rayner

3 Fowler Street, Tranent EH33 1BU Tel 0187 561 3352 / 0779 515 3392
hipe@btinternet.com