

Website: <http://www.laahighlandstrut.org.uk>, Newsletter email: laahighlandstrutnews@outlook.com

Strut meetings planned to restart in early 2023

This issue:-

From the chair	1
Aircraft share sought	2
Cubs on floats	2
Dornoch news	3
Sollas	3
Easter news	4
Milestone birthdays	5
Membership renewal	7

FROM THE CHAIR – November 2022, by Nigel Campbell

ALL IS VERY QUIET

As last Newsletter, this is again the quietest period with reference to aviation newsworthy items I have ever experienced. As a consequence I have absolutely no stuff whatsoever to comment on except another year is relentlessly flying by now entering its final month.

DORNOCH LANDING CARD AND MEMBERSHIP

I contacted the Highland Council requesting it to confirm its intentions with reference to the cost of renewal of our Landing Card for our Strut/Club from 1st April 2023 until end of March 2024. The HC have just responded that the cost will increase by 10%. In light that everything else is skyrocketing we have decided to keep the cost for each aircraft registration same level as it was for the past several years. As before, aircraft owners who have more than one aircraft make a single payment only as long as one owner/pilot operation only.

Both the Landing Card and renewal of Membership to be paid not later than the last day of February 2023. However, we ask that members consider making payment at their earliest convenience to reduce the administration burden that would prevail should all payments be made in the remaining days of February.

Just a reminder as I am sure all are aware we established a fairer system a couple of years ago where each Landing Card payment relates to an aircraft registration instead of individual members. All owners or operators associated with each aircraft registration must be a fully paid-up member of our Strut/Club to qualify to receive a Landing Card.

CONSULTATION: THE EFFECTIVENESS AND EFFICIENCY OF THE CIVIL AVIATION AUTHORITY

Our strut member George (Mair) and previous Newsletter Editor for 10 years continues to bring to our attention interesting snippets such as the following copied and pasted from the CAA web site:

Consultation description:

This call for evidence aims to assess the effectiveness and efficiency of the Civil Aviation Authority (CAA). It is part of evidence-gathering for the Department for Transport's review of the CAA.

The CAA is the United Kingdom's independent specialist aviation and airspace, safety, security, consumer rights, spaceflight, and economic regulator. The CAA ensures:

- The aviation industry meets the highest safety standards
- Consumers have a choice, value for money, and are protected and treated fairly when they fly
- The efficient use of airspace to manage the environmental impact of aviation on local communities and the reduction of CO2 emissions
- Compliance with regulations so that the aviation industry effectively manages security risks

For full details visit the web site by clicking or copying and pasting the following shortcut:

<https://www.gov.uk/government/consultations/the-effectiveness-and-efficiency-of-the-civil-aviation-authority-caa>

From the chair continued...

YOUR STRUT/CLUB NEEDS YOU - POSITIONS TO BE FILLED

The below positions are up for "grabs" (except as I suggest below) and therefore we ask that our members step up to the plate to reinvigorate and improve our Strut/Clubs outlook. The only requirement is that those interested are LAA members. Any individual is able to join the LAA for a modest sum.

POSITION	2021 - 2022	2022-2023
Chairman	Nigel Campbell	
Vice Chairman	Duncan Sutherland	
Strut Coordinator	Brian Spence	
Safety Officer	Darren MacLeod	
Treasurer	Alister Sutherland	No Change recommended
Newsletter Editor	Paul Wayman	No Change recommended
Airspace & Interface	Paul Jenkins	No Change recommended



Only with commitment and enthusiasm can such new blood continue to maintain and hopefully add a few members maintaining the history of our Strut that was started by a few committed enthusiasts in 1973.

INVERNESS AIRSPACE CHANGE PROPOSAL

Repeat as previous Newsletters: Nothing has changed in that the issue is no longer a talking point for now as all seems to be closed out. Be assured the Light Aircraft Association (LAA), General Aviation Alliance (GAA) as a gathering of all the other numerous flying organisations are maintaining a constant vigilance on a daily basis throughout the UK, endeavouring to protect our free airspace, whether it is against further expansion of existing or new demands by airfield operators.

HANGAR CHAT

- The old Cessna 150 is approaching the stage where base and top coat application has commenced and continues near completion. The engine is now under inspection and corrective maintenance is ongoing.

Aircraft share sought

Strut member, Martin Simeon, is looking to buy a share in a group A aircraft in the Inverness area. If you know of anything available, please contact Martin at: martinibg@gmail.com

Cubs on Floats

A really nice YouTube video forwarded by Donald McNicholl featuring Piper Cub float planes flying in some beautiful scenery in the Adirondacks area of New York State. Could be Scotland if you didn't know.



ADIRONDACK MOUNTAINS
STILL WATER 4K | An Aviation Short Film
StealthGoose Productions
4.19K subscribers

3.5K Share Download Clip Save

<https://www.youtube.com/watch?v=ngosrHE26Js>

Dornoch News

New Windsock

The Strut has provided a smart new windsock at Dornoch which was installed by Alister Sutherland in September (I forgot to mention it in the last newsletter).

It is certainly much more visible than the old one, which had been slowly disintegrating over the last year or two.

It makes a big difference when arriving at the airfield and will hopefully give many years service.



Sollas

Message from Claudine Bloom:

It gets earlier every year!! I have just received the tide tables for 2023 and without further ado I shall announce the dates for next year's fly in.

SATURDAY 24TH JUNE

SUNDAY 25TH JUNE

Of course Friday will be available as well just as we did this year. It is a good time of year because we should have daylight until just before midnight. I do appreciate that schools are out yet so some of you may have a problem getting away but I cannot dictate nature.

At least get the dates in your diary for now. I shall be in touch a few months before with more details. If in the meantime you need further information please let me know.

Have a wonderful Christmas and Happy New Year.

Regards

Claudine

Easter News

From David Edes.

It's been another relatively quiet spell at Easter. Even with the prolonged spells of heavy rain the runway has remained useable thanks to the vertical French drains installed in the spring .

We have had a Pilatus PC 12 in delivering and collecting from Skibo a few times.

The squadron from Easterton joined by David Lockett in his RV came in for lunch and we were given a demonstration of smoke by Mike Woods in the SD Mini Sport. >>>

We have a new temporary resident over the winter months. Alan Cameron has purchased a Zenair 750 and is storing it in Allan Craig's hangar for the winter.

Our biggest concern at the moment is the proposed Bio Digester that is planned to be located across the fence from the airfield. David Munro is looking for support to oppose this plant.



Request to Pilots and Users of Easter

HELP SAFEGUARD EASTER AIRFIELD

Planning Application - 22/05178/FUL HIGHLAND COUNCIL

Since 2007, we have been steadily evolving into a destination of choice for General Aviation in Scotland and the Highlands. Our client base has extended to include several types of stakeholder from based aircraft, visiting private operators, flight training organisations and commercial operations serving the Highlands economy. Over the years we have added additional hangarage and runway length to continue to demonstrate our ability to thrive as a significant contributor to Aviation in the region.

There is however, a significant threat to continued safe operation of the airfield in the shape of a development of an Anaerobic Digestion plant to be located just 40 metres from the 24/06 runway. This plant is planned to have:

- Gas venting and flaring, explosive atmospheric conditions
- Rising Thermal plumes
- Large digestion tanks, flaring towers
- Significant bodies of water
- Difficult to maintain material detritus

These are important considerations for users of the airfield, especially as they impact low approach and critical phases of flight. In particular:

- Dynamic flaring could pose a sudden distraction to pilots, particularly in low light conditions.
- Rising heat (thermal plumes) causing flight turbulence at low levels and low speed
- We always work to reduce the wildlife impact on our airfield, but the bodies of water, detritus and frankly the smell, will attract birdlife, waterfowl, invertebrates and birds of prey. These significantly increase bird strike risk for the users of our airfield.

So, we are hoping that our General Aviation users are able to help oppose this development with a robust, considered response to what is now a full planning application. If you can help, please click the link below where you can find full details and click 'Make a Comment' to give your considered comments.

We don't have many airfield in Scotland. Please help remove this threat from Easter.

<https://wam.highland.gov.uk/wam/applicationDetails.do?activeTab=summary&keyVal=RKS7H2IHFQM00>

Milestone Birthdays

In the 1990s, a friend of mine lent me a book on the history of the DC3 entitled "Sixty Glorious Years – A Tribute to the Douglas DC-3". I remember thinking at the time how amazing it was that there were so many still flying, many of them commercially after all that time. The same can of course be said for quite a few other types from that era, the Piper Cub being another example. I doubt the designers or those that built these historic machines ever imagined they might still be flying this far into the future and with plenty of life still left in them.

With that in mind, we wanted to take the opportunity to celebrate the significant anniversaries of these two Inverness hangar residents, Piper L-18C Super Cubs, G-BKET and G-AYPS. Not Sixty Glorious Years, but **Seventy**, this year. Neither of them are showing their age that much. It's just a pity the same couldn't be said about their pilots 😊



Inverness based L-18C Super Cubs at Dornoch Airfield.

Both aircraft were built at Lock Haven, Pennsylvania, USA, in 1952, their Piper serial numbers 18-1990 and 18-2092 – only 102 apart.

The L-18C (L standing for Liason) is the military variant of the PA-18 Super Cub, a development of the very successful J3 and L4 Grasshopper, but fitted with the bigger Continental C90-8F (90 HP) engine and a few other modifications.

They were both allocated to European armed forces through the **Mutual Defence Assistance Program** which came about after World War 2 and the formation of NATO.

G-BKET was one of 65 L-18Cs (and 237 L-21Bs) supplied to the Italian Armed Forces from 1952 and shipped in wooden crates to Naples. From there they were distributed to their eventual bases and went on to train artillery observers and pilots for more than 20 years. G-BKET eventually ended up being imported to the UK in 1982 and, after spending some time in private hands, in Lincolnshire, landed in Inverness in 1986 and has been here ever since.

Similarly, G-AYPS was issued to the French Army (ALAT) as part of the MDAP, but after military service and some possible private ownership, was imported to the UK a bit earlier, in 1971. From then until 1974 it was owned by a flying school at Blackbushe Airport and then passed through a number of (long term) private hands until relocating to Inverness in 2011.

From the internet:

2390 (c/n 18-1990) to Italian Army as MM52-2390, then I-EIBI, then EI-67. Registered G-BKET Jun 17, 1982.

2492 (c/n 18-2092) to French Army as 18-2092, then became G-AYPS Jan 13, 1971.

These machines still retain most of their original features and have no electrical system to speak of as standard, meaning they have to be hand propped to start. But they have received a few upgrades over the years. G-AYPS has been re-covered at some point with modern, synthetic fabric, and also has a turbo alternator mounted on the undercarriage which provides enough 12v power to keep the battery topped up for running a modern Trig Radio and Transponder combination, and a GPS or tablet if desired. And anti-collision lights. Both aircraft also have the benefit of the Grove disc brake conversion.

There are a few differences which have presumably come about during refurbishments and modifications over the years. G-BKET has a Scott tailwheel with a pneumatic tyre, whereas G-AYPS is fitted with a Maule solid tailwheel - this makes for very different handling characteristics on the ground. G-AYPS also has two wing tanks as opposed to just one in G-BKET, giving it twice the range (6+ hours), but at the obvious expense of payload.



G-AYPS Dornoch Airfield, April 2022. Photo courtesy of Chris Murray.



G-BKET

CAA Consultation

Another CAA consultation forwarded by George Mair, this is open until December 16th for response:

General Aviation Pilot Licensing & Training Simplification – Phase 1: Strategic Direction - Civil Aviation Authority - Citizen Space

Find and participate in consultations run by the Civil Aviation Authority.

consultations.caa.co.uk

<https://consultations.caa.co.uk/corporate-communications/ga-pilot-licensing-training-phase-1/>

Highland Strut membership renewal for 2023:

Treasurer's Address:- Alister Sutherland, 'Kylarrick', Lower Bogrow, Edderton, Tain, Ross-shire, IV19 1LT.



07836 662660

January 2022

We have once again been able to maintain membership to the paltry level of only £5:00 for the year. Subscriptions due by 28th February.

To maintain your membership, please complete and return this form with payment to the treasurer at the address shown above. Cheques should be made payable to **'The Highland Strut'**.

Payments may also be made by BACS. Sort Code: **83-27-35**, Account No: **00665726**, Account Name: **Highlands & Islands Strut of the LAA**

Please use your name or other suitable ID (e.g. Aircraft reg for landing card) in the reference field. Payees' must send an E mail to **janimar.50@btinternet.com** confirming details of the payment made. This is to ensure your payment is recorded accurately against individual members.

Alternatively, come along to the next meeting and pay in person, but please complete the details below which will form the basis of our membership list.

Name:

Address:

Postcode:

LAA

BMA

BGA

LAA Membership No.: -----

Email address: -----

Telephone: -----

Mobile: -----