



REPRESENTING SPORT & RECREATIONAL AVIATION IN THE SOUTHWEST

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DEVON STRUT NEWS – May 2008

Welcome to the LAA Devon Strut: Co-ordinator's Comments

by Pete White

At last common sense reigns and we have received the good news that both the executive committees of the BMAA and the LAA have unanimously agreed to go ahead with discussions to merge both organisations (see press release below). Collectively, there is so much expertise and knowledge in both camps and they are fundamentally heading in similar directions, and as the European issues develop, it makes very good sense to join forces and go forward together. After all, as I often say, 'it doesn't matter how you get your backside into the air, we are all joined by that same passion to get airborne.' There are plenty of 'enemies' to our cause outside of aviation, which I'm sure are only in that frame of mind due to ignorance of the facts so we, within all spheres of aviation, need to link arms in solidarity and fight for what we all believe in.

I know its early days but please remain aware of what is happening and if you come across those old 'stick in the mud's' which is inevitable, ask them how they would go forward in similar circumstances. Perhaps sometimes I'm guilty of not keeping up with the times and a recent example of this is trying to be accepting of the modern expression of *planes* when referring to an aeroplane or aircraft. I have even been known to mimic my old CFI and challenge the culprit, when I'm confronted with that **word**, with '*are you referring to the tool used to help make the aircraft you are wishing to fly in!*' Not only the general media but also some aeronautical magazines use this lazy form on a regular basis, which will of course set the pattern for readers of the future, and there goes another word or two from our dictionary.

Rob Midgelly from Shell Oil was our guest speaker at our last meeting of the winter season at The Ley Arms and despite the technical nature of the subject we still had a good turn out with about fifty members present.

Amongst the attentive audience were Strut members Martin Ryan from Wiltshire and Keith Munro from the South Hams, both 'first timers' to our evening talks and it was great to see them supporting the Strut. Another visitor, who had come from a little further east, was Mike Cleaver of Canberra, Australia who had recently retired from the Oz CAA and had come to the UK to visit friends. Mike was also checking out our local Auster gurus at Eggesford to help with the rebuild of his own Auster J5F. (See aeroletter).



Rob's talk was both informative and fascinating and fired up the assembled party to create a long question and answer session, touching on subjects beyond the planned brief. I'm sure he would have talked all night, oozing fact after fact to the listening throng but I had to guide him to the finish and quell all that enthusiasm. Another excellent night at The Ley Arms.

We are now fast approaching our first fly-in of the year, at Bodmin on Saturday 3rd May. We ask you all to PPR (01208 821419) and check our web site for airfield information. The Aeronca Club of Great Britain and a reunion of Sprint/SAHI aircraft are sharing the fly-in so it should be a brilliant day. Remember, if you wish to assist on the day please contact me beforehand or approach me at Bodmin on the day.

This event is followed on the Sunday (4th) by the Bolt Head fly-in, organised by Chris Howell and John Kempton and if you require more details on this fly-in please contact the guys on the numbers listed in the fly-in calendar.

On Saturday May 10th the Strut joins the rest of the country in supporting the National Young Aviators weekend. Jim Gale has taken time off from the sterling work in masterminding the BaP2 project to run this very worthwhile day at Dunkeswell and this year the kids from the Children's Hospice in North Devon will be our guests.

Your committee members are all working hard to create another bumper year of events in 2008 and, as you can imagine, our SW Regional Rally is taking up a lot of our time. Copies of our rally information document are accessible on our Events and Airfields Strut web pages. Please contact any of the lads in the Strut team if you were on the volunteer rota last year and / or feel you can help in any way over the weekend May 31st and June 1st and make this the jewel in our "events" crown for this year. We still need marshallers and ground helpers so give us an hour or two and help contribute to your Strut's success.

Although a little way ahead, our Scout Aerocamp at Belle Vue over the weekend of June 7th and 8th is still in need of helpers to ensure the success it usually enjoys, so please contact me as soon as possible if you want to be part of the team. If you can, please contribute your old Southern England half mill. maps for the kids' info packs. Polly Vacher will be presenting the awards to the Scouts this year.

All that good Spring weather is saving itself for when we start our season of fly-ins and so I look forward to seeing you all with your gleaming machines. If you have not been able to fly much this winter and you are feeling a bit rusty do find a friendly instructor or a coach to help you shake out the cobwebs.

Stay safe and have lots of fun.
All the best, Pete White

Press Release 17th April 2008: LAA / BMAA Amalgamation

The Councils of the British Microlight Aircraft Association (BMAA) and the Light Aircraft Association (LAA) have agreed to initiate joint discussions leading to amalgamation.

Keith Negal, BMAA Chairman and Roger Hopkinson, LAA Chairman said "During mid-April our respective Councils voted unanimously to work towards the amalgamation of our two successful associations. Our aim is to put this proposal to our members later this year and, with their support, enter 2009 as a single association of nearly 12,000 members. There is much work to be done but, particularly at this time of great change in the regulation and structure of European light aviation, the advantages of pooling our strength, experience and resources for the benefit of all our members can no longer be ignored".

LAA Welcomes New CEO, Peter Harvey

Peter introduced himself on the LAA Web Forum: "I come from a background in IT. In fact I was an e-Business management consultant for KPMG, advising corporates on their eBusiness strategy and communications. Perhaps not surprisingly, I am looking to use the web as a major communication channel. The LAA's Forum is a great way to get informal messages 'out' there, but not so many of our members are involved. Our LAA website has huge potential and we will use it far more to communicate what's going on.

After just a few days in the office, it's clear that the HQ team really care. We can do things smarter for sure, but updating and evolving our systems will take some resource and considerable care. I'll report back towards the end of April, probably on the website.

On a positive note, Graham (*Newby*) (he's still technically CEO until I'm up to speed) has been a hero in Europe. He'd never say that of course, but LAA has been hugely influential in protecting and extending our rights within the new European regulatory environment. It looks like we'll have an international version of the NPPL, a European Light Aircraft (like the Light Sport category) providing low cost flying, but with great performance in a factory built a/c and the LAA will be right there developing, supporting and providing these and other new options, in addition to continuing our core homebuilt activities. Gives you a warm feeling doesn't it?

As to introducing myself, I'm the 'BGA' Peter Harvey and still on the BGA exec. I've had about 3,000 hours hang gliding, mostly international competitions, 2500 hours gliding (again mostly competition – two more events this year), 80 hours microlights, 100 hours PPL(A) and even 50 hours paragliding. I've walked away from every landing/impact over the last 31 years and still love flying, whatever its form. I've built hang gliders and microlights and currently have a share in a Robin DR400 at Sywell. I want to visit more LAA builders and members, so feel free to contact me with your thoughts, suggestions and feedback.

Cheers, peter.harvey(at)laa.uk.com

To expand on Peter's successes, he was awarded the silver medal of the Royal Aero Club in 2007 with the following citation.

Peter Harvey was one of the world's leading hang glider pilots, having flown in many international competitions world-wide. His successes included British National Champion and setting the UK foot-launched distance record. He won two Golds and a Bronze medal with the British Team in World and European Hang Gliding Championships. Looking for a new challenge, in 1995 he turned to competition gliding. He has since won the British Standard Class, Open Class and UK Overseas Gliding Championships. Internationally, he won Gold Medals at the 2005 and 2007 Europeans and Bronze at the 2006 World Championships, and has been selected for the UK team for the 2008 Worlds. He is a coach for the BGA Junior International teams and young competitors.



Spirit of Devon Youth – an appeal to Strut Members

This is a delicate matter but one that I'm obliged to raise on behalf of all those involved in the Build-a-Plane 2 project – 'Spirit of Devon Youth'; basically we need some cash to finish it.

Although the kit came 'complete' it was discovered that it would need some extra items to get it into the air. Tim Gilmour-White very kindly agreed to buy the kit in the first place but my appeal to you is for a monetary donation, however large or small, to enable the aircraft to be finished. To give an example, the engine cowling fasteners are not supplied in the kit and it's left up to the builder to make his choice. These came to over £75. Once the aircraft gets its permit to fly, funding can then be obtained via the LAA Educational Trust for the running and display costs. The builders are working to a very tight schedule and it is hoped to get the aircraft finished and flying by the end of May, so your prompt donations would be of great help.

The Devon Strut has always risen to the challenges it faces and I hope that you will agree with me, that the Build-a-Plane 2 project; 'Spirit of Devon Youth' is one of great significance, not only for the Devon Strut but for sport and recreational aviation as a whole, and I hope that you will feel able to make a donation to this very worthwhile project.

You can make a donation in a number of ways, by sending a cheque direct to John Hope, payable to the Devon Strut of the LAA (please write 'BaP2 donation' on the back of the check) or to a Strut committee member, either cheque or cash. All donations will be recorded and a 'roll of honour' of the

names of those who contributed will be published in the Strut Newsletter at a later date (confidentially / anonymity respected). Many thanks in anticipation of your generosity, Steve Robson

Images of Sun 'n' Fun 2008

by Mike Mold

My visit to S 'n' F in Florida this year was with a group of friends from the Mid Kent Strut. Travelling with American Airways from Gatwick via Charlotte in North Carolina and then on to Orlando was not without its problems. Queuing for check-in at LGW took 2 hours 30 minutes and following further departure delays and missed connections our discussions with check-in staff at Charlotte would have made a good episode for "Airline"! We hired an 8 seat people carrier and had rented a villa roughly half way between Orlando and Lakeland, the location of the show.

Heavy rain during preceding days left the show grounds water-logged and requiring tonnes of gravel to be brought in to the car parking fields and restrictions on flying arrivals due to a couple of a/c taxiing into soft ground and suffering prop strikes.

Fortunately, the water evaporated within a couple of days as temperatures soared into the high 80s. Unfortunately, ongoing poor weather in the states to the north limited the homebuilt attendees to the usual RVs and Lancairs but for the grass-roots homebuilt enthusiast the sight of the first two Florida based Thatcher CX4s was a delight. The type has received LAA "first build" go-ahead and 4 UK builders have declared their interest.



Car park swamp



Thatcher CX4 (now with LAA prototype approval)

The event provided the usual extremes from ultralights to heavy metal, to wet the appetite of budding and experienced aviators alike.



3/4 Scale Titan Mustang (with Rotax or V6 options)



The Real Thing



1930s Schoenfeldt Firecracker Replica racer



ARV Super 2 resurrected as the Opus

Second only to Oshkosh in size but usually blessed with consistently better weather, S'n'F always attracts a huge number of trade exhibitors offering everything from split pins to personal jets.



Four enormous hangars were each populated by 85 trade stands and hundreds of punters; notably the Brits were eager to put the favourable £/\$ exchange rate to good purpose.



Shaun Cockburn and Mike Roper took the opportunity to discuss the merits of auto-pilots for their Rutan Long-Ez and Varieze with the Trio Avionics rep.

Dining out at a different venue each evening was de rigeur. Above l-r, Shaun, Mike R, Frank Rothera, John Dean, Brian Hope & MM pose for the Sheila who "took care of us for the evening" at Orlando's Australian-themed Outback Steakhouse after enjoying such ethnic dishes as lightly braised koala (with the vegetable of choice, as long as it was broccoli), terrine of Tasmanian devil, roo' roulade and possum mousse.

The S'n'F Splash-in this year was held at Kermit Weeks's Fantasy of Flight lake and attracted a great diversity of floatplanes and amphibians, including the classic 1939 Cessna C165, 1933 Curtiss Wright Travel Air and the 1943 Aeronca 65-CF.



1933 Curtis Wright Travel Air



Air Creation GTE582 S

Two “away” days saw us visiting Jack Brown’s Seaplane base at Winter Haven and the always impressive Kennedy Space Centre at Cape Canaveral on the east coast.



Cubs on floats



Saturn 5

The S’n’F “fix” is always an intoxicating and inspirational way of starting the flying season. The blue skies and warm weather coupled with a fantastic kaleidoscope of aeronautical influences are ideal “therapy” but on our penultimate day we were surprised to experience a drop in temperature from 90 to 70 degrees as a cold front moved southwards over Florida bringing low cloud and drizzle, preparing us for a further 20 degree fall on arriving back in the UK!

News & Aeroletters

SAH-1 / Sprint Gathering at the Bodmin LAA Fly-in

I am the owner of FLS Sprint G-OAGI, which is the production derivative of the Trago Mills SAH-1 which was designed and built at Bodmin back in the 1980s. For the first time in many years, all four of the SAH-1/Sprint aircraft are back in the air, mine being the last to join them late last year. Among the owners of these aircraft we have been discussing staging a reunion for the type and it seems that the Bodmin fly-in would be the obvious and most appropriate venue.

Whilst we can get the four aeroplanes down there, I wondered whether any of the former Trago Mills Aircraft people are still around and would like to join in with this reunion. We might be able to organise a bit of a table-top display of information and memorabilia. Do you have any contacts or know of anybody formerly associated with this aircraft who might like to join in? I would be grateful for any help you can give. Best regards, Chris Burleigh. *[If you know of any ex-Trago people please call Pete White – Ed]*Hi Pete

Thanks for the contact. I caught up with the Eggesford guys yesterday and had a profitable day gathering information to help get my Auster (J5F, ex-G-AMTE) back in the air later in the year. The roles of LAA here seem to be served in Australia by a couple of organisations.

The Sport Aircraft Association of Australia SAAA looks after the amateur-built experimentals and some members have delegations to issue Experimental Certificates for aircraft built by SAAA members (we use the FAA-style system and our regulations are even numbered similar to the US Part 21 though with some changes in the areas governing Light Sport Aircraft). My best contact with them is David Francis, who is their Technical Co-ordinator - E-mail daveglen.francis@gmail.com Dave is currently test-flying an RV7A that is intended to be night and IFR rated, and is a fellow glider pilot with Canberra Gliding Club.

The Antique Aeroplane Association of Australia - one of two AAAAs (the other being the Agricultural Aviation Association of Australia!) looks after aircraft restorers and operators of historic aircraft, including some with a military history like Bird Dogs, Tiger Moths and Austers. I will be at their annual Fly-In and Convention at Temora (NSW) in a fortnight's time, but will have to fly out to fly in as Temora is my home airfield. Their President is Craig Taberner, who is a mate of Bryn Andrews and the Eggesford crowd. Even C172s and 150s are now "antique". Other private GA operations are covered by either AOPA Australia or the Royal Federation of Aero Clubs of Australia, while aeroplanes up to 600 kg LSA or 544 kg non-LSA certificated can be flown under the banner of Recreational Aviation Australia (RA-Aus) which is the re-badged Australian Ultralight Federation. They have over 8,000 members now and 120 flight training facilities, along with around 3000 aeroplanes registered to them. They are pushing to be allowed to register and operate aeroplanes up to 760 kg which would include the C152, but there are other issues to be sorted here including a rivalry with the self-administration claims of the SAAA/AOPA/RFACA group.

As for myself, I retired in January from the Civil Aviation Safety Authority, and went back part-time on contract a few weeks later to finish my major projects of re-writing the regulations for sport & recreational aviation in all its forms including parachuting, and also the commercial AOC operations of balloons. I learned to fly gliders at Weston-Super-Mare with the Air Training Corps in 1965 and did a PPL at Luton in 1966 on a RAF Flying Scholarship, ran the University section of the Norfolk Gliding Club for 3 years and also flew gliders at Nympsfield until I moved to Australia in 1973.

I now fly aircraft with or without wings, with 0, 1 or 2 engines, and some without rigid structure. Aeroplanes, (including LSA and ultralights, though currently not weight-shift), gliders, balloons and paragliders. Hopefully I will have enough time in "retirement" to stay current in these and make more use of my instructor ratings than I have done recently - maybe even get paid for some flying!

Although I currently live in Canberra, the aim is to start building a house on my plot of land in the Temora Aerodrome Residential Estate this year, and move there later on. We have a community of about 6 completed and occupied houses there so far, with several hangars built on the non-residential part of it too. We are the centre of activity for the Vans RV series, with at least 5 locally-based and one very active builder who assists others to trouble-shoot their aircraft. Also at Temora is a world-class aviation museum: the Temora Aviation Museum owns and operates 14 or so aircraft that are significant

to Australia's military history, ranging from Ryan STM and Tiger Moth up to Gloster Meteor and EE Canberra, all maintained in flying condition and flown regularly, with flying weekends about 8 times a year. See www.aviationmuseum.com.au for more information (I am one of their volunteer helpers).

Well, that's enough for one day! Hope to meet you again and attend more of your meetings in future visits back to the UK. Thanks once again to yourself and your members for their hospitality.
Regards, Mike Cleaver.

Mike Claydon Memorial Award.

Hello Pete,

I am writing to you and the Devon Strut in relation to my late cousin, Mike Claydon. It is with regret that I did not get to talk to you at Mike's funeral, but I and the family appreciated the fact that three members of the Strut managed to attend.

As indicated in my eulogy at the funeral, I, like Mike, have also maintained an all-encompassing love for aviation and, having belonged to the PFA/LAA for several years, am currently a member of the recently revived Hertfordshire Strut. Some of your membership may also recall my running the NATS AIS mobile briefing unit, in the days when our blue caravan was a familiar sight at rallies and fly-ins around the UK!

It is, however, on behalf of Mike's family that I wish to sound out your views of, what we feel would be a fitting and lasting tribute to our dear lost member. Thus, we would like to donate to you, the Devon Strut, a memorial trophy in memory of Mike, in the hope that others may be encouraged to follow in his slipstream! I'm sure that there must be an appropriate achievement that could be rewarded annually, be it excellence in home building, supporting the Strut, concours d'elegance or something similar. To that end, perhaps you could discuss our proposal with your fellow membership and, if accepted, also please advise just what style of trophy you may prefer (e.g. cup, shield, salver, aircraft model ...?).

You may also be interested to know that Mike's wife, Sharon, is planning to scatter Mike's ashes from an aircraft at Old Sarum during the afternoon of Saturday June 7th; with a weather alternative of Sunday 8th (a weekend that marks the first anniversary of Mike's passing). Whilst I understand that your annual Scout Aerocamp is scheduled for that weekend, the attendance of any Strut members that knew Mike and may wish to witness his 'final flight' would be warmly welcomed. Sharon is preparing a formal invitation and, should anyone envisage being able to attend, please let me know and I shall arrange for a copy to be sent.

I look forward to hearing from you and, indeed, to meeting up with you on some future occasion.
Best regards, John Webster jawebsterjw@aol.com

Hi Mike

Reluctantly we will not be rejoining the Devon Strut this year. Now we have both reached the age of the Bus Pass, we have decided to retire at the end of May and intend to spend the summer on our narrow boat cruising the British waterways and then next year possibly Europe. With the above in mind we would very much like to thank you and the Strut members for all their fun and friendship over the years and wish the Strut continued success. It was a privilege to be a part of it.

Regards, Paul and Julia Dowell

p.s. Can we request that you keep those damn noisy aeroplanes away from the tranquillity of the canals and our new life style!!!!!!

Weston on the Green airfield might be a new Eco Town!

Hi Folks, You may have read or heard of the proposed Eco Towns put forward by the government and that they have now produced a short list of potential sites. One of these sites is called "Weston Otmoor" and would spread from the M40 taking Weston on the Green airfield, the village of Weston on the

Green, span the already overcrowded A34 across to the wildlife and SSSI site of Otmoor and cover part of the Oxford Green Belt. Please sign the web petition to assist with the fight against this appalling plan!
<http://petitions.pm.gov.uk/WestonOtmoor/> Many thanks for your help,
John Broad (LAA & GAAC member)

Welcome to New Members

Roger Matthews of Plymouth is a glider pilot and, with 2 partners, co-owns H36 Hoffman Dimona G-BKPA which is currently hangared at Dunkeswell.

Andrew Turner of St Austell, Cornwall has recently completed his PPL and has just acquired Robin DR400 Regent G-GLKE

Simon Evans from Richmond, Surrey owns PA28R-201 G-OARA

Terry Smith from Yeovil has Zenair Zodiac CH601HDS G-CEAT

We also welcome Polly Vacher, who needs no introduction to our members, and has been awarded Honorary Strut Membership for 2008.

May Free Landings

Pilot: Cromer, Edsfield, Fair Isle, Gigha, Headcorn and Longside.

Flyer: Bodmin, Draycott, Fife, Sherburn-in-Elmet.

Today's Pilot: Fenland, Fife, Gigha, Wick and Cromer.

Devon Strut / LAA Fly-In & Event Calendar 2008

May 3 rd	Bodmin	Pete White	01752-406660 / 07774-017704
May 4 th	Bolt Head	Chris Howell	01548-531923
May 31 st - June 1 st	Dunkeswell R/Rally	Dave Silsbury	01752-690358
June 13 – 15 th	AeroExpo	Wycombe Air Park	http://www.expo.aero/london/
June 21-22 nd	North Weald	Air Britain	http://www.air-britain.com/
June 29 th	Halwell	Keith Wingate	01548-857531
July 5-6 th	Popham R/Rally		01256-397733
July 12-13 th	Fairford	RIAT	http://www.airtattoo.com/
July 19-20 th	LAA Shuttleworth	Old Warden	http://www.shuttleworth.org/
July 27 th	Branscombe	Bill Hayman / David Hayman	07920-263956 01297-680259
August 9-10 th	Sherburn R/Rally	Sherburn-in-Elmet	http://www.sherburnaeroclub.com/
August 10 th	Lundy Island	Pete White	01752-406660 / 07774-017704
August 17 th	Treborough	Mark Weatherlake	01984-641179
August 31 st	Plymouth	Steve Leach / John Kempton	01752-696970 01548-842057
September 6 th	Belle Vue	Jim Gale	07887-906789
September 14 th	Watchford	Brian Anning	01823-601268
October 4 th	Dunkeswell -Jodels	Jim Gale	07887-906789
October 5 th	Popham LAA PCS coaching day		see LAA website
Non fly-ins			
May 10 th	Dunkeswell – Young Aviators' day		
June 7 th /8 th	Belle Vue Scout Camp		

Free tickets to Aero Expo at Booker on 13-15th June are available if you email Penny Sharpe penny.sharpe@laa.uk.com with your post code & LAA membership number.

Adverts

1946 Luscombe 8A G-AICX,

currently based Henstridge. One owner in last 20 years. A65-8A, 760 channel King KY155 nav/com, VOR. LAA Permit to end August 2008. £12,000 o.n.o. Reason for sale, intended purchase of a Jodel Mascaret. Contact Ron Smith Ron.Smith2@baesystems.com



1937 Piper J2 G-JTWO

65hp, new permit, new struts, all the original log books Engine time 398 hrs and airframe 1,942 hrs. Been hangared and well looked after and in lovely condition. £19,500 Cathy Silk silktigermoth@tiscali.co.uk

Evra Prop for sale D11-28-1B. Used for only 43 hrs, excellent condition. £750 Contact Les Dray 01395-513031

Europa XS tri-gear G-BYPM For Sale or Shares at Dunkeswell

Rotax 912 ULS 100hp. Only 80 hours. Standard Warp Drive 3 blade, Titanium edged, carbon fibre prop. Fully upholstered interior. Cut-away centre tunnel for comfort. Arm rest/fuel selector pocket. Very neat panel. Visible fuel gauge. Overhead audible stall warning and headphone connections. AVIONICS: Skymap IIIc GPS. Bendix King KY96A Coms and KT76A Tx with Altitude encoder for Mode C. EXTRAS: Speed Kit. Europa stall warner. Navairds Auto-Pilot (wing leveller). Grand Rapids EIS. Andair fuel selector. ST Aviation fuel monitor. Sky4 Aviation all-weather cover. Tie-down kit. 2 life jackets. Peltor headset. Trailer built in Cambridge by specialist trailer company. 4 Wheel, not braked. Hangared since birth! Now at Dunkeswell. All mods to No.74 completed and signed off. £42,750 **Would consider third or half share.** £13,000 or £20,000 plus similar proportion of hangarage/insurance/maintenance. Fuel paid for as used. peter@mileham.net 01460-64240

