

DEVON STRUT NEWS

The Newsletter of the Devon Strut of the Popular Flying Association. July 2006.

CO-ORDINATOR'S COMMENTS

by Christopher Howell

Nasty Neighbours! Why, oh why, is almost every airstrip cursed with nasty neighbours? Poor old Nigel Skinner at Eggesford has been accused of holding Air Rallies! Some bright spark has been digging around and in the planning regulations in some dusty old file from back in the dark ages before flying machines were invented t'was stated that if thee, by some small chance or fluke gust of wind or anal expulsion of wind from said body, find oneself airborne without permission thou shall not gather and hold an Air Rally. "Please pardon me. I cannot fly and have no intention of flying" "Ah", replied the much lurid judge, "You may fly in the future and to keep you in your place we will fine you for thinking about said aerial activity!" Fair cop, Gov! Off with me hands, lest I flap or attach feathers to my arms.

We had an occasion when some delightful soul hid away in an old barn near Bolt Head and was busy logging movements. When quizzed by some friends of mine who, by chance, were neighbours to this character and fell upon him while out for a walk, he looked most sheepish and stated, "Noisy aircraft; I will report them to the council". It was rather amusing that the same character drove his go-kart up and down the perimeter track to the airfield whenever the fancy took him.

What is the agenda with these folk and aircraft? We live in a much increased noise environment. Have you ever sat by the road and listened to the noise car tyres make as they run along the tarmac? Almost every machine these days makes excessive noise. Road traffic, jet skis, power boats, strimmers, chainsaws, leaf blowers, hedge trimmers, dogs barking, folk shouting, radios blaring, seagulls screeching, tractors cutting silage, combine harvesters, grain dryers, cows mooing, and that is all rural noise pollution!! At work today I sat down to have my lunch and a gang of gardeners turned up to grind off the dry burnt grass, so I moved my car to a nearby lane and started lunch again. With that, a tractor with a massive boom attached, began spraying the crop in the field next to the lane where I was parked. I thought "I moved once because of noise; not too keen on being sprayed to death" so I moved to our local airfield and enjoyed a very peaceful lunch and a cat knap to boot!!! How do light aircraft cause these few individuals so much distress?

PFA Engineering! - love them or hate them. Question: "How long will you take to return my permit renewal?" "Answer: "We process and return it next post, sir". Now for the tricky bit: permits increased in cost; a rise of £20, fair enough! Permit Renewal received at HQ on Friday, processed Monday, received back Thursday, by my calculations that is one week!!!! Not by return!! Oh, and the sting in the tail when agitated pilot contacts HQ and begs the question, "You will post it out First Class Post today?" Answer "No, sir. We now send all post out Second Class!!" Say PFA send out 2000 Permits a year; cost saving by using second class post £160, permit increase earnings £40,000. Call me old fashioned but this logic beggar's belief!!

The Devon Strut Scout Camp at Belle Vue has been a massive success. Much good has been done to create a germ of inspiration to many more young folk, to propagate an interest in aviation. It is so vital to give young folk creative, positive activities and a huge vote of thanks go to all the team that gave these young Scouts such a brilliant weekend camp.

Strut Members on their travels, Norman Evans and John Kempton with their respective wives and aircraft, have been to the Isle of Mull. Landing at Glenforsa, they reported high midge activity. After a few days exploring, they made a run to Carlisle and due to gale force winds spent several days touring the Lake District by car. Returning this weekend they reported a good time was enjoyed by all.

There are many good events scheduled for the coming month. Let's hope for another run of good weather.

Happy Flying, Chris Howell.

Devon Strut Fly-out, Scillies, Sunday 3rd June 2006

by Jim Gale

Brilliant weather made this trip to the Scillies exceptional. 15 aircraft, their pilots and passengers made the trip to see the islands from the air, which, from 2,500ft, looked like Caribbean jewels in an azure sea. After an 08.15 start from Dunky yours truly, with John Hope, arrived (note, I didn't say landed) at St. Mary's about 09.45, mixing it with choppers from Penzance and Sky Buses from Land's End. Luckily the threshold is lower than the tower line of sight so they didn't see my rock face climb-out before plonking it down! Runway 33 makes for a very interesting landing with down-drafts just before the cliff-wall threshold! Scillies had 120 commercial movements scheduled for the day. We were all advised to route at 2,500ft and above, separating us from the commercial boys and whilst they did straight-in approaches we had to do left hand sight-seeing circuits of the Islands as St. Mary's ATC knitted the visiting light aircraft in between the commercial arrivals. Tug Wilson and Sandra were the next to arrive in their Pietenpol, which looked great coming in on the 09 grass runway. A much more sensible approach, pun intended! All the other arrivals made it safely, with the Watchford Wonderers finally arriving at about 13.40, having been delayed uplifting fuel at Land's End. It was then off down the leafy lanes and past the fabulous flowers to the pub in Hugh Town for pints of orange juice and lemonade and a convivial chat in the bar of the Atlantic Inn (see photos). Then a short sight seeing tour by shanks's pony before wending our way back up the hill to the airport to depart.



Coming into the overhead at St Mary's



Left base, RW 33



Visitors' parking



Cheese!

It truly was a day of the 15's – 15 aircraft; £15 for landing and parking (normally £26-£34 depending on how many hours you stay) and 15% of the arrivals paid an extra £15 and joined the Strut!

Our thanks go to Tug Wilson who introduced us to two of the Scillies based pilots, Murray Hodgson and Kevin Daly, who in turn helped to negotiate the special landing charges and the meet and greet facilities.

Their hospitality was superb and everybody agreed that a return trip was in order and maybe a whole fly-out weekend including camping and/or B&B is very much on the cards. Murray flies a C150, runs B&B and has a flat to let, canoes around the islands and has climbed just about every rock face that exists in the Scillies. Kevin is a builder, flies a Jodel D120 now but was the first microlighter on the islands years ago. There is also a doctor on St Mary's who flies a C182. He has an acre of paddock available for camping fliers. The Sibbey brothers, who also fly, supplied Tug with mogas and can supply mogas by prior arrangement. A most hospitable squadron.



Hugh Town on climb-out from RW33



White sand, azure sea

Our thanks go to St Mary's Airport manager Alan Higgs for the concessions. Also Scillies ATC, Senior Controller Tony Skeet and his crew, who tended to all our arrival and departure needs, giving us variable approaches and runways to suit the aircraft - either 33 hard or 09 grass, which was excellent considering Saturday was the busiest commercial movements day in the year for St Mary's. They even allowed close spacing for landings and take offs. So refreshing to find a flexible ATC operation! It all added up to a most enjoyable Devon Strut fly-out.

Those attending: Robert and Nigel Nicholson G-CDCC - Eurostar; Anthony Leung and friend G-CCVL - Zenair Zodiac; Tug and Sandra Wilson G-CCKR - Pietenpol; John and Trish Kempton NC33884 - Aeronca Chief; Jeff and Jenny Dalton G-BZLY - Jabiru; Tim and Rupert Major G-ATIC - Jodel DR1050; David Cassidy and Graham Smith G-CDLL - Bambi; Jeremy Cozens and Gordon Salter G-CBDM - Tecnam; Andrew Smale and Amy G-BKFR - Emeraude; Eddie Bishop and Lizzie Dunn G-CBLF - X-Air; Richard Reeves G-CBAX - Tecnam; Mike and Richard Mold G-BHNL - Jodel D112; Mike Wells G-BHHX - Jodel D112; Steve Robson G-AXGV - Condor; Jim Gale and John Hope G-AYEW - Jodel DR1050

(Photos by Jim Gale, John Hope and Mike Mold)

In Search of the Ultimate Breakfast, Episode 2 (Scout Aerocamp at Belle Vue, 9 – 11 June)

by Steve Robson

Having been involved with the Scout Camp last year I knew that this was an event not to be missed. The plan was for Les and I to depart Watchford for a two night stop over at Belle Vue but a strong and gusting cross wind changed our plans and we opted for an early start on Saturday morning. The weather appeared to be a bit kinder for Pete White and Derek Boyce in their Aeroncas G-IVOR and G-BPFM who managed to land at Belle Vue on Friday night. Much planning and preparation had gone into the event and all this paid dividends throughout the weekend. Friday night saw the Scouts, led by Chris Noble, arrive and set up camp followed by a safety briefing and a curry supper.

Starved of the curry, Les in G-AVMB and I left Watchford at 07.20 on Saturday and arrived overhead Belle Vue about half an hour later to be greeted by Jim Gale on the Belle Vue frequency with some very helpful 'on the ground' weather info. Even this early in the morning the wind was about 60 degrees off the main runway at 160/25kts and gusting. After an arrival I won't dwell on, Les pulled off a peach of a wheeler before we were assisted to the parking area with the help of wing walkers. No sooner had we

arrived in the hangar than we were presented with a bacon butty courtesy of Sharon, one of the Scout Leaders, (timing is everything!). What a start to the day, definitely a 9.0 for that one, which also included seconds!

After a quick briefing from Pete White the team of helpers began running the ground study classes. Paul and Mary Aston once again ran navigation, Pete Gristwood R/T, John Crabb meteorology, Martin Pengelly marshalling, Derek Boyce controls and handling and Dave Silsbury instruments, with a small contribution from me about GPS. Jim, Pete, Les, John McNab and Jenny Dalton kept an eye on the groups and Ian Walsh as Safety Officer kept an eye on everyone!



John Crabb talks weather



Mary Aston shows how to plot a course

The plan was to fly groups of Scouts as soon as they had done their navigation. However, the conditions didn't make this a realistic option so, being flexible as ever, Pete suggested that they get a tour of the parked aircraft, helped by the pilots who would eventually fly them - John Holden in his Eurostar G-CCAC, Jeff Dalton in his Jabiru Rocket G-BZLV and Mike Wells in his Jodel 112 G-BHXX. During this time 'Tug' and Sandra Wilson arrived in their Pietenpol Air Camper to lend a hand.



John Holden came from Wadswick Farm in his Eurostar



Geoff Dalton rotates his Jabiru

Eventually, under the guidance of Jim on the radio (also acting a liaison for the Air Ambulance), we launched at around 17.30 with our new navigators on board. The five aircraft were made into six by the addition of Ray 'the Bird Dog man' Trute in N134TT, who kindly helped out. Conditions were acceptable rather than ideal with overcast but 9999 visibility, a reducing cross wind and an Air ambulance that seemed to be in and out like a yo-yo but without any conflict at all. Once the flying was completed we were treated to a wonderful evening meal by Sharon and the team and an early night for lots of weary people.

Sunday dawned with a promise of a monster fry up in true Scout fashion and we were not disappointed. Just before 09.00 we lined up for a very tasty breakfast, washed down with a cup of tea, made all the nicer for having a keen appetite from a night under canvas; score 9.4.



Mike Wells holds as Steve Robson lands



Ray Trute- Cessna Bird Dog

Conditions were right to allow a second flight for the Scouts with Derek flying the Scout leaders and the other adults who had contributed to the weekend, in his Aeronca. This lasted until lunch time when there was a short awards ceremony to present the Scouts with their badges and for the Scouts to present the Strut team with certificates and a Scout emblem, which now adorns my cockpit rear panel. After a lunch and farewell's it was time to depart and we were waved off by lots of happy and contented scouts.

It was one hell of a way to earn a breakfast but I wouldn't have missed it for the world; count me in again for next year!

(Photos by Steve Robson, Chris Shaw and Derek Boyce)

My Aviation Experience with the PFA

by Gemma

Over the weekend of 9th -11th June I was fortunate enough to experience the thrill of an Aviation Experience Camp at Belle Vue airfield near Torrington in Devon, organised by the Devon PFA Strut in partnership with Devon Scouts.

There were 3 of us going from our Scout Group and we all thoroughly enjoyed ourselves, both in the air and firmly on the ground. We weren't the only ones at the airfield; there were also other Scouts from the Plymouth area and a whole minibus of Scouts from Torquay, so we all made many friends whilst learning about different aspects of flight and aviation.

We arrived at the airfield at 7:30 on the Friday evening and set up camp. We then all collected into the hangar for tea and a safety briefing. Then, after we'd washed up, we went back to our tents and continued socialising with all our camp members until lights out at 11pm.

The next morning we awoke knowing that we had a fully packed day ahead of us. That day we went through a series of workshops all involved with flight, aviation, navigation and meteorology. These workshops included: How to control a plane and what it's made up of, weather, instruments, navigation, marshalling and actually looking around and exploring the aircraft as well as the Devon Air Ambulance helicopter which is also based at Belle Vue airfield.

In the Navigation workshop we all planned our own route taking into consideration wind direction and speed, the altitude we'd need to fly, the airspeed, the ground speed, the distance and the time it should take. After the Navigation workshop the plan was to take to the sky and begin flying but because of poor wind conditions this wasn't possible until slightly later in the evening.

When we finally did get to fly we were put into our colour coded groups and one group went at a time because there was six aircraft operating. I was in the Yellow group who went 4th and I was really nervous and worried just before I went up. It was the usual sort of things you worry about when flying: What if we get lost, what if we crash, etc and I think it all suddenly hit me all at once - I was going flying. Just before we went into the air I began to cry, I don't know whether it was fear, amazement or disbelief but that wasn't going to stop me.

I was surrounded by people comforting me and cheering me on as I was taken out the aircraft. I flew in a yellow Aeronca Chief aircraft called G-IVOR with a pilot called Pete White. After the tears had been wiped away we took to the sky and I thoroughly enjoyed every minute of it. Pete really helped me gain my confidence and talked me through everything he was doing to comfort me. I navigated Pete from Belle Vue to Instow then onwards to South Molton and then finally back to Belle Vue airfield. I was fortunate enough to actually be able to fly the last leg of the route with Pete watching my every move. The views from the plane were spectacular and in my eyes I believe that actually flying the plane myself was a once in a lifetime experience and I wouldn't have given it up for the world.

After we touched down again I was in a state of shock - I couldn't believe it I had actually flown a plane myself and landed in one piece! So naturally again the tears came out. I just couldn't believe it. After tea I went to bed that night feeling that I had really accomplished something and enjoyed a worthwhile experience.

On the Sunday morning the weather didn't look too promising for another flight as we woke up with dark clouds and bad visibility but luckily as the day progressed the dark clouds disappeared and we were able to go up again. This time I went up in a small white plane called a Jabiru with a different pilot called Geoff Dalton, but this time there were no tears and yet again I loved every minute of it. On my second flight I flew the plane for the whole course except the take off and landing and the pilot was always trying to boost my confidence saying that I had a natural aptitude for flight.

Before we left on Sunday we were presented with a PFA Young Aviator certificate, a participation certificate for the weekend and the Scout Navigator, Meteorologist and Aeronautics Skills badges.

Because we took part in the weekend all our names will be added to the PFA (Popular Flying Association) Log Book which records the young people who have taken part in this exciting flying experience. We were also given many leaflets and booklets about the PFA and our local Devon Strut. I enjoyed this weekend so much that I'm seriously considering taking up aviation as an exciting new hobby which I hope to proceed further in the future.

Gemma (aged 13), 1st Edgehill Scout Group, Devon

(Gemma joined the Scouts having previously been a Brownie and Guide until her Guide unit closed. She has recently completed the Ten Tors Challenge and has also been selected for the Devon Unit to attend the 2007 World Jamboree. She has been nominated to be trained as a Young Spokesperson. Outside of Scouting she is a member of a club that helps the physically and mentally handicapped and spends much of her time helping them to learn to swim.)



60th Anniversary Bodmin Hangar Dance, Saturday 1st July.

The Devon Strut Aerodance and Fly-in is nearly upon us and those members who have booked tickets or wish to attend should contact either Pete White or Michele at the Cornwall Flying Club, Bodmin as soon as possible to ensure you don't miss the event of the year!

After a flypast by vintage aircraft, guests to the 1940's themed event will be entertained with period music. Food and drink will flow and all will have a great time. Don't forget to wear something 1940's, either civilian or military, after all that's part of the fun,

During the day we will be having a Strut Fly-in when several vintage aircraft type clubs will be attending, plus we will have a line up of classic cars supplied by the MG Club. Many of the day visitors from afar are staying for the evening entertainment. So come for the day by air or by road and support the Devon Strut and Cornwall Flying Club on the **60th Anniversary** of the formation of The Popular Flying Association.

Contact: Pete White 01752-406660 / 07774 017704 pete@aeronca.co.uk (Cheques payable to The Cornwall Flying Club Ltd) or Michele on 01208-821419 (pay by card) - JUST HURRY UP AND DO IT DIRECTLYYY !!!!!!!

National Council Notes, 17th June

by Jim Gale

Engineering is now back up to strength, with 3 new staff - Engineers Andy Draper and Nigel Bamber, plus Maxine Oudes on admin.

If a strip owner does not carry 3rd party insurance then the PFA's contingency (top-up) insurance policy is invalid. Devon Strut Action: Chris Howell to check with strip owners and confirm our fly-ins are covered.

I was troubled to learn that there was to be no local publicity for the Rally. This seemed crazy in the light of maximising revenue/gaining new members etc. Several members expressed disquiet about this - I hope there will be a rethink! More feedback when the official minutes are circulated.

Luscombe Tour Visits Farway

by Maurice Wickstead



Three Luscombes visited Farway on Sunday 18th June. I believe 14 started out from Popham on the Saturday morning and a dozen reached Eaglescott two hours behind schedule on Sunday afternoon. Half a dozen finally arrived overhead Farway around 18.10, but three elected to over-fly as the wx was getting a bit iffy with sea mist rolling in, so only three brave souls risked landing for a cuppa; G-BRUG from a strip near Compton; G-EITE from near Aylesbury and G-BSSA from White Waltham - still it was worth the wait. Especially good for me as I met up with Ron Graham having last seen him when he was head of West Country Aviation, serving at Exeter, must have been around 1980, when he kindly let me crawl all over the Dakotas whenever I was visiting - we had a good yarn!

Terry Case is expecting that there will be four aircraft (three Eurocubs and one Dynamic WT9) visiting Farway from Sweden from Friday 7th to Monday 10th of July. The 8 crew are booked in to the Duke's in Sidmouth.

MODE S Consultation

The CAA has started a consultation on their proposal to require all aircraft flying anywhere in UK airspace to have a Mode S transponder by 31 March 2008. This would be a significant cost to aircraft owners and for many a significant practical problem as well. It is therefore important that we consider the consultation document carefully and challenge the CAA where we disagree. The deadline is 29 Aug 06. This is a complex issue that could cost you a substantial amount of money. At least some of it will be quite unnecessary to achieve the CAA's safety aims so you need to understand this and where appropriate, challenge the CAA.

Although this consultation talks about interoperability, future proofing and other good modernising phrases, the background to this is quite clear. The author of the proposed legislation wants Mode S in every aircraft regardless of the actual requirement. The paper has been written to support this. For example, you will find lots of discussion relating to the need to harmonise with Europe but hidden in a small paragraph part way through the document, you will find a note that no European requirement exists or is contemplated. So all this European stuff is just spin. You will find it elsewhere as well.

Similarly, the Flexible Use of Airspace is an efficient sounding feel-good phrase but the proposition only relates to allowing CAT aircraft to fly outside controlled airspace. Moreover in this regard, the Mode A & C transponder you may already have is at least as good as an expensive Mode S transponder, so why change it?

John Brady is taking the lead in collating the PFA's response to the consultation. Background on this flawed regulatory proposal can be found on the PFA's website, http://www.pfa.org.uk/mode_s.asp with commentary by John and the downloadable documentation. Please read and form your own view. The PFA, including several volunteers with expertise in this area, are working to establish facts to challenge the case. We are also working with other air organisations (excluding AOPA who work alone) to form a broadly based response. But we need to know what you want. Tell us your views and we will use them to form the PFA challenge to the CAA. Please email your thoughts to [John Brady](#) by the **middle of July**.

Members' News

Welcome to New Members

Nick Harrison from Bridgewater. Nick has a share in the Dunkeswell-based Fournier RF5 G-BACE

David Melville from Holne, Newton Abbot flies his Quantum G-BZSA from Halwell.

Richard Skinner of Beaworthy flies EV97 Eurostar G-CBJR

Eddie Bishop & Lizzie Dunn live near Minehead and fly X-Air G-CBLF

Jeremy Cozens, from Hermitage strip near Dorchester, owns Tecnam P92E G-CRDM

John Sheerin has sold his group operated Jodel DR1051. It is now based at Wolverhampton and its new happy owner has already visited Ireland and Switzerland.

Steve Robson (our PR Officer) having already been co-opted onto the PFA sub-committee dealing with education and the setting up of the Association's charitable trust, has now been nominated for membership of the full Executive Committee. Hence, when voting is requested in Popular Flying ahead of the next AGM in September, we'll know where to put our crosses!

It's sad to report the passing of two Strut members; John Pearce in his autogyro on Bodmin Moor on 1st June and Colin Wood, after a battle with cancer, on Sunday 4th June. Colin, a retired teacher who completed his kit-built Jabiru in 2005 and enjoyed flying it from Dunkeswell, was one of life's gentleman.

John, an experienced rotary wing pilot, had served as a loadmaster with the RAF Argosy Force in 267Sqn, 215Sqn and 114Sqn, followed by Cargolux Airlines from whence he retired in 1992. He was remembered by fellow Argosy detachment members as being something of a guitar player and song writer with the "5 Frustrations", a musical group that often wore multi coloured mop heads and sang risqué songs that were composed by detachment members. His crash is under investigation by the AAIB and will take several months to complete.



We commiserate with the families and friends of both John and Colin.

July Free Landings

Pilot: Derby, Newtownards, North Coates, Sheffield, Sherburn-in-Elmet, Swansea.
Flyer: Enniskillen, Kilkenny, Panshanger, Old Sarum



“After manning a remote outpost in Vietnam for almost 35 years the last US Marine Corps pilot was repatriated along with his still serviceable aircraft”