

DEVON STRUT NEWS

The Newsletter of the Devon Strut of the Popular Flying Association. June 2004.

CO-ORDINATORS COMMENTS

By Christopher Howell.

To Fly or not To Fly?!

How many times do we peer out of the window and try to work out what the weather may or may not do? Where is the wind? Is it up, cross, back, or if we are lucky, straight down the runway? Is the aircraft serviceable and available? How current are we on type? Did I get enough sleep? Did we drink too much the night before? Have you permission from the partner indoors? I do study the weather each week and try to work out which day of the weekend is looking favourite before I announce my request to Hannah! That can be OK if the weather plays ball and I go off on the day arranged but if I change at the last moment I am usually done for! “But you said you were flying on Sunday!” “I know but Saturday looks better”, to which the reply often is “When do I get a day off?” “What about your daughter”? Now, Esther loves talking about aeroplanes but so far finds them big and noisy, close-up! Hannah goes straight to sleep as the word aircraft slips off my tongue. Needless to say I spend a great deal of time in deep conversation with my good self! Ah ha! Happy Day’s; This year my PFA Year Planner is stuck firmly to the wall and the proposed dates of events I would like to attend are strongly marked in black ink. Good start! I have firmly marked out my territory. Then the guilt sets in – a hard week at work, too many bills to pay, so many jobs to do at home and the old drive goes limp!

Last weekend the weather was perfect. I popped in to see John Flisher’s new Banbi Kit at Honiton. Then wobbled up to Branscombe, enjoyed lunch with David and Sheila Cottingham, dragged G-SAGE out of the hangar and set off to Bolt Head and enjoyed a cup of tea with the Kempton’s. The return flight was delightful & when I landed back at Branscombe Joe Thomas forced another cup of tea upon me and I drove home very contented. It really is those day’s that make it all worthwhile. So I can stop moaning and get happy!

So far this year the fly-in events have met with a mixture of obstacles. Dunkeswell was cancelled & Bodmin and Truro suffered from bad weather around the Exeter area, which appeared to prevent most flyers from getting through. However, I am looking forward to the Devon Strut fly- in at Bolt Head on June 6th. RAF Bolt Head was an active airfield from 1941 to 1946. The existing grass runway of 620 meters is on part of the original wartime strip used as a forward fighter station. There is also a massive concrete bunker left over from the early Cold War years & which was built in the 1950’s on the site of a World War 2 radar station. The bunker was recently sold by the MOD and is now owned by a company using it for secure storage. For 6th June we are inviting some Vintage and Classic Vehicles. There will be catering available and if at all possible we will arrange for transport to Salcombe town. Legs (?) crossed for good weather and a fair wind straight down the runway!

Safe Flying

Christopher Howell.
Devon Strut Co -Ordinator

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BODMIN FLY-IN – SUNDAY 9TH MAY

by Derek Boyce

Our fly-in season kicked off with quite good conditions at Bodmin; unfortunately the situation to the east was not so good resulting in just 9 visitors. When I arrived John Kempton was reacquainting himself with his Aeronca Chief having been abroad for a couple of months.

First in was a Piel Emeraude, which had flown down from Perth for the weekend, visiting the Scillies and stopping the previous night at Perranporth. This was followed by a Jabiru and a Jabiru powered X'Air both from Culdrose. A Wittman Tailwind found a way through the bad weather arriving from Boscombe Down.



Geoff Dalton flew over to Roche in his Bodmin based Jabiru to drum up a few more visitors, which resulted in a Kitfox, Minimax, Thruster and X'Air. It was nice to see Mike Hanley out and about, arriving as a passenger in Pete Gibbs' Kitfox. Finally on his second attempt Dave Silsbury managed to find a way down from Dunkeswell in a Super Cub.



Many thanks to Martin Pengelly for organising the event and marshalling the aircraft, ably assisted by Josh Sinnett. Special thanks to Martin's mother and sister for providing the catering, and very good it was too. And finally thanks to Chiefy and everyone at Bodmin for allowing the fly-in to take place.

During the day, I flew Josh and Martin flew with Tony Knowles. At future events please follow our example and offer them a flight as a "thank you" for the hard work they do.

MEMBERS' NEWS

Mike Wells & Russell Marshall have their Jodel D112 back at Watchford after a protracted engine refit. (Look out for the next of Mike's articles in PF – It'll be hard to find any humour in this one!!)

Friday 14th May was a sad day for Paul Dowell. Not only did he fly down from Garston Farm, near Chippenham to deliver his Jodel D112 G-BIVB to Brendon Proctor at Dunkeswell but, more significantly, it was also Paul's last flight, having retired from flying after over 40 years, many of which included professional duties as an RAF helicopter winch-man. Paul, and his wife

Julia, were locals when they kept 'VB for several years at Watchford and it was touching that Paul dropped in to Watchford en-route to Dunkeswell to say cheerio to the residents one last time.

Now Terry Case has regained his licence the spark is back in his voice and Farway is a hive of activity. Strut members are very welcome to fly in: join overhead and call on 119.425. We are looking forward to the weekend of 12th & 13th June when Terry is holding the first of his two fly-ins of 2004. John Havers is well advanced with the catering arrangements, - the haute cuisine promises to be of the highest order

Reg Mc Comish is flying again in his Super Chief but suffered bad weather over Wales while attempting to fly to Perth for the PFA Scottish Rally. Reg spent the night in a field and flew home to Bow the following day. He then attempted the Truro event but was thwarted by magneto problems.

Norman and June Evans have been enjoying flying their Rearwin Sky Ranger and have ventured to Lane Farm, Bembridge and Bolt Head. Lane Farm comes highly recommended for an over night stop.

New Members

Welcome to:

W. George Dunn. For many years George used to fly a Rallye but now operates on an NPPL, flying an AX2000 G-MZGM but soon changing to a Thruster Sprint. George owns Dowland- a strictly PPO strip, north west of Winkleigh (Tel. 01805-804627 or e.mail wgdunn100@tiscali.co.uk for advice).

Mark Keith-Hill of Plymouth, PPL/CPL, who flies club aircraft with Plymouth School of Flying.

Rejoiners:

Mike Barrett, Burnbrae, Higher Downgate, Callington, Cornwall, PL17 8HL Mike has a Chevron and is building a Tecnam.

Jonathan Pote of Ilfracombe, who owns a share in Chipmunk G-BXGP- jonpote@hotmail.com

ROSERROW RECOMMENDATION

by Tony Simpson

As regards a local venue, I recommend Roserrow near Polzeath. The strip, though a bit bumpy and sloping down slightly to the North, is at least 600m in length and very wide. There are concrete blocks set into the grass at each end to denote the limits of the strip, also a windsock which has seen better days!

From the strip, it's a five minute walk over the links to the Golf and Country Club. The staff at the Leisure Centre, where there's a lovely indoor pool, are pleasant and helpful and will look after your flying gear. If you eat at the restaurant/bar there's no landing fee, and the food is good and very reasonably priced, (I recommend the ham, eggs and chips), with a carvery on Sundays.

It's a fifteen-minute walk into Polzeath, where for all us surfing dudes the beautiful sandy beach is one of the best in the country, with all the gear for hire and now a Costa coffee shop ! The cliff walks to Pentire point and beyond have some spectacular views, with lots of wildflowers and birds - take your walking boots.

There's no fuel, but it's only an hour's flight from Watchford, and Eggesford is handy en route. I'm not on commission, honest ! *(Tony flies D11 G-BAZM from Watchford. Last weekend, whilst Steve & Alison Robson (see below) were heading to Bolt Head, Tony & Hilary enjoyed the brilliant weather by flying up to Welshpool and visited Powys Castle.)*

LOCAL GEMS

By Steve Robson

It took me 22 months to complete a stem to stern restoration of my Condor G-AXGV. As the various stages came and went the excuses for not flying eventually ran out. After giving the aircraft a good going over with Les I sent him off on the test flight programme in September 2003. I would have loved to do it myself but I had had my medical certificate suspended after a run-in with encephalitis. This was fitting in a way as I had done the test flight programme on his Condor some years earlier. The permit duly arrived and I got my medical certificate back after a 'medical test flight', which was a new one on me.

Spring arrived and fine weather beckoned. One day I asked HM the wife if she fancied a trip away and she agreed. This came as a bit of surprise as she is not a good passenger in any form of transport, sometimes not even on her own feet. The plan was to go to the G-VFWE as a gaggle from Watchford over two days. This worked well and we all had a splendid time made even better by the fine weather and lots of interesting aeroplanes at Abingdon.



Steve & Alison Robson in their Condor G-AXGV at the G-VFWE, Abingdon

The following week she proclaimed that she wanted to go to the beach so I offered her the chance of another trip, this time to Bolt Head and she agreed.

The first time I flew in with Les the beauty of the coastline in that area impressed me. After paying the landing fee we took the short walk down to South Sands where we had a nice if

expensive lunch at the local restaurant. It became an ambition of mine to get 'she who must be obeyed' down to tread a few footpaths in the area as we are both quite keen walkers. Our flugenfurher Chris is a local so I gave him a call to find out more about the area. He gave some very good advice to follow a route the other way towards Hope Cove via Soar Mill Cove and the Port Light Restaurant so armed with this information off we went.

The airstrip is very easy to find. Belle Vue has a radio mast to help with location but Bolt Head goes one better and has a large concrete bunker as well. The 600m strip is in superb condition and has good approaches from both ends. The flight down was pleasant if a bit rough for the talking baggage, or so she said, and we did a mini tour of the area during the circuit that is always on the seaward side.



Bolt Head from the east. Hope Cove is to the west at the top of the picture, with the lane to Soar Mill Cove running to the southwest from the far end of the strip.

After one of my better landings, which received no comment let alone praise, we had a quick chat with John Kempton who was tinkering with his Aeronca Chief. He confirmed Chris's advice including a warning about the Soar Mill Hotel's high prices so we chose to give it a miss, which is shame, as it looked a nice place. Off we strolled and within five minutes we were rewarded with the beautiful Soar Mill Cove. We have many of the pretty coves around our coastline that can be reached by road, but not this, hence it not very crowded. We continued on and after another twenty minutes we reached the Port Light where we stopped for a coffee. The weather being perfect we then continued on into Hope Cove for an ice cream and a pause to take in the views before starting back. As planned we stopped off on the beach at Soar Mill Cove for a couple of hours before returning to the airstrip where with had another chat with John and Trish before the flight back to Watchford.

It delights me to know that in just 45 minutes I can fly from Watchford to Bolt Head but it could be a thousand miles away. It's great to fly to aviation events but it also nice to be able to

combine it with one of my other favourite activities, walking. We have some real gems in our part of the world and a lot of them are in our own back yard. Go and explore, locally!

(n.b. the next strut fly-in will be at Bolt Head on June 6th – see calendar of events below)

INFO:

- The St Mawgan frequency changed on 23/4 from 126.5 to 127.725
- Henstridge have put up their fuel prices following the hike by Air Total w.e.f. 1st May. This added £0.02p per litre on both types. So: Avgas is now £0.95 per litre, and Jet A-1 £0.44p per litre, both prices inclusive of VAT.
- Truro Airfield is Licensed and due Avgas shortly.

DEVON STRUT TO SUPPORT HONITON SCOUTS

Following the initiatives introduced at the last PFA Rally, the strut is supporting the Honiton Scouts in gaining their Basic Aviation Skills badge. This will involve an introduction to the aerodrome environment at Dunkeswell on the evening of Friday 4th June with various PFA type a/c being on static show and a few strut volunteers being present to show the lads around. If the opportunity permits, arrangements will be made to get the more enthusiastic ones airborne at some of our summer fly-ins.

FOR SALE

Garmin 295 GPS. Colour display, HSI & full moving map. Jeppesen database & update certificate. PC & cigar-lighter cables, antenna & yolk-mount all included. 1/3rd off new price at £499. Contact. John Cuming, Salcombe 01548-842157



Cessna 150 G-BOVS 1976, based at Bolt Head, Garmin 95 AVD, Continental 0-200 cylinder set, fully serviceable, as removed from G-BOVS with paperwork. Continental 0-200 'Millennium' cylinder set, only done 500 hrs from brand new, but compression dropped so replaced with new one, with paperwork. Tie-down kit. Continental exhaust, taken off G-BOVS, needs welding. Continental Air Cleaner - needs repair-
Items owned by Chris Millward, ill-health forces sale. Please contact: Mike Bartley - 01548 562442 or 07774271207

Piel Emeraude -Eighth share available, based at Eggesford. £2,000. Monthly cost £34/ flying cost £17 wet. Please contact John Allison Mob: 07970 593509 Home: 01884 34012 email AllsMad@aol.com

Currie Super Wot G-AVEY Unique single seat biplane, Pobjoy R engine. Built in 1970 by Keith Sedgwick & developed by Tony Eastelow. Less than 400hrs TT £12,000. Contact Brian Anning 01823-601268

Aeronca Super Chief 11BC G-BUTF C85, TTAF1553hrs, TTE 1003hrs, Permit to Nov 04, based Watchford, £12,500 but may consider shares. Contact Norman Mortimore 07968-030297, e.mail Norman@mortimore.flyer.co.uk

Yak T18 4 or 5 shares available at Eggesford. 4/5 seat aircraft. 135kt cruise @ 70% power & 55lph. Fully aerobatic in utility category (2 pob). Cost est. £8000 - £10,000 each & £60 / hr
Contact: Martin Robinson – Tel: 01805 804322 (eve) Mob: 07860 369282

DEVON STRUT FLY-INS

(N.B. All pilots and aircraft must carry a minimum £500,000 Third Party Liability Insurance when attending Devon Strut Fly In's in order to comply with the PFA Requirements)

DATE	AIRFIELD	CONTACT NUMBER
6th June	Bolt Head	01548-842057 or 01548-843681
12th/13th June	Farway	01395-597535
19th June	Eggesford	01363-83746 or 07703-397210
20th June	Halwell	01548-857513 or 07971-480078
27th June	Manstage	01837-871518
4th July	Lundy	01752-338344 or 07779-416564
18th July	Taw Mill	01837-82502 or 07770-325124
25th July	Branscombe	01297-680259 or 07710-190637
8th Aug	Roserrow	01647-277460 or 07970-251386
21st/22nd Aug	Farway	01395-597535
4th Sept	Bellevue	01805-623113 or 07971-278984
12th Sept	Watchford	01823-601268 or 07779-143439