

Next strut meeting Friday 30<sup>th</sup> November 2018, 7:30pm at Highland Aviation, Inverness Airport.

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**FROM THE CHAIR – November 2018, by Nigel Campbell**

**OUR ANNUAL GENERAL MEETING**

Once again, another year has passed by and it is time for LAA members attending this meeting to nominate “new blood” and/or to re-elect present committee members willing to continue for another year. It would assist if any existing committee member that decided not to continue for another period was to advise me directly at their earliest convenience.

**DORNOCH AIRSTRIP**

The Highland Council (THC) have issued details on its future. A document can be downloaded from this link:

[https://www.highland.gov.uk/download/meetings/id/74054/item\\_9\\_dornoch\\_aerodrome](https://www.highland.gov.uk/download/meetings/id/74054/item_9_dornoch_aerodrome) *Will also be circulated with the Newsletter to those receiving electronic copies.*

Cost of renewing our landing card for LAA Highland and Islands strut/club members and for our two-day annual fly-in (period April 2019 to May 2020) as yet to be confirmed. Reading the details in the document it would seem not too much different from what we have paid in the past. THC have added some rules and as more formal than in the past we shall have to request confirmation of charges for our review and committee members acceptance as usual. Hard to believe that this next period shall be our sixteenth year of contribution.

We also noted THC shall take steps to increase safety. It’s intention is to align all by April 2019. We look forward to the improved safety measures including no parking of vehicles on the access road at the end of runway 10 and to point out that dog walking is not permitted on the runway. I have flown to Dornoch recently and on most instances dog walkers were on the strip and on two occasions a vehicle was parked at the 10 end.

As noted above and in the document there are new rules. We shall have to advise THC of our aircraft members’ aircraft registrations etc. More on this later.

THC also makes reference to three “infringements” but only one of which I was able to find on the website <http://www.cadnodevelopment.com/airprox/home> The one “infringement” we are able to find (marked as a “C” on the website map) occurred over Tain range. It seems Inverness controllers advised the pilot to change to Safety com 135.475 and not to Tain Range on 122.75 as is their usual practice when the range is “hot”. The other two “incidents” THC have recorded in their document do not appear on the map nor do they appear to have the correct number, nor do they have the correct date that can be found on the xls spread sheet that lists all such incidents. Out of interest, I therefore ask can anyone shine a light on this (i.e. are these real or . . . ?)

### **From the chair continued...**

I also note some other errors such as runways 10 and 28 are transposed. Let me know if other errors are found.

### **KNOCKBAIN AIRSTRIP**

Due to favourable weather forecast, David (Lockett) notified he was to fire-up his BBQ on Sunday 18th. A good number of aircraft attended along with a few other members who arrived by road. Thanks to David and Denise for their excellent BBQ and for the opportunity to meet up and exchange the "latest" with friends and colleagues.

### **INVERNESS AIRSPACE SUBMISSION**

As noted in our September issue, a detailed update was received and transmitted to all our members. Our Paul (Jenkins) has recently advised there has been no further information forthcoming from HIAL.

It would seem unreal last Saturday 17th that aircraft were in the overhead when the conditions at the airport were pea soup and in fact one EasyJet relocated to Aberdeen and then returned to Inverness and then departed again to land elsewhere. It must be less costly to bus passengers to Inverness than the cost of fuel in the overhead and landing at Aberdeen. Pea soup in that we were not that far from 23 a very large private jet was soon lost when travelling up 11 and although we could hear it slightly at full power we never saw it until it cleared the ground fog.

### **TRIG EXPERT'S EXPLANATION ON 8.33**

As a member of Vintage Pipers (VPAC) I received this excellent explanatory document prepared by Trig (and circulated with this newsletter), it offers simple explanation:



### **SAFETYCOM FREQUENCY CHANGES IN JANUARY TO 8.33**

Once again I share an edited version of another item I received as a member of Vintage Pipers concerning the change of Safety Com to 8.33. Details received as follows:

#### **Safetycom conversion to 8.33 kHz**

From 3 January 2019 Safetycom and other common sporting and recreational assignments used across the UK will transition to 8.33 kHz voice channel spacing.

The new channel number for Safetycom will be 135.480.

Further details on 8.33 kHz radios and frequency conversions can be found on the [CAA website](#). SW2018/229

## From the chair continued...

### ACCEPTABLE FORMS OF PHOTO ID FOR ACCESS TO NON-CRITICAL AIRSIDE @ DALCROSS

Recently I took a friend for a flight. Whilst searching for his driving licence he thought he did not have it with him and I asked security if his "Bus Pass" would do but this was not listed as being acceptable by security. I subsequently asked HIAL Operations Manager if this card could be added. The response received as follows:

"This card would be acceptable as ID for entering airside, but I think the security team are just applying the rules as per their post instructions. The strict rules are for entry into the Critical Part (turn right from the Gatehouse), we have far more flexibility when entering airside. We're in the process of reviewing security procedures, so we'll see if we can add a bit more flexibility for the team when checking IDs for airside."

I am sure all shall agree that the above response is very positive, as is usual from the airports Ops Manager and his team, and shall no doubt be in force sometime in the near future.

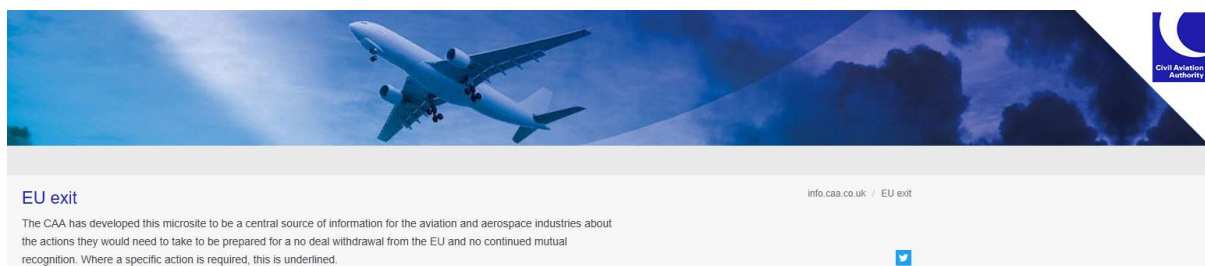
### HANGAR CHAT

- The Jodel's refurbished has reached a stage where the engine has been run. Perhaps it shall take to the air before the turn of the year. Good show from all to Brian and Alan.
- G-ATVX Bolkow Junior: Unfortunately it has continued to suffer from minor issues most of which have recently been put to bed. The most recent is a weeping fuel pump connection. The Bolkow is not alone as in recent history two other of our members aircraft have also suffered from the very same leaking or reduced functionality necessitating fitting of a new gasket in one instance and an eye watering pump replacement in the other.
- G-BZBA Zenair 701: Kenny is soon to relocate his aircraft from Easter to his farm near Tain.

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## EU Exit

The CAA has developed this microsite to be a central source of information for the aviation and aerospace industries about the actions they would need to take to be prepared for a no deal withdrawal from the EU and no continued mutual recognition.



EU exit


info.caa.co.uk / EU exit

The CAA has developed this microsite to be a central source of information for the aviation and aerospace industries about the actions they would need to take to be prepared for a no deal withdrawal from the EU and no continued mutual recognition. Where a specific action is required, this is underlined.

<https://info.caa.co.uk/euexit/>

## Social networking

For those of you Facebookers out there, this looks like a good resource. An interesting video of a light aircraft making an emergency landing on a busy road is linked on the home page. Thanks to Bill Ritchie for forwarding.



### Microlight and Ultralight Aircraft Public Group | Facebook

Microlight and Ultralight Aircraft has 2,496 members. The group dedicated to information exchange and as a directory from all around the world....

[www.facebook.com](http://www.facebook.com)

<https://www.facebook.com/groups/436449473535787/permalink/485204831993584/>

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## Inverness Airport news

New Inverness 8.33 frequencies and conversion dates						
Location	ICAO Code	Service	Old 25 kHz Frequency (MHz)	New 8.33 kHz Channel (MHz)	Conversion Date	LARS/SQUAWK
INVERNESS	EGPE	TWR	118.400	118.405	30/11/2018	-
INVERNESS	EGPE	APP	122.600	122.605	30/11/2018	-

## Mandatory handling at Inverness Airport

As of 1<sup>st</sup> November 2018, Inverness Airport now require all visiting aircraft to have mandatory handling. More information on Highland Aviation's website here:



<http://www.highlandaviation.com/handling/handling.asp>



## Photo Corner

Thanks to Iain Bright for sending another splendid collection of photos.



The dry dock at Kishorn, taken from the Easterton Europa.



Suilven from the Easterton Europa





Easterton C120 in dramatic skies (Brian Spence at the helm).



Robbie's Stearman – Easterton's newest arrival being guarded by Dave Kelly.

## Highland Strut membership renewal for 2018/2019:

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Treasurer's Address:- Billy Grant, 'Craigellachie', Laundry Lane, TAIN, IV19 1ED



01862 893315

### September 2018

With this the September issue of the newsletter, we come again to membership renewal, which we have once again been able to maintain 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'**.

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

Name:

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LAA

BMA

Address:

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Postcode:

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BGA

LAA Membership No.: -----

Email address: -----

Telephone: -----

Mobile: -----