

DEVON STRUT NEWS

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

CO-ORDINATOR'S COMMENTS

by Chris Howell

December, December, what a month! Shortest day - 21st December and Christmas. Then its full steam ahead; the days get longer and we fly on from the autumn gloom into the New Year. It's a peculiar time of year; it's around this time we build up great hopes for a better year ahead. There is great action within the Strut as we look forward to the new website which is planned to go live around the time of this newsletter.

The November meeting was again a packed full house, so much so with all my chasing around for chairs, loose members, and a few other minor hurdles, I missed my introduction slot; - apologies to the membership. Andrew Moore, Head of Engineering from the PFA, was our very welcome guest speaker. Andrew laid out the nuts and bolts of PFA Engineering with particular regard to service for members. There appears to be great efforts to create a system which members can follow. Firstly "Get a Number" then you will be logged on the system, from there all follow-up enquiries will require that number to identify your movements. When communicating with Engineering build a rapport with the Engineering Administrators Gretta Medley and Debbie Pottier. Be a vision of charm; send them flowers and chocolates; employ your best silver tongue techniques. Telephone calls are OK for short gratification but often ineffective in producing a concrete result. Get "The Number" and get it in writing; follow-up phone call and more writing. This may have been quite onerous in the past but with email, save the letter and repeat launches are much easier. Andrew did say he was happy to have problems referred to him personally and he would progress the detective work on our behalf.

EASA was also much discussed and as always muddier water is clearer. Roger Hopkinson EC Member will be flying the flag with this issue so please direct all questions to him via the PFA. All in all much positive feedback was received from the meeting and we look forward to lofty improvements.

Eggesford continues to grow and Richard Webber's enthusiasm shines ever brighter with the recent purchase of an Auster MK3. This aircraft is unique as it is the only example of an Auster MK 3 flying in the UK. It was built in 1943 and served in Burma. Post-war, it was flown back to the UK by Mike Somerton-Rayner, who then owned it as his personal aircraft, flying to and fro to Europe on many occasions. Rumour has it, the aircraft was based at Bodmin during the 1970's and then fully restored during the 1990's at Middle Wallop. It's now snuggled up with fellow friends at Eggesford.

That time of the year is fast approaching! Yes, Strut AGM! John Mansell, our long-serving Treasurer and Membership Secretary is retiring. We will all be sad to see John step down as he has served the Strut with great integrity and application. I, for one, feel it is the end of an era. We all wish him well and hope he sticks around and pops into the events on a regular basis. There is now a vacancy for the above post. Please be careful not to be crushed in the stampede with all the worthy applicants. On a more serious note, if you feel you have the qualities to look after the Strut Accounts and sort through the membership renewals, please let me know. On a hearty note, Pete White and Keith Wingate have volunteered their services and time, when available, to help out at events in the New Year. This is a tremendous boost for The Devon Strut as they both have many years of experience running events, airfields, test flying aircraft, right hand seat instructing, aircraft restoration and many flight records. Happy December to All Strut Members.

Last Meeting: 11/11/04 - Andrew Moore – Head of PFA Engineering

Challenges in 2004

- Minimise the impact of Regulation from EASA and CAA on PFA aircraft.
- Improve the way PFA Engineering works.

CAA Regulation changes

- Changes in Permit to Fly limitations.
- Change in definition of an “amateur built” aircraft
- Mandatory carriage of ELTs on over-water flights
- UK designed orphan aircraft holding a C of A.

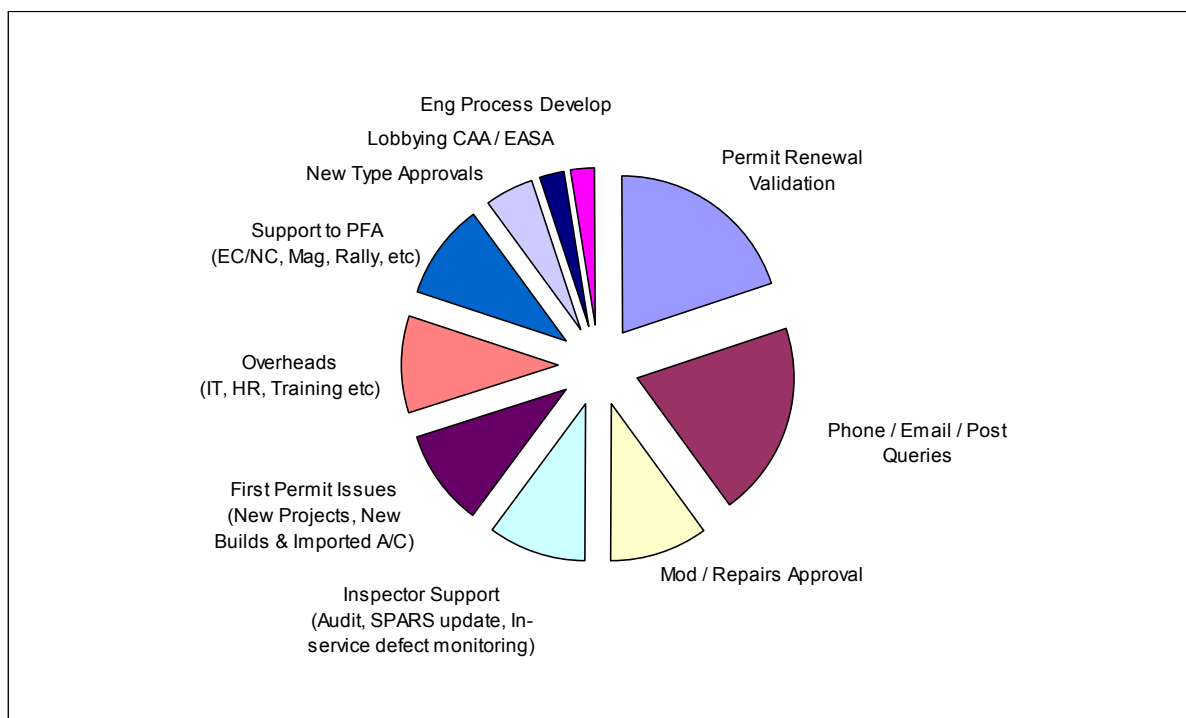
EASA Regulation Effects

- Eligibility of factory built vintage aircraft for a Permit to Fly.
- Effect of changes in maintenance requirements and associated licensing requirements.

2003 / 2004 STATISTICS

Number of PFA members	8500
Number of Aircraft in Permit	2000
Number of Engineering Approval staff	4
In an average week...	
• Number of New Permit Issues	3
• Number of New Project Launches	3
• Number of Mod / Repair Approvals	8
• Number of Permits Renewed (Winter)	7
• Number of Permits Renewed (Summer)	67

PFA Engineering Activities



HISTORIC WORK PRACTICES

Indicators that all is not well.....

- Macgregor report findings
- Increased CAA interest
- Deteriorating level of service

Features of Historical system - Reliant on judgement, experience and memory of two key staff

Advantages:

- Provides quickest turnaround with minimum input from applicant.

Disadvantages:

- Difficult to escape liability for an incorrect judgement since process is not transparent.
- Difficult for applicants to prejudge what information and level of detail is required in submissions
- Falls down when the volume of work exceeds that which can be processed by the key individuals or when these people are absent.

STRATEGIES TO IMPROVE THE SYSTEM

1. Enable more efficient processing of design approval activities by developing standardised systems for approving common types of design change.

- Modifications
- Repairs and Concessions
- Propeller Substitution

In the Future:

- Engine Substitution
- Change in Classification (VLA to microlight etc)
- Introduction of New Aircraft Type.

2. Make better use of the time spent approving mods by making previously approved mods available in a “mod leaflet” format which requires no PFA Engineering approval whatsoever.

- Applying a Standard Mod
- Creating a Standard Mod

In the Future:

- Continue to encourage owners groups and kit manufacturers to nominate and propose standard mods.

3. Reduce the number of mods presented for approval by clarifying the boundaries of what can and cannot be approved by an Inspector.

- Limitations of Inspectors related to repairs defined
- Approving the installation of standard mod.

In the Future, guidelines and limitations on:

- Instrumentation
- Engine Accessories
- Cockpit Equipment

4. Introduce a formal selection criteria and annual quota on the new types which assessed for addition to the PFA accepted types list.

Dijon for a Dyn-Aero

by Dave Wallington

The sound of the four-litre diesel starting outside our house was deafening. At five on a Sunday morning, MOST NOISES ARE DEAFENING! We gingerly taxied the 7.5 tonner out onto the A30 at Honiton, bound initially for Dover. At this time, on a spring morning, there was a fair amount of wildlife on the road. Fox, rabbit and small deer all were missed. Squirrel sadly not. The significance of the size of our lorry was not in its weight-carrying capacity, as we were looking at about 300 kilos to pick up. Plus wine, of course. No, we needed space for an aeroplane. Even in kit form, there are some bloody big bits in a Banbi, especially the microlight version with its twenty-eight-foot-odd wingspan.

Dover by late morning, and with their usual aplomb the port authorities weighed, embarked and fed us all-day breakfast in the ship's drivers' cafeteria. But it's always nice to roll onto French soil again, and we rapidly made the main autoroute south to Dijon, home of DynAero. The brand new truck was graced with cruise control, which really took the sting out of kilometre crunching. That evening we were ensconced in our hotel, just outside our destination. John, my brother-in-law, trip sponsor, purchaser and builder, knows a fair amount of French, but will never, ever, try it out on the natives! So he had to eat whatever I ordered. His dodge of having what I was about to order suffered many times by my sudden change of mind as the waiter approached! Try it – it can be a cure, although sadly not in this case.

Next morning, Monday, or should I say Lundi, we backed the camion out into the morning traffic, and made for Darois, a small town and airfield about ten miles west of Dijon, where the factory was waiting for us. We hoped. In fact our early arrival allowed us to stand and watch the arrival of nearly all the staff. One kindly soul took us under his wing and showed us around. Unused to being in a composite environment, the tour was both interesting and educational. The prototype Banbi four seater was close to finished and looking fabulous, wings were stacked in racks, fuselages in rows, and boxes of fittings stacked awaiting their airframes. We were then joined by a lady who knew by heart every item we were to collect, and with which group of items it was associated. God knows what happens when she has a holiday. Oh, in France everyone takes their holiday at the same time, in August. So the factory shuts! Their dispatch system meant we stood watching while the two of them went through every single item that goes into the aircraft. Awesome number of bits, and by and large nicely designed and crafted. By midday, they were getting twitchy, so not wanting to stand while they had their two hour lunch, we stuffed the lot in the truck. Many of the larger items felt quite flimsy, as the carbon fibre is only a millimetre or so thick. It's only when assembled, with all the joints made and reinforced, that the true strength of the material is realised. So, with suitable wrappings, spacings and ropings we made good our escape. But not before I had indulged myself across the road, at the Robin factory. A rebuilt Petit Prince was in the showroom, looking stunning, but my obvious euphoria was cut short by the staff starting their two hour lunch break too. Not to be outdone, we joined in and had one of our own. Except we didn't have two hours to spare. The proprietor of the local restaurant certainly did, though, and it was only by our threatening to vamoose that we finally got our bill! That done, we made for the autoroute north, floored the pedal, and set the cruise to autopilot.

We scraped into a cheap Campanile hotel near Calais for the Monday night after a hard afternoon in blistering heat, paying oversize tolls on account of our wagon, and using copious quantities of diesel. Not daring to disturb, or even look at, the collection of bits in the back, next morning we were on the boat and duly stormed out of Dover an hour and a half later. Real white van man style! By the time we were back in Honiton, some hours later, we were hardly fit to manhandle a collection of delicate parts into the workshop, but a lack of willing passers-by meant we had to, and so earned our nightcaps and subsequent kip.



John's well-equipped workshop



Banbi fuselage

Subsequent perusal of all the bits of this thirty thousand pound kit revealed a seemingly well thought-out design, with excellent fowler flaps, a mega light fuselage with a roomy cockpit, and a fairly robust undercarriage. Whether it could all be stuck together under two hundred and sixty-odd kilos might be another matter! Now, four months later, the fuselage is fitted out but unpainted, the wings awaiting their final finishing, tail feathers and undercarriage and fairings done and the instrumentation in progress. Ah that. A Grand Rapids electronic flight instrument display, a Skymap 3C, an electronic engine display and the seemingly inevitable radio and transponder. Still needs a conventional ASI and Altimeter, of course. When this lot's done and wired, I reckon we'll need to cut the wings down to 22 feet to get in on the weight limit. But that makes it a group A of course. John's been liaising with Peter, at Farway, who's building the VLA version, so some cross-pollination occurs to their mutual benefit. Bob Germany is also well underway with his, at Caunton. If his looks as good as I know John's G-NONE will be, there'll be a dashed attractive plane in the skies over Nottinghamshire. But you might not catch it – they're good for a hundred and fifty knots you know!

St Omer Jodel Fly-In, 4-5th September 2004

Part 1. The St. Omer Aero Club's report

by Philippe Simon

The third Jodel Lovers Fly-in organized by the St Omer Aero-Club (*30 nm SE of Calais*), took place on the 4th & 5th September. About 70 aircraft announced their participation via the club's website. Due to the excellent weather conditions, 94 aircraft finally made the trip on both days. This year again, many people came from UK with a total of 46 G-registered aircraft. 4 came from Belgium and 2 from Germany. Among the whole fleet, there were 53 *Jodel* and 11 *Robin*. Many participants came from the South of UK and from the North of Paris. But some made longer trips, such as Lionel Dupays who came from Cuers (Var, in South of France) with his 1050, or Uwe Malter who came from Nuremberg with a 1050 also. Other participants were Mike Mold, crossing the Channel for the first time with his small D9, and Mike Wells in his D112, both from Watchford Farm in East Devon.

This year, many participants arrived on Saturday afternoon. The aero-club had prepared a mussels & French fries menu for the 85 guests who gathered under the big hangar in the evening. On Sunday lunchtime, the menu was the now-popular roasted pig, as well as some roasted hams. We hope the 165 guests had enough food, as we must admit we were a little snowed under with so many participants. During the Sunday lunch, what a nice sight we had with 73 aircraft all parked at the same time on the grass of the "Plateau des Bruyeres". Nobody at the club remembers having seen such a gathering! The weather remained perfect during the whole day (except perhaps about visibility...) and departures were staggered through to the evening. No jams were noticed on the

taxiways! The St Omer flying club wishes to thank all participants and looks forward to meeting them again for the next edition of the fly-in, on 3rd and 4th September 2005. See you at [St Omer!](#)

Part 2. Smaragd to Saint Omer

by Ron Perry

(Ron & Lyn share a Binder Smaragd (ne Emeraude) with Daryl Mansbridge, based at a strip on the Mendips near Halesland.)

We had tried to visit France twice this year already, once by plane to the Piel fly-in at St Andree de l'Eure near Rouen but high winds put paid to that event and a trip by yacht was also thwarted in August due to strong winds. The next event was Saint Omer. Publicised as "All friends of the Jodel welcome – no restriction on type". I filed the flight plan with Heathrow the night before by fax, together with the customs "General Declaration" which gives details of who is leaving and arriving in the UK. When flying from a non-customs airfield, early notification of your return to the UK is mandatory! The forecast looked good for the weekend so we rose early and drove up to the Mendips having planned for an 08.30 departure. Fine drizzle and a low cloud-base prevented an early departure and we finally got away at 10.00 when the cloud-base had risen a little. The flight plan was activated by phone after our departure. As forecast, the weather improved markedly to the east and a transit of the SAM VOR was granted by Southampton radar after just one orbit. The fine weather continued as we cruised in the smooth air at 3000 feet – well above the inversion. We coasted out at Lydd and crossed the French coast just north of Boulogne. Lille information provided an FIS until we began our descent into St Omer.

There is no tower frequency at St Omer with pilots just giving position reports on the common French frequency of 123.5. It all works very well but knowledge of basic aviation French is useful. We landed after a very smooth 2 hour 10 minute flight and were marshalled into the Jodel line – well our Piel Emeraude was designed in France and no one seemed to notice the wings weren't bent! The aero club is excellent. Members built their own Jodel some years ago and this is used as their main basic trainer; they have one English member (Ivor) who learnt to fly on the homebuilt club Jodel. Members use the club workshop if they have a build project. The model club flies at the airfield and local children are encouraged to build and fly models. The council also contributes to several hours full size flying for them. There was a meal organised for the evening only, so we walked into town (despite the offer of a lift) to source some lunch. The town is not far, about 35 minute's walk. St Omer's cathedral is very impressive, built in the gothic perpendicular style and was a cool sanctuary on a hot summer's day. To the east of the town is a large agricultural area divided by numerous waterways. The famous St Omer cauliflower was traditionally grown here and brought into market by boats and boat hire is still very popular.



We purchased some supplies and on hearing the British national anthem being sung, we headed towards the park for a picnic. We found a concert was starting with an orchestra, brass band and vocalists and hundreds of spectators. We understood from some RAF NCOs that the concert was in commemoration of St Omer's aviation involvement in the first and second world wars. The airfield was the main base for the English in the First World War and a hanger from that period is still in use. The field was used as a Messerschmitt service base in the Second World War and the German hangar is the main club hanger today. The evening meal was moules et frites so we spent a pleasant evening in the bar eating crisps and wine at €7.00 a bottle, enjoying the impromptu cabaret provided by the club members manning the bar!

Sunday dawned a little misty but new arrivals soon appeared. The British out-numbered the French, Belgians and Germans and whilst the majority were Jodels, there was a good mix including two Piel designs - the only airworthy Fairtravel Linnet, and our Binder Smaragd. (Both foreign built versions of the Piel Emeraude). Other interesting types were a Crocres LC6 (a two seat flying flea), the only Hyperbipe in Europe, and a Taylor monoplane flown by Chris Lodge (yes it did have one of his propellers!).

The pig and hams were roasted nicely and we sat down to a meal which included a drink, buffet (as much as you could eat) plus sweet all for €12. We filed the flight plan to leave at 3.30pm French time. Others were busy contacting English customs to advise them of their proposed return. Faxing the declaration to customs before departure from the UK made life much simpler for us! The mist had cleared, but the haze reduced the visibility considerably and some fellow Brits were concerned about the channel crossing.

Whilst quite legal VFR, the artificial horizon (sorry, attitude indicator) and turn and slip were very comforting in the goldfish bowl conditions as we left Cap Gris Nez routing towards Lydd. Visibility improved once we crossed the English coast setting course for Southampton, but a transit of the SAM VOR was refused this time so we turned south to route down the Solent towards Cowes. Beaulieu to Stoney Cross was flown in thick haze but conditions improved all the time once we had left the New Forest. We landed home after 2 hours 10 minutes – the tailwind on the way out had reversed to speed us home. St Omer is an excellent place to visit and we were made most welcome by the aero club members. As a one-off, customs was arranged at St Omer. Normally you would have to clear customs both in and out of France via, say, Le Touquet or Calais.

-----Ron & Lyn.

Part 3. D9 to St. Omer

by Mike Mold

Just as Ron and Lyn had delayed their departure from Halesland, so Mike Wells and I spent a couple of hours checking the sky above Watchford on the Saturday morning before creeping out eastward under the overcast that shrouded the Blackdown Hills on what was to be a formative adventure. This was to be my first solo crossing of that stretch of water between Kent and France in my Jodel D9, exorcising a mental monster that had dogged me for years. The stratus didn't break until we were well past Compton on the way to Popham for my first fuel stop. The D9 only carries 23 litres and the auxiliary tank is still just a mod-pending, given the current administrative challenges at Turweston.

From Popham's busy circuit we routed southeast via Alton to avoid Lasham and then north of the Gatwick zone, following the Hog's Back to Guilford, Dorking & Reigate. This also avoided Redhill, before picking up the railway that follows a straight line from Godstone to Lashenden (Headcorn). Having kept his Woody's Pusher at Farty Corner for several years, this was the route that Mike could follow "blind-fold", which may have accounted for him not seeing the Tampico that passed between us, going in the opposite direction, somewhere near Farnham!

The circuit at Headcorn was busy with local training flights, Tiger Club Stampes doing aeros and a turbine Russian biplane chucking out dozens of bodies under parachutes. The comfort of sliding down finals was disturbed by the roll-out going hay-wire as, with every opposite control being engaged, the D9 passed between 2 of the traffic cones that lined the runway and described a perfect 180 degree ground loop in front of the spectating crowd, -my first but probably not my last! I was later to learn that after heavy rain, the turn-off points from the grass runway become deeply rutted and on drying out, turn into tramlines. And one of these tracks had been my downfall. That's OK then....save that one to the memory file.



Folkestone – coasting out.



Mike Wells's D112

After another refuelling session and my introduction by Mike to the hitherto mystical world of flight-plan form-filling (his oft-quoted expression from the pub “How hard can that be???” came flooding back), we climbed out towards Hythe and a more reassuring 3000 ft for the crossing. This climb did take me a little longer than anticipated as the 30⁰ C air temp. was focussing my attention on movement of the VW's oil temp. gauge which I was trading with movement on the altimeter! Was it my imagination or could I actually see Cap Gris Nez from Hythe? This was indeed to be a rare CAVOK event. After several cautionary glances over my shoulder as we left the coast behind, my hearing tuned in to the almost imperceptible variations in engine tone until I realised that by either bracing my knees against the fuselage sides or touching the canopy frame with my headset, I could control the tunes that were elevating my blood pressure....

CGN passed under the nose after an uneventful 20 minutes and, with a minor adjustment to course, St Omer appeared after a further 30. There were already a few dozen visitors on the ground, including John Crabb who'd made the direct crossing from Dunkeswell the previous day.



St Omer's visitors' line-up



D9 with body bag

Philippe and Ray have more than adequately described the ambience of the event in their articles and it more than fulfilled my expectations. Brian Hope arrived in his D117 direct from the PFA

AGM at Turweston, just as we were about to sit down for supper. Perfect timing, Brian! Thankfully, the weather remained warm and dry so, after an entertaining evening of chat, copious moulles et frites, dancing with the barmaid (we all performed this ritual!) and pleasant booze, a night in my body bag went undisturbed.

In sharp contrast to Saturday's weather, on Sunday, as the high-pressure pattern developed, the viz came down to just a few km. Nevertheless, more visitors appeared through the murk and we debated the time for our departure, hoping for a significant burn-off. It didn't but we did. The Garmin III GPS proved its worth and we found CGN again. "At least we can see some ships", quipped Mike as we passed overhead one, not quite between its mast and superstructure! I jest but in reality this was a wake-up call and proved for me to be a seriously demanding piece of flying. At 1,200 – 1,500 ft, with no horizon and only the up-sun reflections of the waves and the occasional ferry or container ship to provide any reference, this was not something for which I'd been prepared. Only constant scanning between the panel, the waves and Mike's 112 off to my left, kept my wings level. Chris Lodge later told me that at lower altitudes in haze there can be a bluish horizontal reference from the sea reflecting off the haze. Maybe another time, above the Exe estuary! The vis improved to about 7km and I became aware of a calming sense of relief come over me as we again approached Hythe.

Given the relatively poor vis, the circuit at Headcorn was, if anything, surprisingly busier than it had been the previous day. No mishaps on landing this time but one of the two fuel pumps on the airfield had gone u/s so, with the increased demand from punters, this was not to be the hoped-for quick turnaround. We knew that Popham closed their pumps at 5 p.m. so we back-calculated our times to give one for departure from Headcorn with a small margin for error. This all worked out fine and we rolled up to the pumps at Popham at 4.45. The vis further improved on the return leg to Watchford, the only surprise being the sight of Dave Stokes's D112 passing below me as we tracked to the north of Compton Abbas! This was one of those "first" trips that I can count amongst my most memorable, along with my first ever, my first solo and several first-on-types. I guess we enrichen our lives by expanding our horizons. This trip did it for me, with Mike Wells's good company.



Chris Lodge's Taylor Mono



John Crabb's D117a

Members' News

Congratulations to "Tug" Wilson and Ian Walsh for the recent first flights of their Pietenpol Aircamper and Zenair 701UL, respectively. Both flights were at Dunkeswell in Dave Silsbury's capable hands.



Tug Wilson's beautiful Pietenpol Aircamper



Ian Walsh's Zenair 701UL

John McGwyne and his family have relocated to Essex. He sends his best wishes to all his flying friends in Devon and intends to keep his PFA links through a local strut. Good luck in your new EA job, John.

Welcome to New Members

Alan Faupel of Honiton, David Bennett from Plymouth and Paul McKelvey of Oakford, Tiverton. Paul owns a share in a Cessna 210.

Changes at Land's End Airfield

Land's End (St. Just) radio frequency has changed w.e.f. 15th. November from 130.70 to 120.25. Also the cafe has closed down and will not be operating anymore so teas and coffee etc. can be obtained in Club House.

R.I.P Roger Meares-Davies

Jan Meares-Davies has sadly announced the death of her husband Roger on 9th November. He'd bravely fought a long illness. Although not a strut member, he and his son Zak had been regular visitors to Devon Strut fly-ins in his Jodel. The funeral was held on Thursday 18th November, at Bretby, near Burton-Upon-Trent.

New Airstrip Opening near Wellington

Bill Hosie, a commercial pilot, has contacted the strut to announce his plans to open a new airstrip at Heywood's Farm, 2nm NW of Wellington. The runway is 11/29, 1,000 metres long in the "Great Downs" field. Hangarage is proposed but as yet without planning permission and Bill intends to keep his Fournier RF5 there. (see shares in "For sale" page). For full briefing on the strip, including caution re pylons to north of the strip, contact Bill on 01823-277911 or 07788-425443.

Free landings for December 2004.

Flyer Magazine: Huddersfield EGND, North Weald EGSX, Sandtoft EGCF, and Stapleford EGSG
Pilot Magazine: Enniskillin, N. Ireland, www.enniskillen-airport.co.uk ; Newtonards N Ireland, www.ulsterflyingclub.com; Enstone, www.enstoneaerodrome.co.uk; Old Buckenham, www.oldbuck.com; Roserrow, Cornwall www.roserrow.co.uk
Today's Pilot might also be offering free landings from next spring.

EVENTS

Gasco's Flight Safety Seminar 2005: Farnborough Air Sciences Trust Museum, 24 February 2005
The theme for the day will be 'Staying in Control'. The Preliminary Programme in the morning will comprise presentations from: Eric (Winkle) Brown on Stalling & Spinning German WW2 Aircraft; Rod Dean on avoiding stall/spin, and Dick Dixon covering gliding aspects.
Following a buffet lunch there will be a briefing about the work of the Air Accidents Investigation Branch followed by a visit to the AAIB facility including the investigation hangars. The cost will be £25.00 inclusive of buffet lunch, tea/coffee etc. As the number of places is limited, advise us early of your interest. Either e-mail penny.gould@gen-av-safety.demon.co.uk or telephone the GASCO Office on 01634 200203.

Aviation on TV – [GASCO Online](#) also publishes a list of flying programmes to be screened during the coming week. *Check the next 4 Mondays, Channel 4, 9p.m. "Bomber Crew, filmed at Duxford.*

Met For Aviators Training

Darren Hardy, the Manager of Met for Aviators at the Met Office in Exeter has provided details of the 2 day "Met for Aviators" pilot training course. From decoding TAFs to understanding weather charts and satellite pictures, the aim is to broaden and enhance your knowledge of weather through interactive lessons and practical exercises. One of the topics covered is understanding and using METARs and TAFs. There will be a significant change to the visibility coding from 25 November to include 'prevailing visibility'. There will also be changes to the Met Office's online aviation briefing service in 2005.

The current cost of this course is £199+VAT. If anyone is interested they can get details from the website http://www.metoffice.gov.uk/training/ct_aviation.html including a syllabus and booking form or e.mail Darren directly at met4aviators@metoffice.gov.uk

CAA-Guidance for Unlicensed Aerodrome Operators

The UK Civil Aviation Authority (CAA) has issued new advice and guidance for the development and safe operation of unlicensed aerodromes, much of which has been made available for the first time. The guidance is included in CAP 428, 'Safety Standards at Unlicensed Aerodromes', which covers areas such as: health and safety, planning permission, aerodrome characteristics, flying operations, aeronautical notification and provision of air traffic services. The information applies to all unlicensed aerodromes, regardless of whether they are a hard runway equipped airfield, a helicopter landing site or a 'farm strip'. These facilities must also comply with the Air Navigation Order and Rules of the Air.

Rob Metcalfe, Head of General Aviation Operations at the CAA's Safety Regulation Group, said: "This publication is indispensable for all owners of, and those who operate or fly from, unlicensed aerodromes. Unlicensed facilities have a good safety record, and it is essential that all users continue to develop their know-how in order to maintain safety levels. I would strongly recommend that interested parties download a copy of CAP 428, free-of-charge, from the CAA website." For more information see www.caa.co.uk/publications/publicationdetails.asp?id=40, or telephone 01293-573540.

Next Strut Meeting - Thursday, 9th December, 8.00 for 8.30 (i.e. later than usual)

David Braine, BBC TV South West weather reporter.
The Buckerell Lodge Hotel, Topsham Rd, Exeter.
