

No Strut meeting until further notice due to Covid-19 situation

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FROM THE CHAIR – November 2020, by Nigel Campbell

LAA HIGHLAND AND ISLANDS NOVEMBER ANNUAL GENERAL MEETING

Due to the continuing disruptive nature of the lingering Covid pandemic this meeting, as advised in September issue, is cancelled.

As usual at this time of year we are looking for LAA members to step up to the plate by putting their name forward to join the Strut committee. All positions are open excluding, I suggest, the positions of Treasurer and Newsletter Editor.

The soonest next meet-up is perhaps next March or May and if not hopefully the "ALL CLEAR" declared for our end of July fly-in at Dornoch.

MEMBERSHIP AND DORNOCH LANDING CARD 2020-2021

The Committee have agreed to the proposal that we change our membership due date from September to coincide with the payment of the Dornoch Landing Card. This eases the admin as both the membership and landing card are intertwined since we changed from the willing pilots carrying all the cost onto aircraft registrations. This has resulted in a much fairer, less costly option for all concerned.

Accordingly, submission of payment of either your membership only or also your payment, if participating in our Dornoch Landing Card initiative, commences from the last days of November 2020 (when we usually have our AGM) until the last day of February 2021.

As before ALL owner/operators of aircraft have to be paid up members of our Strut/Club and also have paid landing card per aircraft registration except in instances where a single pilot owns/operates more than one aircraft. The cost per landing card was recently confirmed by Highland Council to remain same as last year for which our grateful thanks are due.

It is also considered to be fair, as there are three months to end of February, that any unpaid membership associated with an aircraft registration and any unpaid landing card after end of February will not have their aircraft registration included on the final list submitted to Highland Council.

INVERNESS AIRSPACE CHANGE PROPOSAL

It may seem to most of our members that the LAA and the GA Alliance and the other organisations involved have given up on their quest to secure an equitable outcome to HIAL's wholly unrealistic sky grab. The fact is the opposite as in fact the actual situation is they have been beavering away relentlessly, mostly no doubt, studying endless streams of data that would put most of us to sleep.

From the chair continued...

The following is an update from our Paul (Jenkins) and compiled by Tom (Hardie) Programme Manager, General Aviation Alliance:

Here's a wee update on the state of play with HIAL's application for airspace changes over and around Dalcross.

According to the CAA, the status of HIA's application remains as "Frozen".

Our friend and ally Tom Hardie has been in touch repeatedly with the relevant airspace department in the CAA, posing a comprehensive list of questions on:

- a) Missing data from HIAL that should have been provided by HIAL under the ACP process that applied at the time of their application.*
- b) Data supplied by HIAL whose derivation and conclusions are arguably incorrect.*
- c) Missing community consultations that were not carried out, together with the provision of misleading data to those who were consulted.*
- d) Missing Memoranda of Understanding / Letters of Agreement that should have been agreed with nearby airspace users before the application could be considered.*
- e) The conflation of new approach procedures proposals (IFPs) with the ACP. Although obviously linked, in our view they are separate applications subject to separate approval procedures, and should now be decoupled.*
- f) The considerable changes to local RAF operations in the years since the HIAL ACP was submitted.*
- g) Missing answers to the questions (especially regarding safety) that we on behalf of ourselves and the LAA, and Tom on behalf of the GA Alliance, have posed – sometimes repeatedly.*

Overlying these points is the fact that the process required by the CAA for airspace change proposals has changed in the years since HIAL's application. This therefore raises the question of why the updated criteria and processes for ACP change are not now being applied to HIAL's application.

CAA have responded to Tom's enquiries and undertaken to respond fully in fairly short order. They have failed to do so, quoting "staff availability". We wait, and hopefully shall see . . .

Currently, at four in and four out, Stornoway seems to have more airline movements per day than Inverness!!!! Couldn't HIAL's time and consultants' fees (taxpayers) over so many years not have been better spent on other things than trying to patch up something that is clearly not needed well into the foreseeable future?

HANGAR CHAT

- G-AZWF Jodel DR-1050 rumour has it is now sold. Designated pilot awaiting better weather to enable delivery.
- G-BTCI Vagabond is in the final stage of having its feathers pruned and it is said not so far away from flight test that shall take place, hopefully, by end of year.

Orkney Aviation Festival – 55 Years of the Britten-Norman Islander

For anyone with even a passing interest in aviation and aviation history in the Highlands and Islands, this video is an absolute must see. I discovered a lot of things I didn't know about previously, including a link between the BN Islander and Dingwall.



55 YEARS OF THE BRITTEN-NORMAN ISLANDER

Retired neurosurgeon John Firth's chance encounter with John Britten and Desmond Norman resulted in their meeting Willie Logan, whose company in Muir of Ord ...

youtu.be

<https://youtu.be/olA4KwmO-3c>

Retired neurosurgeon John Firth's chance encounter with John Britten and Desmond Norman resulted in their meeting Willie Logan, whose company in Muir of Ord were building the Tay Road Bridge and needed to fly welders from the Highlands to Dundee. That meeting led to the commercial breakthrough for the Britten-Norman Islander aircraft and the formation of Loganair, Scotland's airline. Andy Alsop spent many years flying Islander aircraft in Orkney and later in the Falkland Islands. He went on to fly for the British Antarctic Survey. They're joined by Britten-Norman's managing director, William Hynett, and by aviation historian, author and publisher Dr Iain Hutchison. He's written extensively about air ambulances and Loganair and also about Eric Starling, chief pilot for Aberdeen Airways in the early days of commercial flying in the north.

Mair Links

Thanks to George Mair for forwarding this YouTube link. George also writes: "The Flight Test reviews of exotic aircraft by Francis Donaldson are a highlight of Light Aviation each month. It is disappointing that, so long after its appearance at the EAA Oshkosh Airventure, this aircraft has yet to feature."



20190724 OSH2019 EDIT2

M-02J Demo Flight in EAA AirVenture Oshkosh 2019(20190724)EAA AirVenture Oshkosh 2019でのデモフライト映像です。7月24日水曜日、昼と夜のエアショーの間の5分のフライト。直前がB-17 & B-25, その後スカイダイビングと国歌独...

youtu.be

<https://youtu.be/rFeXtsp80A>

The Last Days of Summer

Thanks to Mike Wood (G-MW Spacek SD1) for allowing us to include a link to this excellent video he created which nicely captures the fun had at Easterton. It stars a number of very familiar faces.



The Last Days of Summer Pt 2 - With Friends In High Places - YouTube

The second episode in the series, showing the delights of flying a Spacek Minisport SD1 in the Highlands of Scotland. This short video was produced with the ...

www.youtube.com

<https://youtu.be/xqCPIsYm6U>

Catalina G-PBYA

It can't have escaped many people's notice through various news sources that Loch Ness has been host to an unusual visitor recently. Catalina "Miss Pick Up" developed engine trouble while operating on the Loch which resulted in it being craned out of the water and onto a pier near Urquhart bay to have a new engine fitted. It was returned to the water early on Tuesday morning and departed south to it's Duxford base later that day after a fuel stop and inspection at Inverness.



Photo courtesy of Bob Irwin.

Easter News

Update from David Edes:

It's been a quiet couple of months due mainly to poor weather. G-AVSA spent a few weeks in Highland Aviation maintenance having the annual done. Fortunately no major surprises, though the magneto's were due a 500 hr overhaul. Ali Ross has taken his aircraft home for the winter & G-JUDY departed to Eshott for maintenance. G-BEZC has moved into the nearly completed hangar to at least be out of the weather.



Two more hangar plots have been agreed and the tenants are both hopeful to have planning/Building warrant/construction completed by Easter 2021.

Dates for the diary for next year are:

Saturday and Sunday 3/4 April, which is early for Easter so don't know how good weather will be!

Saturday/Sunday 19/20 June .. Which up to now we have always been lucky with the weather

UNCivil Aviation Authority

This is the official trailer for the 2021 full feature length release "the UNCivil Aviation Authority" - a powerful story of pilots fighting for their survival against the monopoly organization giving them their licences.



UNCivil Aviation Authority - Official Trailer

This is the official trailer for the 2021 full feature length release "the UNCivil Aviation Authority" - a powerful story of pilots fighting for their survival against the monopoly organization giving them their licences. The story of the UK CAA flagrantly violation basic human rights and knowingly prosecuting pilots with illegal methods ...

www.youtube.com

<https://youtu.be/FHUt5gmBTNs>

Highland Strut membership renewal for 2020/2021:

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



07836 662660

October 2020

We have once again been able to maintain membership to the paltry level of only £5:00 for the year October to October.

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:

LAA

BMA

BGA

Address:

Postcode:

LAA Membership No.: -----

Email address: -----

Telephone: -----

Mobile: -----