



DEVON STRUT NEWS – September 2008

Co-ordinator's Comments

by Pete White

In my last Coordinators Comments I signed off with the message of reminding you all why we actually do what we do and most importantly the fun we can all have doing it. Well, I have just returned from our Aeronca Irish trip and as there were several of our Devon Strut members in evidence and we all had a lot of fun, it would be rude of me not to mention it. Six Aeroncas and a Stinson set off to tour several Irish aerodromes with a planned visit to Kilkenny to help support the Vintage Aircraft Club's Anglo Irish event. Staging through Waterford we met up with Strut member Howard Cox and he proudly showed us his latest mount, the Bellanca 14-19-2 Cruisemaster N7600E, a smart 1958 classic. Howard commutes from Sheepwash to Waterford in this fine machine to visit family members and play with his Irish registered Bede BD5.



After a short stop to rebuild Ivor's left brake assembly we all headed for the Anglo Irish event at Kilkenny where we joined other intrepid flyers from the UK including Richard Webber in his unique Chrislea Skyjeep, Jeff and Louise Houlgrave in their Auster AOP9 and Barbara and Mike Fairclough in their L21B Super Cub, looking resplendent in Dutch Army colours.



An empty parked Vans RV4 told us that Mike Wells and his pals, Bob and Martin, whom we had seen at Haverfordwest, had already found their way to the town. Perhaps the RV's are a little faster in the cruise than the Aeronca? Once the tents were erected and our mounts were firmly secured to the soggy turf, the Aeronca boys hit the town. Strut members in our party were Reg McComish, Alan Crutcher, Martin Ryan, John Colgate and myself which, when added to the others mentioned earlier, made about 5% of our Strut membership on that wonderful emerald isle having fun last weekend. Regrettably the adverse weather did prevent us from being able to cover all of our planned itinerary but we did enjoy the Irish hospitality and sharing our aviation experiences with them and we are now looking forward very much to our return to Ireland.

Back to the mainland; yet the subject was the same, the weather! Our three planned local events, which should have taken place since I last wrote to you all, were cancelled due to the poor weather conditions! My absolute favourite, the little island of Lundy had their team all prepared to accept us on Sunday 10th August but despite our last minute overly optimistic wishes, the weather gods won again.

Terry Case's invitation to his airstrip at Farway Common on Saturday 16th August was also a non-starter as was Mark Weatherlake's fly-in at Treborough on the following day.

Our Strut fly-in at Belle Vue on Saturday 6th September has been cancelled as the ground was severally damaged when the North Devon Show was held there recently. In fact I flew past the airfield last night and noticed marquees were still erected, as the ground is too soft and wet to recover them.

The weather does not always get its own way, though. On Sunday 27th July our Devon Strut squadron of 14 aircraft left Dunkeswell with wing leader Peter Gristwood leading the operation for the 'Henstridge Brunch Patrol sortie'. 10 aircraft got through despite a spirited defence strategy by the Wessex Strut and all takers enjoyed a free 'breakfast' for their efforts. Well done you guys. I would love to have been with you but I was away with the Aeronca Club. We need to organise a return match as soon as possible to maintain the momentum and perhaps encourage more inter-Strut events (*see report by Steve Robson below*).

Plymouth Airport is holding a fly-in on Sunday 31st August and the event organisers, John Kempton and Chris Howell, have everything in place to provide a good day's entertainment with visiting classic and military vehicles adding to the aircraft visitors. I'm sure they would be grateful of some assistance so if you intend to visit please ring them first if you wish to help (tel. 01548 842057 JK or 01548 531923 CH).

Don't forget that Watchford Farm will have its doors open on Sunday 14th September and although it is a busy weekend with several events on around the country this can sometimes be in its favour as pilots tour from one fly-in to another.

Our first Strut evening on Thursday October 9th is a 'club' night and although we generally show films/photos etc we may want to discuss possible impromptu 'out of season' fly-ins to well drained airstrips or tarmac runways so we can catch up over the Autumn/Winter where we have missed out this year.

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

Chateau de Monhoudou, France

by Richard Reeves

For several years my wife and I have been promising ourselves a flying trip to Chateau La Chassagne near Dijon in France. We liked the idea of parking our aircraft only a walking distance from where we were to stay. For those who have stayed overnight at Abbeville you will know the joy of rolling out of bed, downing breakfast and flying off to your next adventure. We have done this several times and as good as it is, we wanted to expand our French experience by trying a Chateau trip and as we had the Chateau La Chassagne brochure, this was our first choice. Sadly (or not?) when we checked, Chassagne no longer offers accommodation to GA pilots so we looked on the web and found Chateau De Monhoudou. www.monhoudou.com. The web site promised all the same splendour and good eating as Chateau La Chassagne without, if you will forgive me, the Rolls Royce to collect you from your aircraft and the formal dress required in the restaurant. In truth this is why we had not visited in previous years, since jamming formal dress into our Tecnam may have been a little challenging.

So we called the English speaking Marie-Christine Monhoudou, at short notice and booked our room, set off from Dunkeswell and arrived at Monhoudou less than 5 flying hours later, having filed our flight plan at Headcorn and refuelled at Abbeville on the way. Our first impressions were very good. The grass airstrip is 700 metres in length, easy to find and was in good condition for an easy landing. We were met by a French gentleman who gave us a conducted tour of the Chateau, showed us to our room and immediately took our order for refreshments that were served in front of the Chateau overlooking its lake. It was clear from the outset we were welcome to use all of the Chateau's facilities and these included an indoor swimming pool and a billiards room.

The setting is very rural and peaceful and the Chateau's grounds are graced by swans, horses, sheep and two Dalmatians named Rolls and Royce! The Chateau itself is very elegant with many internal features and artefacts you might expect to find in a property that has been occupied by the same family for more than 250 years.

When we booked we had a choice of 6 rooms that varied in grandeur and price and photographs of each was shown on the web site, so we knew in advance what we were getting and, in the event, were not disappointed.

We arrived early in the afternoon and decided we would use our time before dinner to explore the local area. Had we taken our swimming kit we would have had a swim but sadly we forgot to pack them. Next time!

Aperitifs were served in front of the Chateau before dinner and this gave us a chance to meet Marie-Christine and Michel de Monhoudou and the other guests who had arrived by car. Dinner was outstandingly good and was served in the candle lit dining room and consisted of four courses followed by coffee in the lounge.

After a very restful night's sleep we were served a delicious breakfast. We had planned to eat lunch at St Valery and, as there was a lot more on the table than we could eat, we restricted ourselves to a modest breakfast and then set about the task of preparing to depart. We were a little short on fuel and had planned to call into Alencon to refuel on the way to St Valery but Michel, who is also an aviator, let us have some fuel. In no time we were lifting off into another glorious French morning, over flying the most spectacular countryside en route to St Valery.

On this trip we spent four days in France and not only enjoyed amazing French hospitality and cuisine but also met several other groups of like-minded flyers from Belgium, Holland and the UK and were able to share stories of our and their flying adventures. Chateau De Monhoudou is a unique and magical place that anyone planning a trip to France should consider including in his or her itinerary. We found the whole experience totally relaxing and enjoyable and it will not be too long before we return, next time with our cozzies.



Solent NATS Colour Guide

by Irv Lee

The NATS Unit surrounding Southampton has produced an excellent colour guide to their airspace and boundaries with tips, q&a, advice, and the best bit - really good airborne photos of the area, as pilots approach VRPs or 'potential' trouble spots in general-take slant-angle so it's "pilot's eye view".

It's 30 pages and my 'sample population' who have seen it at Popham and at Compton Abbas all think it's very good. It is now online; just look at the home page of flyontrack and you'll see the news item, and you can click on the pdf there to examine it. See <http://www.flyontrack.co.uk>

It is being distributed in printed copy for the club rooms and briefing areas at airfields around Solent. and then who knows? If you want some copies sent to your club, the contact email is 'souga' at the usual www.nats.co.uk

Henstridge Brunch Patrol

by Steve Robson

The unfortunate cancellation of the Branscombe Air Day left a bit of hole in the Strut Events Calendar but when we were challenged by Nick Long of the Wessex Strut to a Breakfast Patrol at Henstridge to fill the gap, it was too much of good thing to pass up. After a bit of e-mail discussion the rules / safety brief was distributed and we were on! Reading the briefing it was clear that a great deal of thought and detail had gone into planning the event with a strong emphasis on safety and fun.

Honour was at stake, so plans were hatched about how all those who would take part could all sneak in for a breakfast undetected. My initial plan was simple, because I have a bright yellow Condor, I would fly around as a decoy, attract all the attention and allow the others to get in undetected. However, there was an even bigger plan that put mine to shame. Under the command of 'Air Chief Biggles', Sir Peter Gristwood, a more structured approach was adopted. Basically, he would command the 'Dunkeswell Big Wing' that would be augmented by the 'Watchford Air Patrol', under the command of no one in particular, in an attempt to overwhelm the defending forces. Additional special forces 'stealth' assets were also deployed to sneak in under the Henstridge radar.

Usually for the summer so far, we had a nice slot of weather that appeared on the day, so the scene was set. The Dunkeswell Big Wing took off on time and was joined by the Watchford Air Patrol a little later. The plan was to arrive overhead Sutton Bingham reservoir at a predetermined time and altitude and 'dive in' from there, effectively swamping the Henstridge 'defenses'. Not to be out done, the Henstridge lads had also given a lot of thought to their plan with aerial spotters, interceptors and ground control working in a kind on wild bore / tame bore scenario. This was confirmed by our ECM aircraft who detected their chatter on 'another' frequency (which was allowed in the rules). I was carrying my secret weapon, another pair of eyes in the form of Chris Bailey who proved to be a very valuable asset. As we entered the zone, it seemed we'd got away with it until we saw a Rans S6 on an intercept course. Well, I thought I was going to go hungry but it turned out he wasn't able to spot my reg so we sneaked in undetected.

The circuit was 'busy' by the time we arrived, so my secret weapon earned his keep again by maintaining a good lookout. Once on the ground we learned that 10 out of the 14 'invading' aircraft had made in through, so a creditable performance. All of us were then treated to a great hospitality and the much needed breakfast in the form a magnificent barbeque, along with the chance to chat with our hosts and soak in the atmosphere.



Nick Long was magnanimous in defeat and the gauntlet was then cast for a return match next year, date and venue to be notified. If you would like to become part of the organising team please get in touch.



So, a great fun event with many thanks to all those from the Wessex Strut and at Henstridge for such a fantastic event. And the lessons learnt? The sky is an awfully big place and the Henstridge lads did extremely well to spot as many as they did. Planning and briefing is absolutely vital to ensure safety and thanks to Nick we have a fine model to work from for the return event. – Thanks again.

PS. On the way back some of us decided to take the coastal route and fly past Branscombe and dip our wings in salute and demonstrate a bit of support for David.

Phoenix Supplies – Trimmers

Following a little accident whilst refuelling my Condor at Henstridge (confirming the susceptibility of polycarbonate to 100LL!) my windscreen needed to be replaced together with its trim strip; so began my search. Plastexe (<http://www.plastexe.co.uk/> Unit 21, Apple Lane, Trade City, Exeter, EX2 5GL, 01392-360999) are a good source of acrylic and polycarbonate sheeting but I was having problems locating a local supplier of trim strips until I recalled coming across Phoenix Supplies at the Kit Car Show at West Point in Exeter a couple of years ago. I still had their business card and gave them a call. Although primarily aimed at the vintage and kit car markets, they carry a huge stock of trim materials including hundreds of rubber and plastic extrusions, tapes, 'P' strip, seals and such like that have an aircraft application. They are very helpful and reasonably priced. They don't have a web site at the moment but one is being developed. However, they can be contacted at: Phoenix Supplies, Unit C1a, Langlands Business Park, Uffculme, Cullompton, Devon EX15 3DA T: 01884 849294 M: 07795 660194 Regards, Steve.



Peter and Mike,

Please will you pass on our thanks to all at the Strut for the Branscombe fly-by yesterday? It was a lovely hello from our friends in the air – everybody looked so graceful – so many thanks!! I hope your day at Henstridge was a success. Our day resulted in 700 plus people coming along and a significant amount was raised for local causes – which is all good!! Looking forward to having an exciting Air Day next year and all the best, David Hayman.

No planes in draft airport scheme (by Suzanne Pert - County Press, Friday, 22/08/2008)

The London-based private property company which bought Sandown, Isle of Wight, Airport earlier this year is now planning to turn it into a very high-quality leisure park — superior to Center Parcs. Wharf Land Investments (WLI), a high-profile London business whose chairman is former government minister David Mellor, already has a draft proposal to turn the 60-acre site at Sandown into top-quality accommodation for a hotel and lodges with guests making use of the surrounding countryside for mountain biking, tennis, swimming and walking. The new idea was sparked following a feasibility study

commissioned by the Isle of Wight Council just weeks after WLI bought the site, effectively scuppering its original plans. This study concluded the site was not appropriate for large-scale industrial or residential development, nor was it feasible or viable to extend the runway.

However, this week managing director Mike Murray said it was very early days and the consultation into the Island Plan would have to be completed before any planning application was submitted. "It would be a really smart, quality designed, not Center Parcs, something different and better than that, making use of all the attributes on that part of the Island," said Mr Murray.

In addition to creating new jobs and new facilities for the Island it would bring the Isle of Wight up the rankings, attracting a higher level of spend from tourism. He said there had been dialogue with adjoining owners and tenants, one of whom does aviation-related engineering. "The other is a significant employer, but he does not need to be on an airport and could be on an industrial estate, and we have been talking to them about that," said Mr Murray. He said the airport would continue to be run in the meantime by Dick Steele's Isle of Wight Aviation Ltd, which is contracted until 2010, but he said there was no room for two general aviation airports on the Island.

Landowners at the Isle of Wight Airport could be on course for a legal dogfight over the long-term future of the site. John Woodhouse and Chris Williams, of Embassy Air Services, said they would take legal action against any attempt to scrap the airfield by Wharf Land Investments.

Mr Woodhouse and Mr Williams, who own the surrounding land, along with the Specialist Flying School, are adamant the airport has a long-term future and have submitted plans for an aircraft hangar with overnight stay accommodation on the western side of Embassy Way. Mr Williams said the hangar was needed for aircraft maintenance as part of their charter business, Wight Airlines. The application, which includes provision for a helicopter pad, will be considered by Isle of Wight Council planners on Tuesday, and is being recommended for conditional permission despite 47 letters of objection from residents and Newchurch Parish Council.

Aeroletters

Hi Pete,

Hope you are well and enjoying IVOR again, hopefully see you up here (*at Eggesford*) again soon. I've just read the August newsletter and have to air my views with regard to yellow jackets. As you know we always tell people that yellow jackets are banned at Eggesford because it destroys the character of the place (and also in jest). But I do have other reasons. In my opinion the only time a yellow jacket can be good as a health and safety instrument is after the hours of darkness when it is obviously good to highlight an object that could easily remain unseen. When the good Lord invented us he gave us a wonderful eye and an even better brain to interpret what the eye saw. Part of your flying medical centres on your peripheral vision so if you highlight an object on your right, your brain focuses on that and tends to ignore what you should have seen in your peripheral, which may be a pothole, fence, dog or another person. This cannot be safe as we need to see the whole picture. Also, invariably if an accident involving a plane and a person happens, it is never the plane hitting the man, but always the man, in a moment of laxed concentration, walking into a turning propeller.

Going back to your editorial, you have a very valid point when everyone wears a yellow jacket. Have just returned from Farnborough, there were plenty of them there, but which one is the Marshall? I eventually picked one from the sea of chock men, fuel tanker drivers, barrier erectors, tea ladies and he was about a mile away, on the northern apron, and I thought it was someone being attacked by a bee. Anyway excuse my ramblings; just thought I'd air my thoughts.

Regards, Nigel (Skinner)

Pete,

Glad to hear IVOR is back in the skies. Doesn't feel, as I sit looking out over a rain-sodden garden, that you have actually missed that much great flying weather this summer.

I have been in the unprecedented position - for me - of setting out three times in recent weeks and turning back within a few miles of two of them because it felt just far too rough for comfort up aloft, and

deviating elsewhere for a shorter trip on the third occasion for the same reason. The summer winds have been extraordinary. A product of global warming?

However, I do hope to get to Lundy as usual if weather permits. Omens not wonderful at the moment, but that can change several times in six days. I wondered whether I should volunteer, apropos your appeal for new blood, to serve in some way. My problem, of course, is that I am remote from Devon except by air so not conducive to attending meetings other than irregularly during dark winter days and evenings.

I did enjoy the Henstridge patrol. A former lady of my acquaintance commented that all men are boys - it's just their toys get more expensive. So there was an element of doing what we do best - playing. The counterview is that it can be good for flying skills, operating slightly outside the customary box. It is not often I fly low and fast and fully alert to take extreme avoidance action!
Cheers, John Holden

Spam response to Strut Adverts

Several members who have adverts in the newsletter or on our website have had suspect responses from someone called Dexton Cain. We have been advised not to reply.

News from Belle Vue: Fly-In Cancelled and Withdrawal of Radio Frequency

Gents,

Speaking to Don Easterbrook about arrangements for the 6th Sept fly-in, he has asked that we cancel this year's event due to the airfield being ruined by the North Devon Show. Apparently it was soft to start with but then it didn't stop raining in North Devon for over a week, and whilst the runway was protected, the outfield became a sea of mud, so no parking areas are left. They can't even get from the runway to the hangar for mud. Most of the marquees are still up, because contractors can't get on the field. Apparently, if the field ever dries out before the autumn, it will need to be ploughed up, levelled and reseeded. Sorry to be the bearer of bad news. Regards, Jim Gale.

Maurice Bush has passed on the information that the CAA Directorate of Airspace Policy has withdrawn Belle Vue's discrete radio frequency 123.575MHz and that we should in future use SafetyCom 135.475.

Dear Mike

The following popped up in an e-mail on our newsgroup (won't attribute for fear of wider embarrassment), which may amuse our members. The context is a discussion on what constitutes an 'airport':

"The French are even more laid back. I wanted to depart from Cherbourg for Alderney (the Channel Islands are not part of the EU, so I was going very foreign). Air Traffic said that Customs were at lunch and I had to enter the customs building at the door saying "Arrivals" in French, walk through the customs hall, take the door at the end saying "No Entry" and walk down that corridor. When I did that I found myself back in ATC, where the controller said " I can now tell Customs that I sent the pilot of G-BTLM for customs clearance but you were at lunch and would not be back before the departure time shown on his Flight Plan "!

This only serves to confirm the British stereotype of the French - nothing gets in the way of a good meal! Mind you I can recall eavesdropping on Lisbon Approach control back in the late 1960s around lunchtime, when repeated calls from arriving commercial airliners went unanswered for a long time, so inbound pilots arranged their own timed sequencing over the final approach fix between themselves and it all seemed to work out. There was another tale of a light aircraft flying into Rome (don't recall which but could have been FCO) on a sultry afternoon en-route to the UK after a long trip from Oz, who similarly got no reply from his calls to the tower. Eventually he got down safely through his own efforts and on visiting the tower to collect a letter which was awaiting him, he found the controller asleep! Anyway, I ramble as usual, it's all fun! All the best to you, Maurice Wickstead.

CAA Medical Exemption

Following changes to the ANO, the CAA has expanded an exemption to allow the holder of a UK issued PPL to continue to fly microlights, self launching motor gliders and simple single engine aircraft if they hold a medical declaration from their GP. The previous requirement called for a full JAA medical from an AME. If a pilot chooses this route then their existing pilots licence will remain valid until it expires but as soon as a pilot moves from a full international medical to a medical declaration from their GP their pilots licence will assume the freedoms and restrictions of the NPPL. i.e. it doesn't allow flight outside the UK FIR (so Eire, NI, Channel Islands and the rest of the World are out) and it limits you to self plus max of 3 passengers in aircraft less than 2000kg.

This means that if a PPL holder is unable to get a Class 2 medical they do not now need to get an NPPL and if they can get the NPPL type medical declaration signed by their GP they can continue flying with their PPL, albeit restricted to NPPL privileges - daytime VFR in UK airspace. If you already have an NPPL then this change is of no real benefit, other than if your PPL is a lifetime UK one you would not have to pay for a new NPPL after five years.

Welcome to New Members

Peter Field of West Byfleet, Surrey. Peter owns a share in the Super Cub G-BIYR R151, Superfalke G-BKVG and also Duo Discus x Turbo (Glider) G-CKOL

John Robinson of Morchard Bishop. John flies RAF2000 gyro G-BXAC

Chris and Sharon Noble from Westward Ho! Chris and Sharon will be well known to Strut members who have been involved with the Scout camps and the BaP2 project. We welcome them as honorary members of the Strut, in recognition of their stalwart enthusiasm and active support of these Strut activities.

European Mode S Requirements

LAA EC member David Corbett (also of the Europa Club, GASCo and the Flying Farmers) has brought to our attention the CAA's web pages that itemise the current mode S requirements of other European countries, albeit with the caveat that the situation might change!

<http://www.caa.co.uk/default.aspx?catid=810&pagetype=90&pageid=9752>

September Free Landings

Pilot: Colemore Common, Chiltern Park, Fishburn, Lundy Island and Tiree

Flyer: Bourn, Panshanger, the Scilly Isles and Sturgate

Today's Pilot: Cromer, Elstree, Panshanger and Rougham

Devon Strut / LAA Fly-In & Event Calendar 2008

August 30 th	Dunkeswell Jurassic Coast M/L fly-in	01460-68855/07887-954155
August 31 st	Plymouth	Chris Howell / 07970-25186
		John Kempton / 01548-842057
September 6 th	Belle Vue	Jim Gale 07887-906789 CANCELLED
September 14 th	Watchford	Brian Anning / 01823-601268 / 07779-143439
October 4 th	Dunkeswell Jodels	Jim Gale / 07887-906789
October 5 th	Popham LAA PCS coaching day	LAA website, Training page.

Adverts

Savannah MXP740 G-CCXP,

STOL 3-axis microlight, Jabiru 85hp (s/n 1734) - 315hrs, built 2004 -one owner, hangared at own strip, Permit to April 09, new w&b, practical cruise 65-75mph at 12lt/hr, includes Lynx h/s's and radio interface, cherished but buying new model. Located N Devon. £25,500 Bryan.harper22@virgin.net



Continental A65-8 Spares For Sale

Crankshaft (flanged). M20 and polished ready to go	£ 750.00
Crankshaft (tapered). M20, front bearing M10, part used	£ 450.00
Crankcase. Centre bearing recess has small 'nick'.	£ 200.00
Camshaft. Used.	£ 200.00
Camshaft gear. Used.	£ 200.00
Set of 4 connecting rods. Used.	£ 200.00
Set of 8 hydraulic tappets, complete. Used.	£ 300.00
Set of 8 cam followers. Used.	£ 160.00
Set of 8 pushrods. Used.	£ 80.00
Set of 4 push rod housings. Used.	£ 40.00
Set of 4 induction tubes. Used.	£ 30.00
Engine accessory back cover. Used.	£ 100.00
Oil pump gear assembly. Used but was working well.	£ 250.00
Induction manifold 'spider'. Used.	£ 50.00
Oil screen/filter. Used.	£ 60.00
Oil supply tube. Used.	£ 30.00
Shell bearing set +20, mains, thrust washers & big ends. New.	£ 500.00
Shell bearings +10, rear & centre. New.	£ 200.00
4 rocker covers. 3 flat and 1 with lip. Used.	£ 20.00
Pair of Bendix Scintilla magnetos. Working when removed.	£ 200.00
Used wiring harness and 4 new 'fingers' for the above.	£ 50.00

Contact: Pete White, 01752 406660 or 07774 017704 or pete@aeronca.co.uk

CH Products Flight Sim Control Yoke

Compatible with Windows 98, ME, 2000, XP, XP 64bit, Vista (32 & 64 bit); 5 axis of control including, pitch, roll, throttle lever, propeller lever, and mixture lever; 20 button functions (programmable) including, 2-way gear switch, 2-way flaps switch, 8-way hat switch, two 2-way rocker switches, and 4 push buttons; USB provides true Plug & Play and greater speed and accuracy. Low usage; in perfect working order with documentation. £50.00 (>50% reduction on current list price) contact Maurice Wickstead mwavauth@tiscali.co.uk



Tailpiece

Carry this thought within your mind
That I am with you, not left behind.

Wherever you fly, there I will be,
With you in spirit, in the sky so free.

Beryl Smyter
