



REPRESENTING SPORT & RECREATIONAL AVIATION IN THE SOUTHWEST
www.devonstrut.co.uk

DEVON STRUT NEWS - JULY 2007

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

by Pete White

Well we made it to the G-VFWE at Hullavington but not on the Friday as planned because I didn't pack my tools away from IVOR maintenance until 2130. Then Derek Boyce and I rushed to the local hostelry for food before kipping down on the Bodmin Clubhouse floor, ready for an early start on Saturday. We scrambled our Aeroncas at just after seven and with the healthy tailwind we were over Taunton by the time we would normally be looking out for Okehampton! Did any one hear sonic booms on Saturday 19th May?

Our Scout Aerocamp at Belle Vue was a resounding success and over the weekend we managed to teach 24 youngsters sufficient knowledge for them to get three badges and we took them flying twice. The leaders had their turn when a formation (?) of us bumbled around the N Devon coast on the Saturday evening. It was a fantastic event, which was full of fun and continues to be one of my favourites of each year.

Jim Gale's fly-out to the Scillies the following weekend (16th June) was badly affected by poor weather as was the Land's End event the day after but Jim (and Steve Cole in his Fuji from Exeter) made it to St. Mary's and about 20 visitors flew into a wet Lands End on the Sunday.

Although our weather has once again taken on a wet 'n' windy stance which is not conducive to our type of flying the forthcoming Sunday (24th June) has the Halwell event which could prove busy if the forecasters 'good words' can be believed. So let's think positively on this one and will all that nasty stuff away.

Our South West Regional Rally takes place on Saturday 30th June and Sunday 1st July and being our prime event of the year the team have been burning much mid night oil, organising and planning the detail required to satisfy the criteria of our modern times. (Field mice are now wearing Hi Vis vests and I hear that seagulls will soon have transponders fitted!). It's a mad world or rather it isn't, just too tightly coiled. Anyway, the response for helpers for the rally has been excellent and I am so pleased that you want to be a part of what is the most successful PFA force in the UK. Working rotas have been drawn up and will be e-mailed to you so you can be there in time for your slot but please report to the booking in caravan/tent to check in and confirm on the day. There is more about this event elsewhere in the N/L and on our website but please come along and enjoy it and if you can help, you would more than welcome to join the happy throng.

Future events for July include Terry Case's famed fly-in at his lovely airstrip at Farway Common where I know you will be made very welcome by the resident team. Sunday July 15th is Lundy Island hosted by myself and helped by as many visiting Strut members as I can press gang when they arrive. Last year we had a record 69 visitors, which meant a lot of work for myself and a handful of helpers so if you can assist this year do please let me know. Saturday 21st July is not a Strut event but a very popular in the South West; yes, it's The Bodmin Hangar Dance and this year's theme is *Aviation Through the Ages*. There are some out there who want me to come half covered in feathers as Icarus but they've got no chance, I would rather turn up as Amy Johnson.

The last weekend of July heralds the UK's top Classic Aviation and Vehicle event at Branscombe on Sunday 29th July. What can you say about this most successful extravaganza that has not been said before except, *don't miss it?* It's the only event of the year that all my family go to and that says it all!

What a calendar of events we have, get out there and enjoy it but please remember, if can help as well it would be much appreciated, after all it is your Strut.

Best wishes, Pete White.

BaP2 Update

by Chris Howell

Rear Fuselage built by ATC 1876 Kingsbridge Squadron.

We are so fortunate that we have our very own Strut member who has sponsored the purchase of an X-Air Hawk to be built and flown for and by young people. It was a lucky break when I stuck my hand up and was fortunate to receive the rear fuselage section to be built by local air cadets in Kingsbridge.

The first challenge was to find suitable premises to carry out the build. Fortunately, strut member and town councillor Keith Wingate arranged for Kingsbridge Town Council to loan us the use of a very fine garage.

We then had some hard work to do with the ATC Squadron CO but luckily Richard Sinnott, one of the instructors, was brimming with eagerness and thanks to him had a steady stream of cadets eager to build the airframe. Dave Storey, our designated PFA Inspector, was a rock of support and made the journey up from Bodmin to oversee all the work and benefactor Tim Gilmour White also travelled down from Thorverton to lend a hand. Jim Gale gave us the completion dates and we managed to make it all happen to schedule. Last week Jim arrived with the trailer, loaded the airframe and then came up to 1876 Squadron HQ to give a slide show to all the cadets who took part. Thanks to a lot of hard work by a strong group of individuals, the aircraft will be on display at the Regional Rally at Dunkeswell.



Bodmin Fly-In, 5 May 2007

by Derek Boyce

Members of the Devon Strut and the Aeronca Club were amongst the 35 aircraft to fly into Bodmin on Sat 5th May. Several of the usual Aeroncas seen cavorting about the skies on these occasions were grounded due to technical problems or bad weather at their home bases, we even had to tow 'IVOR up from the hangar with the fire truck to attend!



This resulted in only two Aeroncas flying in to join the four Bodmin based examples. Les Richardson from Oxfordshire in his Aeronca Chief, whilst Peter Green flew Aeronca Chief "Fat Bullet" down from Suffolk.

Other vintage types flying in included a Tiger Moth (Mark Preston) and Stampe (Martin Hollaway) from Watchford Farm, Hornet Moth from Oaksey Park, Beagle Terrier (Bryn Andrews) from Eggesford, Nord NC 854 from Doynton, Taylorcraft BC65 (Steve Leach) and Bolkow 207 (John & Trish Kempton) from Plymouth and the Bird Dog (Ray Trute and Steve Wells) from Belle Vue. Amongst the microlights attending was a Murphy Maverick, which has just been purchased by Bob Cann, calling in to Bodmin on its delivery flight to its new base at Roche (see *photo in Members' News below –Ed*). Bob currently has his Rans S6 taildragger up for sale.



Other microlights included an Easy Raider (Mike Claydon) from Mount Farm, Banbi from Garston Farm, Mainair Blade (Maurice Bush) and Kolb Twinstar (Roger Burge) both from Belle View and a Eurostar (John Holden) from Wadswick Farm.

The day was rounded off with Aerosaurus launching one of their hot air balloons from the airfield. Several aircraft took to the skies to circle around the balloon in flight (at a safe distance and with the permission of the balloon pilot), before beating a hasty retreat back to Bodmin before the Cornish weather rolled in! Many thanks go to everyone at Bodmin for making this a very enjoyable event including Matt Culverhouse & Terry Wilson in the Tower and Michelle & Kirsty in the café. Finally thanks to Mike Wells, a legend in his own lifetime for providing the entertainment, his efforts at trying to erect his 'instant' tent, as mentioned in last month's newsletter, will go down in strut history and be re-told to generations of aviators for years to come.

Devon Strut 3rd Annual Scout Camp – Belle Vue, 8 - 10 June 2007 by Steve Robson

Once again Belle Vue airstrip played host to the annual Scout Camp during the weekend of 8 – 10 June. Over the previous two years we have built strong relationships and good friendships with the Scout leaders and it was reassuringly satisfying to see the whole thing come together like a well oiled machine. Scouts and Devon Strut members began arriving on Friday evening by road and air, ready for the start of another enjoyment packed weekend. As always, the programme began on Friday evening with a safety briefing and an introduction to airfields followed by a big munch supper.



John Crabb talks Met.



Dave Silsbury explains the throttle linkage on Steve's Condor!

Saturday saw the start of programme proper with the scouts split in to various groups and rotating through the educational lectures before flying the navigational triangle that they had plotted during their navigation session.



Paul & Mary Aston supervise a track line



Geoff Dalton's navigator with a satisfied smile

The scouts were given the opportunity to handle the controls of the aircraft in which they flew during their navex. All accepted and reports from the pilots were that the scouts flew the aircraft to the usual high standards that we have come to expect. After a long and busy day 24 scouts qualified for their aeronautics, meteorology and navigation badges along with lots of smiles, clicking cameras and excited chatter. The day was made all the more interesting when the Devon Air Ambulance called in with the crew very kindly giving the youngsters a briefing on the service that they provide to the Devon community.

Later in the afternoon Nigel Skinner gave us the benefit of a fly-by from the Eggesford Broussard and our flying neighbours from RAF Chivenor gave us a fly past in their incredibly quiet Grob 109 motor gliders. The early evening was given over to flying the 'big kids' who always seem to be as enthusiastic as their juniors!



Jim Gale & Mike Wells fire up



Nigel Skinner gives a fly-by in the Broussard

Sunday dawned bright and clear and after a hearty breakfast all the scouts, some of the leaders and other helpers were taken for another short flight around the local area. After the flying programme was completed the scouts were presented with their badges and Young Aviators certificates and the scouts returned the compliment by presenting Strut members with a certificate and an attractive cloth badge commemorating 100 years of Scouting.

For those other Struts in the country who are tempted but have not yet run a Scout or Young Aviator programme, the advice would be to go ahead and do it – you won't be disappointed! The Devon Strut would be more than happy give advice about setting one up.



PFA Northern Lights Regional Rally, Wick, 25-28th May

by Mike Mold

Our three options for the weekend were Wick, Quiberon or possibly Caernarfon and our planning session on the Thursday evening suggested that Quiberon was going to be on the cards. However, when Friday dawned and Steve Robson, Mike Wells and I saw the updated forecast we decided to go in the opposite direction, - to Wick and the Northern Lights PFA regional rally. Steve nipped over to Dunkeswell to refuel his Condor and called us on his mobile when he was leaving so Mike & I could rendezvous with him overhead Watchford in our Jodel D112s. As we crossed the Somerset Levels it was obvious it was going to be a murky trip and we soon needed to detour to the east of the clag-shrouded Mendips via Frome and Devizes to Membury before turning for Abingdon and up to Sywell. The last ten minutes of that leg tested to the limit the credibility of the “eternal VMC bubble” as we crept into the Northampton airfield under a lowering cloudbase and in persistent drizzle.



Sywell in the drizzle

momentarily interrupted my post-pint stroll from the pub!

A crack-of-dawn start saw us moving up the Northumberland coast and across the border to Perth by 09.30 for breakfast and another refuelling stop. Our next leg was to follow the A9 via Pitlochry and Inverness but on climbing out from Perth and levelling off at 4,500 ft, Steve found that his throttle was stuck wide open and he had to return to the overhead, switch off & dead-stick back in. His gliding background served him well! By coincidence and unknown to us at the time, photographer Wallace Shackleton was on hand to capture the moment. The retaining nut on the ball & socket joint on the carb throttle

We met up with PF editor Brian Hope who'd flown up from Farthing Corner in Kent in his Jodel, arriving an hour ahead of both us and the cold front. We had to sit it out for a few hours whilst the front trundled through, telephone calls to Leicester and Nottingham confirming its steady southbound progress. By late afternoon we re-launched and headed northwards across the Yorkshire countryside, past Brighton, Elvington, Sutton Bank and Bagby to Fishburn, just south of Newcastle. There we refuelled and cadged a lift to the nearest pub for supper before walking the couple of miles back to the strip to accept the owner's hospitality and doss down in the clubhouse for the night. Next morning, the lump on my left temple bore witness to the impact of the “staggered junction” sign that had



linkage was missing but the local PFA inspector was able to provide a suitable bushing, split pin and locking wire to rectify it.



Steve's dead-stick landing at Perth (by Wallace Shackleton)



Missing end screw but with trial fit of temporary spit pin

Then northwards again for another 2 hour leg, via squalls, rain and snow showers to a terrific reception at Wick. This was first event of its kind up there, organised almost single-handedly by PFA member Bill McCarthy and attracted over 60 visiting aircraft. Steve won the trophy for longest flight – only then did it dawn on Mike and me why he'd dropped into Dunkeswell for fuel immediately prior to our departure from Watchford. Those extra few miles made all the difference!



Most meritorious flight award (hip flask and highland water!)

With lifts into town from Bill and Ian Lawrence, we booked rooms in the MacKay's Hotel. The faded paint on the side of the building bore the name Wick Temperance Hotel which thankfully was a title from a bygone era and, untempered, we enjoyed a good meal, sampled the local brew and were joined by fly-in locals and other visitors (from Barton, White Waltham and Draycott Farm) for an impromptu party in the hotel lounge.

On Sunday we made the short crossing to the beautiful grass strip on the island of Lamb Holm between South Ronaldsay and Orkney for a bbq at the invitation of owner Tommy Sinclair, before returning south again.



Lamb Holm island & strip



Outside Tommy Sinclair's hangar

By Dornoch it was apparent that our intended route to Inverness and the Great Gen was blocked by a huge storm so we toured the granite westbound via Ben Nevis before dropping into North Connel (Oban). This is a fantastic location and is being developed by the local council with a new terminal building and control tower almost ready for use.



Tour of the highlands to avoid rocks & wet places



Left base 01 at North Connel (Oban)

We were well received by Paul Keegan, MD of Total Logistics Concepts, who manages the flight briefing and refuelling facilities. We also received a warm welcome from Helen Maclean and members of the Connel Flying Club <http://www.whitelaw.flyer.co.uk> who allowed us to use their clubhouse with its TV, tea-making and washroom facilities. On their recommendation we sampled the culinary delights of the Loch Nell Arms Hotel, a few minutes walk from the threshold of RW 01, with its restaurant overlooking the beautiful estuary and the massive steel structure of the Connel Bridge, before retiring for a night under canvas.

The weatherman on Monday's breakfast television predicted that the intense low that had blown through the westcountry during the previous day would be confined to the east of our track and so it proved to be. The associated 25kt northerly provided a helpful tailwind to blow us homeward via the Isle of Bute and Prestwick with refuelling stops at Carlisle (with thanks to the M/L club for the jerry cans) and Barton before getting back to Watchford by late afternoon. My 1963 Jodel D112 with its venerable A65 covered nearly 1,200 nm in 16 flying hours over the four days, using 240 litres of fuel @ 15 litres / hr and at an average speed of 75kt. Satisfying memories of the trip are rekindled by more photos that I posted on my web gallery <http://picasaweb.google.com/mikemold2006/WickMay2007>.

Hi, guys,

Helen MacLean from Connel Flying Club here. Just wondering how the flight home went for yourselves and your friends. Hope everything was okay and you all got home safely on Monday. And, that you enjoyed your visit up to the most northerly tip of the Scottish Mainland and Oban too. :-) Will you go in and sign our on-line visitor book? It's not long been created, and it'd be nice to get some more signatures on it. It can be accessed from our main website at:- <http://www.whitelaw.flyer.co.uk> Look forward to seeing you up here again some time... or maybe we'll even manage a visit down to you. ;-0 Regards, Helen.

AEROLETTERS

Belle Vue Scout Camp

Pete, I think we should all thank you and the senior Devon Strut team for a terrific piece of organisation which allowed people like me to have a thoroughly enjoyable "no worries" weekend! My abiding memory of this weekend will be of one youngster, brought out to me by Martin Pengelly, who warned me that the lad appeared very nervous. So he was; muttering under his breath about "not very sure about this, oh dear oh dear, etc", and displaying all the usual symptoms of affliction - until we got to 300 feet and he was transformed in an instant to "over the moon" enthusiasm. I happened to have him as "P2" again on Sunday and he wanted to fly the aircraft straight away! Kind regards, John Holden.

Pete

The Scout Aerocamp weekend was brilliant and I can't really find the words to express our thanks for this superb opportunity for our young people - they are simply buzzing about it! I was impressed by the friendliness of all involved and their keenness to share knowledge with the youngsters in the hope that they too will become passionate about flying and may one day be joining your ranks. I think the weekend is a great partnership deal for both sides.

Many thanks to all for a fantastic time and also to you for my flight along the coast. I have some great pictures of the coastal landscape that I took during the flight to remind me. Also, thanks for the wing walk info – I'm glad to say that I am under the weight restrictions even after all that camp food! Just have to make sure my nerves are as big as my mouth now! Best wishes, Cath Monk

Vintage motor car owners, at their gatherings, display a board giving the type of vehicle it is, its age, etc but vintage aeroplane owners don't. Why is that? This question was put to me by two quite separate people during the recent excellent GVFWE at Hullaington. One of them said "*That can't be vintage, it looks two modern.*" It was a Ryan Navion of late 40s vintage, which says it all, I feel! How about it, owners? My thanks to all who took their aeroplanes to Hullaington and gave this writer so much pleasure as I am sure it did for the large number attending. Best regards, John Havers

Thanks from St Luke's Hospice, Plymouth

Hi Mike, I have received a letter from Susan Booth, Deputy Director of Fund Raising and Communications for St. Luke's Hospice Plymouth. She would like to pass on St Luke's most sincere thanks to the Devon Strut and everybody who made the Plymouth Fly-In such a success, and for the donation that has helped to boost their Silver Appeal. She is delighted that the Devon Strut will be supporting the Hospice next year. Regards, John Kempton.

Polly Vacher -Wings Around Britain

Dear Mike, Yesterday, 12th June, John H, Alan and I visited Dunkeswell to greet Polly Vacher on her arrival in Devon on her mammoth Wings around Britain tour (Dunkeswell was airfield No.81 on her 200 plus landing itinerary www.worldwings.org). Polly arrived at around 11.45, some 30 minutes in advance of her published scheduled time of arrival, having been shooed out of Yeovil early by Westlands. Thought you might like a pic for the newsletter. A reporter and cameraman from ITV Westcountry were on hand to fly with her on to Exeter, along with her disabled passenger Steve from Crewkerne, who is a member of the British Disabled Flying Association (www.bdfa.net) Perhaps you saw the brief clip on Westcountry News at around 6.15pm last night; there is also a report in today's Express and Echo. Due to the extra passenger uplift from Dunkeswell there was a weight problem, so having dropped John and Alan back home, I was happy to be able to ferry the excess baggage to Woodbury Park for her overnight stay. It was a good day. Polly was full of beans as usual and treated us to lunch. I heard her outbound from Exeter this morning and shooting an ILS approach to Plymouth in IMC, hopefully she'll make it to the Scilly Isles. All the best, Maurice (Wickstead).



Brendan Procter with Polly Vacher at Dunkeswell

Bolt Head and Perranporth Appreciation

Pete, Last year I was grateful to find much more detail on your web site for Bolt Head strip than in Pooley's. As a result, I flew in, and found it excellent. I certainly plan to visit there again this year. However, your map of airfields does not include Perranporth, and out of curiosity, I wonder why? To me, it is the most attractive of SW airfields to visit, and I do so 2 or 3 times a year. I see its now up for sale, and think it should get all

the support it can. Best wishes for your obviously well organised strut. Mike Jackson, West London Strut member, Glasair 1 RG, G-TRUK (A facelift for the Airfields page on our website is in the planning stage and several outstanding southwest locations e.g. Perranporth, Lands End, St Mary's, Plymouth, Roche etc, will be included – Ed)

Membership News

Mike Claydon RIP

It is with great regret and sadness that I have to inform you of Mike's death. He passed away on the night the 10th of June 2007 suddenly and peacefully in his bed. My sincere condolences, Sharon Claydon. (This came as a complete shock as Mike was telling us on the Saturday of the Scout Camp about recently completing the test flying of his new Banbi for which he was awaiting the full permit to fly. Pete White, Maurice Bush and Don Easterbrook represented the Strut at Mike's funeral in Barnstaple on Friday 22nd June. Our sympathies are with his family - Ed)



Welcome to New Members

- David Steel of Hemyock.
- Mike Lodge of Hailsham, East Sussex, Stinson 105 G-AFYO
- Ray Trute of Dolton. Ray flies his Cessna 305C L19E Bird Dog N134TT from Belle Vue.



Ray's Bird Dog at Bodmin (by Stephen John Rendle/www.abpic.co.uk)



Roger Collins's Maverick at Belle Vue

Roger Collins of Clovelly. Roger has Murphy Maverick G-MZJJ also at Belle Vue.

John Colgate of Stithians, Cornwall. John is a new member of the Aeronca 11AC Chief G-IVOR group, having bought Steve Waddy's share.



Bob Cann's new Maverick at Belle Vue



Ian Abraham in his Pegasus Quantum



Martin Ryan with Stinson G-BPTA at G-VFWE

Jodel Restorations

At Dunkeswell Dave Silsbury has now recovered and painted his DR1050M whilst at Watchford, Ernie Hoblyn, with Tony Simpson's help, is restoring and recovering Tony's D11.



Dave Silsbury's Jodel DR1050M Excellence in new paint scheme



Before & after new turtledeck ply and improvements in parcel shelf bulkhead and glazing area of Tony's homebuilt D11

Congratulations to Chris Pidler & Fiona on the birth of their second son, Charles. There had to be a good reason for Chris not frequenting Watchford over recent months!

FOR SALE – New items this month (See website Adverts for full list)

- **Tickets for Bodmin “Aviation Through the Ages” Hangar Dance.** Sat. 21st July, £20 from Cornwall Flying Club 01208-821419 / 821463
- **Exeter Fuji Group.** We are looking for two more pilots to join our Exeter airport based group. The aircraft we operate is the 4 seat aerobatic Fuji FA200-160. No capital outlay required and there are no monthly fees, just an annual fee, the cost of which can be split into two instalments and £33 per hour dry. Low houred pilots are welcome. For more information call Steven Cole on 01395 578999 eves or sacaviation@hotmail.com
- **Miscellaneous For Sale:** Offers welcomed for: **ICOM ICA2** with wall charger, needs attention £50; **Fuel pump**, 1 meter hose, rotary, with handle -unused, cost £122; **LYNX dual headsets** (2) red with Transair flying bag; Headset adapter, cable, coupling adapters(2), switching adapter, dual wall charger, virtually unused –cost £488. Contact: Bob O'Malley-White 07966-206347 (01749-676625 office) G-RLMW
- **Evans VP2 G-BXOC** Revmaster 2100D engine, £4,000 Howard Cox 01237-471529
- **1995 FLS Sprint 120 G-BVNU (Trago Mills).** Due to family pressure (they want a 4 seat machine again) my Sprint is for sale. Total time from new 168 hours, CofA to 11/07, Aerobatic +6-3, £37,000 vat paid. The British Light aircraft Company Ltd. owns the design rights and hold spares. They are planning to get a demonstrator aircraft G-OAGI into the air this summer and to re-launch production at Aero-Expo. Contact: Colin Dukes 01626-890852, 07974-437740
- **Kitfox Mk2 G-HUTT**, Microlight legal, white/ blue Rotax 582 burns approx 11ltrs/hr at 75 mph, 5-minute wing fold, then tow it home, new permit, ttaf 240, tteng 416, additional info and photos available on request, can deliver, £11,750 ono Peter Gibbs, 01872-510495, Cornwall.



Strut Fly-Ins, 2007

DATE		LOCATION	HOST/ORGANISER	TELEPHONE
JUNE	30/1	PFA SW Regional Rally – Dunkeswell (Arrival Info now on Strut website.)	Dave Silsbury	01752-690358 See www.devonstrut.co.uk
JULY	7/8	Farway Common	Terry Case	01395-597535
	15	Lundy	Pete White	01752-406660
	29	Branscombe Air Day	Joe Thomas	01297-680259
AUG	5	Treborough	Mark Weatherlake	01984-641179
	18/19	Farway Common	Terry Case	01395-597535
SEPT	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

July Free Landings

Pilot: Andrewsfield, Beverley (Linley Hill), Brimpton, Fife (Glenrothes), Gamston (Retford) and Newtownards

Flyer: Bagby, Draycott, and Land's End and Sandtoft.

Today's Pilot: Elstree, Headcorn, Old Buckenham and Popham

The Sky (by Rhymair)

Today I want the sky
Nothing but the sky
To fly beyond the last man's house
And only if I will,
Look down on pasture, mountain or a hill
For today my eye's desire
is just to seek anew,
The solace only sky can bring
To we well favoured few.

**See you at our regional rally: Dunkeswell Sat. 30th June & Sun. 1st July.
Info at www.devonstrut.co.uk**

Updates to the rally briefing that was circulated in last month's newsletter:

- Prior permission by telephone is now only required by pilots of non-radio a/c.
 - All pilots & pax should go directly to Booking-In after arrival.
 - Anyone entering the aircraft park must heed safety warnings and obey marshallers' instructions.
-