



REPRESENTING SPORT & RECREATIONAL AVIATION IN THE SOUTHWEST  
[www.devonstrut.co.uk](http://www.devonstrut.co.uk)

## DEVON STRUT NEWS, JUNE 2007.

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

by Pete White

After our period of winter readiness we have started the season with a flurry of successful events, all of which owe so much to the teamwork and dedication of our Strut members.

Sunday 29<sup>th</sup> April began a little quietly at Plymouth due to the weather but blossomed into a bumper event due to the drive of Steve Leach, John Kempton and their team. This year's event was greatly improved on last year's and following a debrief with the airport management team 2008's fly-in is already being planned.

Bodmin was blessed with good weather for our fly-in on Saturday May 5<sup>th</sup> and we had 50 visitors from all over the country, some of whom stayed over for our FaTaP event on the Sunday. Despite the preparation involved and the brilliant team that was assembled, I was still just a little concerned about this prototype event but it surpassed all expectations and its success is reported later on in the newsletter.

On the day allocated to the Harrowbeer flypast for the opening of the aerodrome information boards the weather won and the Aeroncas stayed in the hangar. I have since driven to view the plaques at ground level and they are excellent.

Some of our team beat the weather again on Saturday 14<sup>th</sup> and, as part of the National PFA YA weekend, managed to fly many Air Scouts and leaders from Watchford Farm.

As I write this I am getting excited about tomorrow's flight to Hullavington for one of the best events in the UK, the G-VFWE. This is the 11<sup>th</sup> year of the classic vintage event that has developed into the largest of its type in Europe.

Soon on the horizon is our 3<sup>rd</sup> Scout Aerocamp at Belle Vue (8-10<sup>th</sup> June) and we have the crew at readiness to whisk another two dozen youngsters in the air after teaching them the basics of flight, meteorology and navigation. It's bound to be another rewarding and fun weekend!

Jim Gale will be leading the expedition to the Scillies on Saturday 16<sup>th</sup> June and returning to take in Lands End on Sunday 17<sup>th</sup>.

Later in the month, on Sunday 24<sup>th</sup>, the South Ham's Flying Club at Halwell will host its annual fly-in which is always buzzing with activity and attracts visitors from far and wide.

Our South West Regional Rally takes place on Saturday 30<sup>th</sup> June and Sunday 1<sup>st</sup> July at Dunkeswell and I would like to emphasise that this is our premier event and so that we can all enjoy it to the full I ask you to give a little of you time...an hour will do. Any form of help will be appreciated and for more details please contact a committee member.

See, there is so much to get your teeth into and your active involvement will add to the success of our events. Have lots of fun!

Pete White

## Plymouth Fly-In 29<sup>th</sup> April 2007

by Steve Robson & Maurice Wickstead

The Devon Strut flying season opened in spectacular style on Sunday 29 April with the fly-in at Plymouth Airport. Although the visibility around the wider south west region was poor, Plymouth was bathed in bright sunshine, a light easterly wind and all the 9's visibility. The hazy conditions elsewhere may have prevented some potential visitors from venturing forth but nearly a dozen resident aircraft were on display with a further thirty six attending the fly-in, some from as far afield as Whaley Bridge near Matlock, Guernsey, Defford in the Malvern Hills, Shoreham and Lewes in Sussex. Plymouth ATC provided an outstanding service that was slick and efficient with no delays. In fact the Plymouth Airport management had gone to extraordinary lengths to ensure the safe and smooth operation of the whole event.

A colourful contingent of assorted Austers were on hand from nearby Eggesford and later in the day a posse comprising the Condor, Jodel and Emeraude flown by local Strut members Steve Robson, Mike Mold and Mike Wells arrived from Watchford Farm to swell the numbers. Among unusual types present were Partenavia P68B G-BMOI from Exeter and Diamond Twin Star G-CBNL from Shoreham. Another notable attendee was new Strut member Richard Kidd from Hertfordshire in his Jabiru J-430 G-KIDD and a veritable squadron came from Swanborough Farm near Lewes in Sussex including Will Greenwood in RV6 G-TEXS, Peter Harrison in Fairtravel Linnet G-ASMT and Jodel Club member David Scott in his Robin DR220 G-BLCT.



Complementing the day was a fine display of vintage cars and military vehicles organised by the MG Car Club, with static information and display stands manned by the Strut, The Plymouth Flying Club and the Harrowbeer Interest Group (HIG).



Whilst the combination of aircraft, classic cars, military vehicles and the public is not a new formula, here, as at Branscombe it seemed to work very well. All the fly-in ground activities were confined to a grass area to the north of runway 06/24 with public entry via a lane off the main Tavistock road. This made the whole event more manageable than last year and didn't interfere with the commercial operation of the airport. In fact, it all made for a wonderful garden party atmosphere where people were able to wander around the field enjoying the sights and sounds of the day but with the organisers' discrete "safety presence" always on hand to prevent any mishaps. A star attraction for the children was one of the Plymouth Airport fire engines with the crew equally enthusiastically showing them round and explaining how the various hose, pump and siren systems worked. Another big "plus", as evidenced by the number of youngsters eagerly awaiting their turn at sitting in the 'driving seat', was Steve Leach's classic Taylorcraft BC65, G-BSCW, conveniently parked at the end of his garden on the airport perimeter!



Lots of people deserve our sincere thanks for helping to make this event such a success; the Plymouth Airport management for inviting the Strut to hold the event and for providing an excellent all round service, to the car and military vehicle owners clubs, the flying club and the HIG who all helped to bring that extra dimension. Last but by no means least, thanks to Steve Leach and John Kempton for setting up the event and to the whole team of Strut members for making the day happen in such memorable and safe way, including, Alan Faupel, Maurice Wickstead, John Havers (marshalling and site safety), Trish Kempton (Pilots Check in), Tug Wilson and wife Sandra, Steve's wife Donna and (*un-named but nevertheless crucial*) others for running the Strut stand.

But that's not the end of the story. The crowning glory was the amazing sum of £1,335 that was raised entirely by donations for Plymouth's St Luke's Hospice while a raffle provided the lucky winners with the star prize of a pair of complimentary air tickets, courtesy of Plymouth-based airline, Air Southwest. Next year's event is already being planned!

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## **FaTaP day at Bodmin ...another Devon Strut initiative**

**by Pete White**

When I unzipped my tent early on Sunday morning and peered through the drizzling murk, looking for the windsock I knew that the weather gods had not heard my plea. Come on Bodmin, you can do better than that. We have 24 youngsters and 12 teachers arriving at 09.00 for the treat of their life, a FaTaP Day!

Over breakfast with the team members that had stayed over from the previous day's successful fly-in or had arrived that morning by road, I put to them the new plan of the day..... Once the eager flock from the two schools had assembled in the clubhouse I welcomed them and explained that due to the vagaries of the weather we would divide into small parties, each with a 'guide' from our team, for an informal but educational tour of Bodmin aerodrome and the hangars.

Next Steve Robson spoke, reminding our visitors of the safety aspects and etiquette required on aerodromes and this was followed by a brief explanation by Jim Gale of the PFA and Young Aviators

initiative. The leaders were busy explaining to the attentive parties all matters aeronautical as they led them from hangar to hangar whilst I was able to “organise” a short weather window from about 11.00 hours by constantly chanting and bowing to the east (and checking the met on the club PC!).

Tours over, the excited crowds were back in the clubhouse, except for the braver ones with warm coats on, whilst the aircraft were readied for action. Once called, the eager passengers marched to their waiting machines, with perhaps a little trepidation but guided by one of our team and strapped securely to the waiting mount. On their return to the clubhouse they all had jubilant smiles and were itching to spread the news of their discovery of this newfound ‘flying thing’. Wonderful to watch, ‘kids of all ages’ released from the constraints of adulthood and whooping it up with sheer delight. All our joyful visitors had been aloft in weather which was quite taxing for the pilots, especially those flying tail-daggers, yet to the onlooker all seemed as it should be..... well done lads.



The Cornwall Flying Club’s very able food engineer, Michelle supported by new recruit Helen, presented a luscious buffet, which was soon devoured with great satisfaction, by all present.



Sam Lucas.

The day then culminated with a thank-you chat and a presentation of certificates and goodie bags containing PFA literature and information leaflets. This day exemplified brilliant teamwork that achieved all expectations and left many happy smiling faces wending their way home after having experienced the joys of flight that we are all privileged to understand.

On behalf of the Strut I thank the team: Pilots: Steve Robson (D62 Condor), Jim Gale (Jodel DR1050), Mike Wells (Emeraude), Duncan Healey (C172) and Howard Fawkes (C172); Helpers: Derek Boyce, Sandy Wilkinson, Ian Abraham, Martin Pengelly and

My thanks also go to those volunteers who offered to help and were not able to get to Bodmin for various reasons of which the weather was the main culprit. Alan Crutcher, Reg McComish, Mike Mold, Trevor Reed, Peter Gristwood and John Holden. Thanks for trying.

Pete White (Event Manager)

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### Mode S Update

The current state of play with mode S was outlined by the CAA at a recent National Air Traffic Management Advisory Committee (NATMAC) meeting and posted on the PFA BB by Strut members and PFA vice chairman John Brady:

Stage 1: In March 2008 Mode S would be mandated everywhere above FL100 and when flying IFR in controlled airspace. From that date, no further installations of Mode A/C transponders would be approved, only Mode S. A transition period would be allowed.

Stage 2: At a later date to be defined, Mode S would be required for flight in Class D airspace and in Transponder Mandatory Zones which have yet to be defined. The first stage would be implemented without further consultation but there would be public consultation about stage 2. Sense prevailing at last.

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## Build-a-Plane2

by Jim Gale

On Saturday 5<sup>th</sup> May the Strut held the first workshop build of the Build a Plane 2 project. Three Scouts from 3rd Exeter Air Troup attended Tim Gilmour-White's workshop and commenced assembly of the cabin structure.

They became so absorbed in the work on the Xair Hawk kit that when I left and said, "See you next week guys," they didn't even notice that I was leaving! There are a total of nine 3rd Exeter scouts working in relays of three at Tim's workshop and the next visit was to be on the Thursday of the following week.



More recently, assembly of one wing at Branscombe, under the direction of Mike King, and the rear fuselage and tail section, co-ordinated by Dave Storey at Kingsbridge, have got underway.



Mike reported that the first session went very well. The first hour was spent with a talk from Mike about the PFA, the Devon Strut, Tim's generous donation, where the parts were being built and a tour round his workshops and the hangar. The boy's were given the Hawk manual and asked to work out how to get

started and what was required to get the project moving. They did quite well, with the front and rear spars now assembled.

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## Welcome to New Members

Martin Ryan of Malmesbury, Martin is an honorary Aeroncaphile and keeps his Stinson 108-2 G-BPTA at Garston Farm, Marshfield. Martin has kindly offered his help (*read: been arm-twisted by Pete White!*) at our Belle Vue Scout Camp on 9 -10<sup>th</sup> June.

Richard Kidd of Tewin, Herts has Jabiru J-430 G-KIDD (*see photo in Plymouth Fly-In report above*)

Christopher Gough from Seavington St. Michael, Ilminster.

Phil Brewer. Phil lives in the USA but has bought John Kempton's and keeps it at Bodmin for when he visits the UK.

Bob Cann of Crantock, Cornwall, owns Murphy Maverick G-CDYM

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## Circling the Patch: News from Around the Strut

by Chris Howell

**Bolt Head's** runway is now fully serviceable with a useable length of 620 meters. The windsock is up and the departure lounge has all local contact details. Have a look at the Strut website for further details.

**Halwell.** The South Hams Flying Club recently held their AGM and the main debate was the need to increase membership fees to cover the cost of insurance to allow visiting aircraft. Please ensure you get PPR before visiting. This is a short strip and make sure your donation goes in the collection box. The Old Inn down in the village is but a short walk and they lay on good grub. Totnes Cross garage is also very close should you need some mogas or any other supplies. Recently Keith Wingate and Luke Roberts flew in Keith's new Emeraude to Friedrichshafen for the Aero 2007, departing Halwell on the Friday and returning Sunday evening just before the fog rolled in. Going international from a small grass field in Devon harks back to the heydays of the 1930's.

**Bodmin.** For many aircraft owners winter can be a slow old time. The Aeronca squadron based at Bodmin have been undergoing various levels of maintenance and restoration. G-IVOR has been going through the annual permit process and following a lot of hard work was ready in time to fly to the G-VFWE at Hullavington over the weekend of 18 – 20<sup>th</sup> May. Derek Boyce had endured a long period of inactivity with his Champ resulting from exhaust problems. It seems quite difficult to find good competent welders to work on stainless steel. Derek was also airborne in time to make the journey to Hullavington. Running vintage aircraft can be a mighty challenge at the best of times because no two aircraft seem to be the same. They all have quirky differences as we found out just looking at A65 exhausts!

New Strut member Phil Brewer has purchased John Kempton's Super Chief and based it at Bodmin. Phil lives in the USA but is a regular visitor to our shores and is drawn to the magnetic charms of Cornwall. Pete White was kind enough to ride with Phil in the right hand seat, pass on his extensive knowledge of flying in the West Country and a few hints on Aeronca's. Pete has also drawn the tough task of exercising the Super Chief and generally keeping a fatherly eye on it when Phil is in the USA. Tug Wilson is very close to flying his gorgeous Pietenpol following a winter of much needed restoration work to the undercarriage and fuel tank. Tug is also waiting patiently for news on his Sport Cruiser which is running through final checks for approval under PFA Permit to Fly system. There is a very interesting article on the Sport Cruiser in this month's Loop.

**Plymouth.** Following the stunning success of this year's Strut fly-in at Plymouth c/o John Kempton and Steve Leach and all the Strut helpers, the team held a post fly-in de-brief and set a date for May 2008. Life at Plymouth Airport is full of bustle despite reports in the media of lowering passenger numbers. We are all of the mind to use it while we can. It's been there since 1931 and it would be a shame to see it disappear under a housing estate!

*From John Kempton: Following our very successful fly-in at Plymouth it's worth remembering that Plymouth City Airport is still operating their discount to Devon Strut members of £5 per landing. Avgas is available and cheaper than at most airfields in other parts of the UK. Why not fly in and visit Plymouth City, Plymouth Hoe or the Barbican? A No.7 bus stops almost outside the airport and will take you very quickly into the city centre - it runs every twenty minutes. (Pensioners with Devon Bus Pass get it free!)*

**Eggesford.** Zak Rockey was tempted by the offer of a part exchange deal involving a Campervan for an Auster J1 Autocrat. Zak owned the campervan and the Autocrat was available for exchange in Scotland. So Zak and Richard Webber drove up to Scotland and flew the Auster back to Eggesford. As you may imagine, the journey involved some diversions and a loss of engine oil but Zak and Richard arrived back safely at Eggesford. The Eggesford Broussard has been undergoing some engine work courtesy of Air Atlantique Engineering and hopefully will be operational in the next couple of weeks. Dave Colclough has at last got his paperwork back and he too made it to Hullavington.

At **Dunkeswell** Brendan Procter would welcome more visiting Strut members and he offers half price landing charges or free landings if you uplift 25 litres or more of Avgas (and show your Strut membership card). Each visit to Dunkeswell shows evidence of further improvements. The sky diving club has recently moved to new buildings on the east side (*and ceremonially incinerated their old clubhouse!*) and generally activity is on the increase with much improved facilities. *Plans are well advanced for our Regional Rally (30<sup>th</sup> June / 1<sup>st</sup> July) and arrival information is now available on the Strut website.*

On a closing note, following the comments from Roger Hopkinson in PF, please read up about the possible increase in ethanol in unleaded fuel. This, combined with the price increase on Avgas, needs careful studying.

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## AEROLETTERS

### Young Aviators' Day at Watchford Farm, Sat. 12<sup>th</sup> May 2007

by Jim Gale

With the same flexible formula that worked so well the weekend before at the Bodmin FaTaP event, we were able to contribute to the PFA's National Young Aviator's weekend. Intermittent heavy showers from



late morning meant that after Steve Robson's safety briefing the 13 Air Scouts and 12 adults from the 3<sup>rd</sup> Exeter troop (who are also involved in the BaP2 project but who now don't get any flying via their former arrangement with Exeter FC due to spiralling costs) were given a tour of the Watchford hangars and after a short break for their sandwiches they enjoyed a one-

hour window in the weather that allowed them all to be flown extended circuits around the Watchford area.

(Plus a colleague of Steve's and her 2 lads who arrived just as we were putting the a/c away but who loved every minute of their flights with SR & Mike W.) So, that made 15 YAs!

A big thank you to Brian Anning, (he cut the grass runways at 07.00hrs that morning!), all the pilots (Mike Mold, Steve Robson, Les Dray, Mike Wells, Brian Anning (& *Jim -Ed*)) and Strut helpers (John Havers, Ian Abraham, Maurice Wickstead, Alan Faupel & Peter Gristwood) who added up to making this a very successful event. Regards, Jim.

### Disaster Narrowly Averted at Bodmin Airfield –

witnessed by Steve Robson

The weekend of 5- 6 May saw the Aeronca fly-in on Saturday and the Fly a Teacher and Pupil event on Sunday at Bodmin. However, late on the Saturday afternoon it became apparent that there was a potential death trap on the airfield. This attracted a great deal of interest, and a number of 'technical experts' assembled to prevent a possible disaster.

Mike Wells is a highly competent engineer and pilot and was attempting to erect his 'take out of the bag and shake it' tent. It should have done just that and popped into something akin to a Bedouin boudoir. However, what followed could have resulted in something far more eye-watering! Not only did the tent fail to respond as advertised, it had mysteriously twisted itself in a knot that a nuclear physicist would not have been able to unravel. Poles and fabric appeared to have defied the laws of physics and re-organised themselves into something that could only be described as a 'handcuffed octopus'.

After two hours of 'logic' from the continually enlarging group of onlookers, no progress was made. In the end it was decided to remove the tent from its frame and give it a 'good seeing to'. This operation can be likened to trying to push a marshmallow into a money box which resulted in a spindly frame with the bulk of the material hanging limply from it. (*That was the tent, not Mike...*) It was by then clear just how much of a death trap the tent could have become if anyone had tried to sleep in it.



In the end Mike draped it over the wing of his Emeraude where it at least had some support. The tent fabric was still very limp but Mike thoughtfully arranged the entrance so that it was pointing into wind which helped to 'inflate' the tent, thus allowing Mike room to rest his head during the night.

Despite a strong 20 kt wind both he and the tent survived to tell the tale the following morning. The next challenge Mike faced was how to pack the tent away for the trip home. This was easily achieved although several load snapping noises were heard during the packing process along with mutterings about getting a tent that would behave itself. So, in the end, disaster was narrowly averted, honour maintained and there was only one casualty. Anyone got a tent for sale? I know where there's a customer waiting.

### **Currie Wot G-BXMX - Leaking Fuel Hose**

**by Michael Hayman**

My Currie Wot was winterised in November 2006. It was fully serviceable and the engine was ground run and checked after an oil change. The aircraft was returned to service on the 6<sup>th</sup> May 2007 and a fuel leak was detected when the engine was about to be given a ground run.

The fuel line from the tank to the carburettor is 3/8 inch ID stainless braided fuel hose with a nitrated core. It was fitted before the aircraft first flew in December 2003 and was supplied by Exact Engineering Ltd (Exact) of Totnes who specialise in the supply of such hoses, particularly to motor sports and do supply tubes knowing they are destined for aircraft use. There were no recommendations given by Exact about the working life of the hose. 100LL fuel has always been used in the aircraft.

The leak was pronounced and was in a section of hose leading from the AC mechanical pump on the C90 to the carburettor. There is no significant bend in the pipe. The leak was about 1.5 inches from a terminal fitting and the area of braiding at the site of the leak was seen discoloured upon close inspection. There is no apparent external damage and that would have been most unlikely as the hose is within the engine cowling.

The section of fuel line was removed and returned to Exact for testing. At 100 psi numerous leaks were visible. The preliminary view is that the terminals were correctly fitted but the reason for the failure has not been established. The hose has been used at pressures well within its working capability. Enquiries continue.

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### **CAA Announces Air Navigation Order Exemptions for GA**

The UK Civil Aviation Authority (CAA) has announced general exemptions from the Air Navigation Order (ANO) for light aircraft engaged on non-public transport flights. The exemptions cover the requirement in the ANO to carry an approved Emergency Locator Transmitter (ELT) and also the requirement for approved lifejackets, life rafts and supplementary oxygen equipment.

The original change was the result of consultations conducted between April 2004 and March 2005 and a Letter of Intent issued on 29 March 2005. This letter resulted in the change to the ANO this March. Details of the consultation were posted on the CAA website, where the relevant documents are still available for viewing.

The original intention of the ANO change for lifejackets, life raft and supplementary oxygen equipment had been to require suitable equipment rather than approved equipment. Whilst the carriage of lifejackets, life-rafts and supplemental oxygen will still be required, the CAA intends to issue a general exemption stating that this equipment need not be approved. Similarly a general exemption will be issued permitting a Personal Locator Beacon to be carried, in lieu of an Emergency Locator Transmitter, whilst a further review is undertaken. This opens the way for the use of PLBs such as the McMurdo FastFind Plus that was promoted at our CAA Safety Evening last year. <http://www.mcmurdo.co.uk>

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### **FOR SALE**

- **Source of inner tubes (& possibly tyres) suitable for a/c:** 150x6x6.00 inner tubes with right angled valves (but needing a valve extension) to suit 6.00x6 and 420x150x6.5 Jodel & Condor tyres @ ca **£10 each** (compared with ca. £60 from aviation tyre source). Kings Road Tyres, Station Road, Ilminster, Somerset, TA19 9BQ Tel: 01460 57911 [ilminster@kingsroadtyres.co.uk](mailto:ilminster@kingsroadtyres.co.uk)
- **Cessna 140 G-BPKO** Rare 1946 classic tailwheel aircraft. New C of A following extensive refurbishment including re-spray & new windscreen. TTAf 4851, C85-12F 779 SMOH, 390 STOH (new cylinders). Comprehensive panel. £19,500(ono!) Contact Mike Rummey at Goodwood: 01243 537460.
- **Savannah MXP740 G-CCXP**, STOL 3-axis microlight, Jabiru 85hp(s/n 1734)- 245hrs, built 2004 -one owner, hangared at own strip, Permit to April 08, 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 Contact Bryan Harper 01837 810562 [bryan.harper22@virgin.net](mailto:bryan.harper22@virgin.net)
- **Jabiru X-Air G-HITM for sale.** 2 seat 450kg m/l based at Culdrose. 457 hrs TT, Permit to March 08, ICOM A3e radio & Lynx headsets, Both partners buying new a/c. £9,500 Contact John Cockfield 01736-793073 or 07773-693016.
- **Health problem forces sale of an X'Air and a Team Minimax.**  
**X'Air**, with Rotax 582 ('blue top') engine. Permit until 22nd July 2007. 50 litre tanks, wide doors, Intercom, radio & headsets. Hangared in Cornwall. Total Airframe hours: 504.5, Total engine hours:466.1, TSMOH: 215.4, Major strip – new crankshaft, little ends, circlips, decoke and gaskets, plugs, gear cluster and pinion (ref.“Eccleston Aviation” from the engine log book). £8000 o.v.n.o.  
**Minimax**, with Rotax 447 engine. Permit until 5th November 2007, Airframe hours: 143 hours. Total engine hours: 346 hours. Since major overhaul: 44 hours. £4000 o.v.n.o. This price was suggested by John Hamer, of the Minimax Club, who not only first test flew it, but has carried out the annual inspection recently. For either a/c above contact Leslie Stephens, on 01752 842976 or 07824 329714

- **Kitfox Mk2 G-FOXX** Rotax 532, permit till August. Will renew for new owner if required. £10,450.00 o.n.o. Contact Mike King 01297-680360 (or 01297-24159 evenings) mike@sky4aviation.co.uk
- **Lynx Avionics Micro System items for sale.** Velcro mount PTT Switch (x2) £20.00 each; Switching Adaptor for Solo Operation £3.00; Headset Lead Splitter £30.00. Contact Bryan Harper Tel / Fax 01837-810562 bryan.harper22@virgin.net
- **Yak 52 G-ETHI** - 3 shares for sale at £11,000 each, Registered in '89, approx 430hrs left on the engine, long range tanks and is a nice little runner! Annual due in July, hangared at Eaglescott but would consider move to Dunkeswell. Jonathan Thrush 01271-861457
- **Aeronca 11AC Chief G-IVOR.** Fancy some real flying? Genuine and reluctant sale of share in side by side 2-seat, Bodmin-based 1946 vintage taildragger. £29 / hr wet and £35 / month, Share £2,750 to include tailwheel conversion training (worth ca £700). Contact Pete White on 01752-406660 / 07774 017704 or Steve Waddy 07789-712873 for further details.
- **Yak 18T HA-YAV** - Annual to 8/07. 120kts, four seats, 50 litres/hr and aerobatic. TAF:1682:25 TE:624:45 TTP:130:00. New magnetos, tyres, fuel pump and compressor. Based at Dunkeswell for winter. Newly finished leather interior and westernized panel including Skymap, 2 x comm and Garmin mode C. Cover, towbars (hand and car) and spare Air cylinders included. £48,000 ovno. As featured twice in "FLYER" magazine adventure articles. Martin Robinson martin@cub.flyer.co.uk
- **Jodel Group at Plymouth.** Shares available in a group forming at Plymouth with a Jodel D120 Paris-Nice. Cruises at 85 knots, 6 hours endurance, 120 litre tank, useful load of 570 lbs, i.e. full fuel and two people with weight for baggage. A joy to fly with superb visibility both on the ground and in the air. Based on four people the group shares @ £3,500, £56 per month & £27/hr wet. Richard Walker 01752 407411 richardwalker123@onetel.com
- **Continental Cylinders** (x3) C90 or O-200 std size, as new, £450 each. Les Dray 01395-513031
- **Fuji FA200-160** This aircraft is great fun. It has four seats, is aerobatic to +6/-3g and can even be flown with the canopy back. Don't be put off by it not being a Piper or a Cessna! Most parts are standard American, the engine is a Lycoming and there are no 'lifer' airframe parts. The engine has done circa 550 hours since being zero timed and the airframe 5600 hours. It is fitted with a Bendix King KLX-135a GPS/COM, Bendix King KX-170B NAV/COM and Bendix King KT-76A mode C transponder. This aircraft is ideal for the pilot who wants to do a little bit of everything. Asking £25,500 ono. Contact Steve Cole 01395-578999 or mobile 07841-889112.

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### Don't Infringe Airshow Airspace

The Airshow season is here and the Red Arrows have their first display date in the southwest at Newquay on 22nd June. Every year the Temporary Restricted Airspace established around certain airshows in the UK attracts infringements. For example, between 2002 and 2005 Red Arrows Temporary Restricted Airspace was infringed on 14 occasions. At best, infringements will lead to displays – including those by the Red Arrows – being disrupted and thousands of members of the paying public being denied the chance to see solo and team aerobatic performances. Some are cancelled as a result or called off half way through – as happened at the 2006 Kemble display. All such incursions have flight safety implications and could lead to accidents and loss of life.

In many cases infringements occur because pilots simply haven't briefed themselves properly before taking off. We should all be aware of the briefing options available to ensure that we are not one of this year's infringements. There are several ways to obtain pre-flight briefing information:

One of the easiest ways to check on temporary restricted airspace, such as for Red Arrows displays, is by calling the dedicated freephone Aeronautical Information Services (AIS) Information Line on **0500 354 802** and by checking the 24 hour Notams numbers [020 8745 3451](tel:02087453451) or [3450](tel:02087453450).

Alternatively, check Pre-Flight Information Bulletins (PIBs) on the AIS website. PIB Help is also available there. PIBs may also be accessed through the [NATS website](http://www.nats.gov.uk), even if the AIS website is down. Check Aeronautical Information Circulars (AICs), also on the [AIS website](http://www.ais.gov.uk).

Mauve AICs notify the establishment of Temporary Restricted Airspace around all of the Red Arrow's display sites and certain airshows. Yellow AICs providing details of major displays or rallies may also be published. A number of major events are notified by both Mauve and Yellow AICs. Wherever and whenever you fly this summer make sure you're properly briefed and that you don't end up under investigation by the CAA.

Red Arrows: <http://www.raf.mod.uk/reds/displayinfo/displaydates.cfm>

Airshow Guide: <http://www.deltaweb.co.uk/asqcal/index.htm>

BBMF: <http://www.deltaweb.co.uk/bbmf/july06.html>

## June Free Landings

Pilot: Bagby, Donegal – Eire, Fair Isle, North Coates, Panshanger and White Waltham.

Flyer: Kilkenny, Sturgate, Lydd and Le Touquet.

## Strut Fly-Ins, 2007

DATE		LOCATION	HOST/ORGANISER	TELEPHONE
<b>JUNE</b>	8/9/10	Belle Vue Aerocamp	Strut Team	01805-623113, 01363-773767, 01752-406660
	16	Scillies Fly-Out	Jim Gale	01363-773767
	17	Lands End (TBC)	Lands End Flying Club (Pete White)	01736-788944 01752-406660
	24	Halwell	Rod Ethrington / Keith Wingate	01548-857513
	30/1	PFA SW Regional Rally – Dunkeswell (Info now on Strut website. Pre-Registration not now required )	Dave Silsbury	01752-690358 See <a href="http://www.devonstrut.co.uk">www.devonstrut.co.uk</a>
<b>JULY</b>	7/8	Farway Common	Terry Case	01395-597535
	15	Lundy	Pete White	01752-406660
	29	Branscombe Air Day	Joe Thomas	01297-680259
<b>AUG</b>	5	Treborough	Mark Weatherlake	01984-641179
	18/19	Farway Common	Terry Case	01395-597535
<b>SEPT</b>	8	Belle Vue	Don Easterbrook / Jim Gale	01805-623113 01363-773767
	9	Watchford Farm	Brian Anning	01823-601268
	29	Dunkeswell Young Aviators	Strut Team	tba

**Apparently "Go Flying" has published the wrong date for the Scillies fly-out, so please note that it is on Sat. 16<sup>th</sup> June (not 2<sup>nd</sup>).**

## TAILPIECE

A man in a hot air balloon realised he was lost. He reduced altitude and spotted a woman below. He descended a bit more and shouted, "Excuse me, can you help me? I promised a friend I would meet him an hour ago, but I don't know where I am.

The woman below replied, "You're in a hot air balloon hovering approximately 30 feet above the ground. You're between 40 and 41 degrees north latitude and between 59 and 60 degrees west longitude." "You must be in IT," said the balloonist. "I am," replied the woman, "How did you know?"

"Well," answered the balloonist, "everything you told me is technically correct, but I've no idea what to make of your information, and the fact is I'm still lost. Frankly, you've not been much help at all. If anything, you've delayed my trip."

The woman below responded, "You must be in Management." "I am", replied the balloonist, "but how did you know?"

"Well," said the woman, "you don't know where you are or where you're going. You have risen to where you are due to a large quantity of hot air. You made a promise, which you've no idea how to keep, and you expect people beneath you to solve your problems. The fact is you are in exactly the same position you were in before we met, but now, somehow, it's my fault!"

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