

# ***DEVON STRUT NEWS***

The Newsletter of the Devon Strut of the Popular Flying Association. July 2005.

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## **CO-ORDINATOR'S COMMENTS**

**by Christopher Howell**

The month of June has brought a mixed bag in the way of weather and flying. Bolt Head at the beginning of the month was a complete wash-out, despite much frenzied preparation during the preceding week by mine host John Kempton. Bolt Head's grass was in excellent condition but the weather forecast looked increasingly gloomy and David Braine was spot on. The rain began at 8 a.m, low cloud descended and we were doomed as we stood at this famous old wartime airfield.

Many thanks to all involved, better fortune for 2006!

Farway and Halwell were raging successes with excellent weather for both weekends. Dunkeswell continues to improve and Brendan Procter is really licking the airfield into shape, much painting of the Flying School clubhouse, disabled access and Jet A1 is now available. Eggesford seems to propagate Auster aircraft, though the Piper Cubs are fighting back with the arrival of Richard Horner's L4. The Brussard appeared quite naked, having been stripped of the old paint and progress towards the new scheme is imminent.

The Branscombe Banbi's have both been test flown and John Flisher has received his full permit. John now has the largest permanent grin you have ever seen. Peter Nelson awaits the return of his paperwork! Roy Young has finally completed all the test flying on his Europa. This aircraft looks and sounds wonderful with the six-cylinder Jabiru purring away under the bonnet. Old Father Thomas has been quite busy test flying these aircraft and with the up and coming Branscombe Air Day has departed to America for a short sabbatical to re-charge his Duracells! Apologies to Brian Anning - we will glean some gossip from Watchford Farm for the next newsletter.

An interesting footnote with regard to prop swinging. I understand it is illegal in the USA to hand swing solo and can result in a hefty fine and an instant six month loss of license. I will research this further. The reason this topic crops up is the age-old question. Prior to swinging, how many primes, how many blades, fuel on, fuel off, chocks in, brakes on, tweak the throttle?!!! John Kempton has found this simple solution to throttle control. A piece of pipe the correct length for the required start up RPM that slots over the throttle guide preventing any possible accidental throttle movement while one farts about attempting to start one's aircraft. I have to admit there are some rare days when I really would like an electric starter!! Only rare days, honest. Mostly it's all part of the charm of attempting to get airborne!

Best of Luck.

Christopher Howell. Devon Strut Co-Ordinator

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## **Truro Fly-in – Sun 29 May**

**By Derek Boyce**

Airborne from 31 at Bodmin, with a left turnout to follow the A30 and I am off to my first Strut Fly-in with the Aeronca Champion. Not exactly difficult navigation- just a case of turning left after passing the correct number of wind farms! The St Mawgan controller sounded quite relaxed as he cleared me through the MATZ, then on to Truro to find they are landing on 14. That's downhill with no wind/slight tailwind, which is all good experience as I keep getting reminded! As I arrived Jon Pote was making his third go around in the Auster AOP9. I touched down fine, but as the slope got steeper I did wonder if I should have gone around too. But the trusty Aeronca did not let me down and slowed up just fine.

Jon landed on the fourth attempt, but the Auster decided it did not want to play any more that day and dumped the contents of the oil tank just to make sure. Jon would like to thank everyone for their kindness in

helping him out; the Auster stayed at Truro to be collected the following day. Dermot Richardson flew Jon's two young lady passengers back to Eggesford in the Robin whilst Jon hitched a lift back with Maurice Bush in his flexwing.

A total of 41 aircraft flew in, 15 of which were flown by Strut members including the Nicholson brothers with their Eurostar, Collin Wood in his new Jabiru and speed demon Keith Wingate with the Taylor Titch. A new four-seat Jabiru made its first appearance at a Strut fly-in, arriving from Sleaf. There were two Banbis, one from Ashbourne, Derbyshire and the other from Newark, proving what useful cross-country machines they are. Other types included a Hornet Moth, Piper Clipper, Ian and Mary Leader with the Smaragd from Garston Farm and a Jodel D120 from the Scillies and John Crabb (D117a) from Dunkeswell.



Airborne from 32 at Truro, with a right turnout to follow the A30 back to Bodmin, who needs a GPS?! The St Mawgan controller sounded a little less relaxed by now as I floated along quite happily enjoying the view and watching a Banbi disappearing into the distance at a great rate of knots. My brain works much better at Aeronca speed!

Thanks to Suzanne and Graham Barral for hosting the fly-in at Truro and to everyone who helped out on the day.

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## Fun at Farway, 11-12<sup>th</sup> June

by John Havers

The annual June Fly-in at Farway Common took place over the weekend of the 11th and 12<sup>th</sup>. All the ingredients were there, a beautifully strip prepared by owner Terry Case, first class weather, some 80 odd arrivals bringing pleasant company who, in turn, found a good spread of food to enjoy. First arrival on Saturday was Dyn'Aero MCR-01 Club G-CCMM from Garston Farm closely followed by Europa G-CBYN from Brimpton but it was another hour before we saw more when the flood gates opened; it must have been something to do with lunch time! We usually get Aeronca's to our events, but this time, to the pleasure of Derek Boyce who came in his G-BPFM, they were all Champions when he was joined by Andy Amor in G-BRCV also from Lower Upham, near Southampton, and Rich Valler in G-TIMP from Goodwood. John Hopkins' arrival in his immaculate BA Swallow G-ADPS from Watchford Farm, on one of its infrequent outings, was a most welcome sight.

Camping overnight were the occupants of Cherokee G-AZYF from Leicester, Ron Perry and Lyn in their Smaragd G-BSVE from Halesland and Europa G-CCEF from Eaglescott, while David Cottingham's Skyranger from nearby Branscombe had an enforced stay due to a burst tyre. Sunday dawned fine and clear, bringing a trio from Exeter to open the day, Turbulent G-ARLZ with Robins G-LEKT and F-GAOM. Soon after came Nigel de Candole in Jodel D120 G-AVLY from Bridport followed by the quartet Watchford quartet of Trevor Read in his CASA Jungmann 1-131, our Editor Mike Mold in his Jodel D112 and Les

Dray and Steve Robson in their Condors. Charlie and Anna Huke in their Condor G-ARVZ, (the second one built by Rollasons), joined us from Boscombe Down.



A trio of Van's RVs, a 6- G-BVCG, a 7 G-CCZD and RV8 G-CCIR, arrived together from Stafford to be joined later by another-6 G-BZRV from Leicester. A much-admired arrival from Bodmin was Terry Wilson's Pietenpol Aircamper G-CCKR, as was Keith Wingate's Taylor Titch G-MOLE.



Throughout the weekend we had a good selection of other types to admire; Europas and Eurostars, including the locally-based G-CDCC of the bothers Nicholson and Paul& Mary Aston's new mount, G-PIGI. Farway always attracts a bevy of microlight trikes which contrasted well with the more sophisticated Maule of Vaughan Hatton and the impressive Cessna 180 of Ian Quinn and Keith Wingate's Taylor Titch.

We had more visitors by road than previously with quite a few attracted by our road-side signs. The opportunity was taken to tell them something about the Strut both verbally and by a leaflet explaining "do's and don'ts" when close to aeroplanes.

The generosity of our visitors enabled us, through Terry Case, to send a total of £315 to the Hospice at Sidmouth. Thanks, as always, to the Catering Team of my wife Betty, Cheryl, Joy and Thelma for their excellent work keeping everyone fed and watered and to Sue and Ken who bought and delivered all the food. Marshalling this time was in the capable hands of Alan Faupel and Maurice Wickstead who made an excellent job of it. Last, but by no means least, to Terry Case for the use of his most delightful strip.



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**Microlighting** – Stuart Chambers’ tongue-on-cheek view of microlighting at Halwell in our May issue raised a few eyebrows, if not hackles. Stuart assures me that it was intended in good humour but apologises if anyone took offence. He is, after all, a microlight inspector and building an Easy Raider himself.

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## **Sovereign Life Assurance**

*[Mike Ford, Director of Sovereign Life Assurance attended our Farway Common Fly-In and followed it up with the following invitation –Ed].*

Hi Mike, We met over the weekend at the Farway Common Fly-in. Beautiful weather, do you always arrange the weather so well? I'm the person who runs Sovereign, the UK leader in the market for schemes benefiting aviators for Life Assurance. We spent much time and effort in persuading Life company underwriters that aviation is not as dangerous as they would have us all believe. After some years now, selected life companies have now agreed with us and have reduced their Life Assurance rates for many aviators. Sovereign has actually got selected Life companies to *dramatically reduce* their premiums, not just by a few pence. Just like existing car insurance or home insurance, it pays to shop around at anytime of the renewal year, as clients pay monthly nowadays anyway. If any of your membership want to save money on their existing life cover, or just want a review of their cover, then please get in touch. I can be reached on [mdrford@tiscali.co.uk](mailto:mdrford@tiscali.co.uk) or by phone on 01929 425526. If someone takes out a life assurance policy we will arrange to pay for a leading aviation magazine subscription for one whole year for them, just to give something back to the aviator. Regards, Mike Ford (Director of Sovereign)

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## Members' News

Welcome to new members:

Roger Collins of Clovelly, Bideford. Roger flies Murphy Renegade Spirit G-MZIZ

Mike Claydon of Buckland Brewer, also near Bideford. Mike owns Easy Raider G-OEZI and has a Dyn' Aero MCR ULC on order.

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Congratulations to Roy Young and Peter Nelson respectively for their Europa and Banbi first flights at Branscombe. Roy has promised to give us a report in due course. Peter's Banbi took to the air with Joe Thomas at the helm on 9<sup>th</sup> June and the testing was completed on 12<sup>th</sup>. John Flisher has also done several solo hours in his Banbi. Well done to the Branscombe squadron!



Mike Hanley has a new Ikarus C42 but had to wait 3weeks for a permit! Peter Gristwood's 'new' Robin DR220 (G-BUTH) arrived in late May, and he took her into Farway on Saturday 11<sup>th</sup> June for her first Strut fly-in and, thanks to Terry, enjoyed a great afternoon. Peter hopes 'TH will be at most of this summer strut events.

Mike Wells is progressing well with his D112 wing recover, which, with the able assistance of Ernie Hoblyn and Steve Leach, is now ready to re-mate to the fuselage and tail.



Also recently seen at Farway and Eggesford was Richard Horner's new L4 Cub G-BJTO. Nigel Skinner was caught stripping by Derek Boyce, the Eggesford Brussard being the object of his attention!



Robert & Nigel Nicholson recently visited a strip in Wales to look at another new Eurostar. This had flown just 7 days before, yet that was enough time for a robin to make a complete nest and lay 4 eggs under the cowling. Nigel had taken the cowling off to look at how a heater was fitted and suggests it's worth a timely word of warning to other pilots! Nigel is also planning a 'round Britain' trip some time over the summer. He'd like to hear any advice from other members, especially with regard to interesting routes, and places to stay overnight. Perhaps there are some private strips where the owner offers B&B etc, or any other points of interest they may wish to pass on. Nigel can be e.mailed direct on [nick99@v21.me.uk](mailto:nick99@v21.me.uk)



Richard Webber has acquired the one and only Chrislea Sky Jeep G-AKVR and is progressing with its restoration at Eggesford. The 4-seat Sky Jeep was a development of the Super Ace and was manufactured at Exeter in 1951. Powered by a 155hp Cirrus Major 3, 'VR is the last surviving example of its type. It was one of three completed, all of which were exported, but 'VR was brought back to England from Australia and restored in 2000, flying from a private airstrip in Lincolnshire.

Brendon Procter's Cub has now moved into Richard Brook's ownership, still at Dunkeswell.

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Details for the Branscombe fly-in and airshow (31<sup>st</sup> July) will be posted on Mike King's website during July. Check for info at <http://www.sky4aviation.co.uk>

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### **Free Magazine Voucher Landings - July**

Pilot : Derby, Gigha, Huddersfield, Newtownards, North Coates and Seething.

Flyer: Derby, Donegal, Enstone and White Waltham

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### **Historic Aircraft Discounts at Gloucestershire Airport**

Gloucestershire Airport is the heart of an important heritage centre for British aviation. The legendary Gloster Aircraft Company was located at nearby Brockworth – this saw the development of many legendary aircraft, including the Gladiator, the Whittle-engined E28 (the first jet aircraft to fly in Britain) and the Meteor jet fighter.

Sir George Dowty developed his unique internally sprung wheel here, which was fitted to the Gloster Gladiator. Over 70 years later, Messier Dowty and Dowty Rotol, the descendants of his famous company, are still at our Airport, building landing gear and propellers for world markets.

The Skyfame Museum was founded at our airport in 1963. This was one of the first museums in Britain to dedicate itself to the preservation of Second World War aircraft. In many cases, it saved unique aircraft otherwise destined for fire practice.

The nearby spa-town of Cheltenham is the birthplace of such figures as Sir Frederick Handley Page and Sir Arthur (Bomber) Harris.

In recognition of this heritage, Gloucestershire Airport has introduced half-price landings for all home-based and visiting aircraft, manufactured before 1950. The Airport, in its beautiful Cotswold setting, is ideal for old aircraft. Its three asphalt runways mean that crosswinds are rare. Additionally, we have a 300-metre grass runway for those types needing it.

Visitors are warmly invited to come and enjoy the delights of the area. Who knows, you might like it so much that you will never want to leave?

Ian C. Statham

Managing Director (Gloucestershire Airport)

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Just a quick note to say that the new web site is superb. The weather page is more than useful. I have just spent a week in France and to check the weather all I needed was [www.devonstrut.co.uk](http://www.devonstrut.co.uk) - absolutely super. The web site alone is worth my £15 sub.

Regards

John Kempton

John attended the Cherbourg Vintage event organised by the G-VFWE team on 12<sup>th</sup> June. 12 a/c turned up from UK including John & Trish in their Aeronca Super Chief NC33884 and John Crabb from Dunkeswell in his Jodel D117a G-BFEH.



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### Heard on the Frequency

Tower: "Eastern 702, cleared for takeoff, contact Departure on frequency 124.7"

Eastern 702: "Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway."

Tower: "Continental 635, cleared for takeoff behind Eastern 702, contact Departure on frequency 124.7. Did you copy that report from Eastern 702?"

Continental 635: "Continental 635, cleared for takeoff, roger; and yes, we copied Eastern... we've already notified our caterers."

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Ernie Hoblyn's latest project.  
Now Francis, that's engineeeeeeeeeeeeeeeing!