

DEVON STRUT NEWS

The Newsletter of the Devon Strut of the Popular Flying Association. Nov 2003.

CO-ORDINATOR'S COMMENTS. By *Christopher Howell*.

Well October has slipped past and the clocks are back to good old GMT. Personally October it is a month I struggle with, September was great lots of good flying days, nice and warm. Late September we ventured to Popham in G-SAGE to visit the Aerojumble it was a fantastic day. Clipping the edge of Chilbolton where G-SAGE was imported into the UK by Cliff Lovell and then on to Popham.

Popham was buzzing we met some other Luscombe owners and fellow Strut members John Kempton and Richard Plowman. On the return journey we popped into Eggesford for fuel and a chinwag. We departed Eggesford and Exeter kindly routed us directly over Exeter Airport back to Branscombe.

October has been a month with a few good days for fun flying but with jobs to do on the aircraft and domestic duties time has been tight.

Hannah and Esther have been plagued with the lurgy for ten days so between trips to the health centre, shopping, cleaning and dog walking it has been impossible for a sneaky trip flying. The worst thing of all is I always get found out! So while at home between thumb twiddling I have logged on to Bill Giles on the BBC weather website who offers monthly and 3 monthly forecasts. I have printed off his latest offering and pinned it to my notice board to monitor how it all spans out! I have also been beaking at various aviation websites and occasionally nipping outside when I hear the faint drone of an aircraft passing over! When I call out "just taking the dog for a walk dearest" I have managed to slipped out and have been scouring the fields close to home to find one suitable to land an aircraft in, sad maybe but it keeps me occupied! I have logged one into the GPS and now must tackle the land- owner. It is surprisingly difficult to find land that is long enough, not cultivated, not grazed and close to home. I have postponed my previous scheme to

move the family lock stock and domestic wasp to live adjacent to a suitable existing airfield as it dawned on me after a summer of suggested holiday locations, Bodmin Branscombe, Eggesford, Watchford Farm, Farway, Dunkeswell, all excellent sites to park a caravan, fell on very stone like ears. So my reluctant conclusion has been I am barking up the wrong tree! Hence more dog walks close to home!

Following the very interesting talk by Brian Hope Editor of the Popular Flying magazine who enlightened us to some of the head banging going on within the PFA it was heartening to hear that the move to Turweston seems to be on track. It made me think if we do not support a body such as the PFA leisure flying in this mad bureaucracy may become nigh impossible! The costs of anything to do with the CAA are staggering! £50.00 just to change aircraft ownership names and if you do not pay within the time scale set your aircraft registration is cancelled Bye Bye! On that cheery note! Think about our Popular Flying Association and other Associations that wave a flag for us and hopefully EASA may not throttle us all!

• **Next Meeting**

Keith Wingate will be our guest speaker at the Strut meeting on the 13th November. Keith, ever the comic, will talk about his adventures and, in his capacity as Chairman of the South Hams Flying Club, the plans for developing Halwell.

• **Last Meeting**

Brian Hope, Editor of Popular Flying visited the strut on Thursday 9th October. He described his introduction to aviation via micro-lighting, before acquiring Jodel D117 G-BFGK, his much-travelled mount for the past 18 years. Brian shared his experiences of guiding the magazine to it's acclaimed high quality and discussed some of the wider issues facing the Association, including the challenges of moving the HQ to Turweston, the need for a stable and unified EC and the implications of EASA.

DEVON STRUT DETAILS

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FOR SALE and WANTED.

For Sale King KY 195B TSO Radio. 720 channel, A&B box complete with mounting tray, wiring loom & 4 place Softcomm Intercom system. Serviceable when removed from a/c. Sensible offers

- invited, good home more important than price. Steve Robson 01823 680784 sbrobson@compuserve.com

- **For Sale:** 2 GPS, one hand-held Trimble, one moving-map £100 each. Contact Chris Fitton, Tel. 07941-587281

- **G-IVOR**, based at Bodmin. One share for sale, contact John O'Brien on 01566 781365 or e-mail mouyne@hotmail.com

- **For Sale** Garmin 90 with manual £50.00. Chris 07970-251386

- **1974 Cessna 182P.** Brand new 3 year CofA (Aug 03). Low engine hours. Based at Eggesford in long standing 5 person group. £50ph wet + 1/5 share of hangarage/insurance and maintenance. Contact Martin on 01805 804322 for details or martin@cub.flyer.co.uk

- **Cambrai Cover for Cessna 172.** Complete cockpit and cowling cover in navyblue.£185.00 Tel Chris 07970-251386

- **ARV Super 2 G-STWO.** PFA Permit to 25/9/01. Cruise 85kts at 15ltrs/hour for 3 hours (50 litre tank capacity). Becker 760 Comm, Becker Nav, Narco transponder. £15,500. Phone Gordon Morris on 01752 562855 or 01752 862388.

- Joe Thomas has **sponge-type air filters** to suit small Continental and Lycoming engines. Contact Joe on 01297 680259.

- **Quad City Challenger II Ultralight**, simply the best. Many extras built 1996. 250 hours since new, 65hp engine, instruments include airspeed indicator and altimeter front and rear, compass, turn and slip, EGTS and CHTS, voltmeter and fuel gauge, Icom radio and intercom complete with road trailer. £13,000 o.n.o. tel: 01404 850 321, E-mail: flisher@onetel.net.uk

- **Continental C90 and O200 parts.** Lots including C90 crankshaft (nominal size) and C90 camshaft. Contact Trevor Reed for list. 01803 752598, 01803 863800, trevor.reed@scanstrut.com

- **1962 Cessna 172C** (straight backed model, no rear window), airframe stripped for overhaul. No engine or prop. Contact Terry Case on 01395 597535 or t.case@ntlworld.com
- **Jodel D18** G-BUAG Hangared at Bodmin, Jabiru 2200 32 hrs TT, A/f 100hrs total time, Permit until June 2003, £14,000, Tel. Allan Silcox 01840 211177
- **Fisher Celebrity** Continental A65 87hrs total time, on U.S.A. register permit not current £5,000 Tel. Allan Silcox 0 1840 211177
- **Druine Turbulent** Single seat, accident damaged, requires main wing rebuild finishing, ribs done, includes engine, instruments, most hardware and plans. £1,300.00 Contact Alec 01404 823019
- **Racal jetguard aircrew headset** - military spec. Excellent noise attenuation. Comfy fit & lightweight. Good nick £80 Phone Barbie 01647252249 or 07831834337 or email: bhfairclough@aol.com
- **WANTED –Oil cooler for C90-14F** Richard Crosby 01392-274072 or bungus@tinyworld.co.uk
- **WANTED 2** very good condition **tyres for Jodel 112** - size 420.150-6.5/3 Contact: Paul Dowell pandjdowell@aol.com
- **WANTED** If there is anyone out there who has a part built Taylor Mono I am interested. Need wings due to a miscalculated take off and ground loop. You can contact me by phone 01209 860 822. Thanks, John Burgess

• **Members' News**

Keith Wingate has bought a Taylor Titch as an unfinished project with an O-200 Continental and has concerns about its / his all up weight (*surely not? – don't call me Shirley....*)!

Congratulations to Roger Benson, who is understandably happy after getting his Auster Autocar G-AOIIY cleared for flight and has now

completed the test flying. Having seen this airframe languishing for so long at the back of the Watchford hangar, it's great to know some new life has been breathed into it.

Commiserations to Nigel Everett after his excursion in the Exeter-based Skybolt at Eggesford. Good to hear he wasn't hurt.

Dave Silsbury has delivered Ray Trute's Cornell PT19 to a millionaire with an aircraft collection in Austria.

Dave & Brendon Proctor have bought Francis Donaldson's old Currie Wot which is now at Dunkeswell, being transformed into an SE5.

Mike Mold has a Jodel D112 wreck to rebuild. Imported in bits from France in 1977 after an argument with a petrol bowser and stored largely untouched ever since, it needs comprehensive repairs to the wing which should keep Mike occupied for several years!

Reg McComish has returned to Dunkeswell with his Aeronca Super Chief following a long trailer journey from Italy. A write-up of Reg's adventure has been submitted to PF.

Barry Bower has sold up at Branscombe and will shortly be flying his Piper Pacer to his new home in Italy. We wish him a happy retirement.

The Strut had an arrangement during the past year with the operators of Bolt Head for a block landing fee and this may be available again for 2004. £20 will secure you as many visits as you can fit in! The owners have extended the runway this year to 620 metres and it is in our interest to support such new strips. With luck, we can secure a few more facilities around the region for the 2004 season.

The Skinner family has recently purchased the Fox and Hounds at Eggesford and welcome all Strut members when they fly in. Transport to the Pub/Hotel is available by arrangement. There is also a Garden Centre within walking distance of Eggesford, which has been visited by Strut members this month and is recommended for lunches and teas!

South Hams Flying Club is in the process of creating a new runway at Halwell with an extended length of around 460 metres.

Admired but unmentioned upon in previous newsletters this year, is the Emeraude G-AYCE, extensively rebuilt by Ernie Hoblyn. Previously owned by Robin Austin, 'CE was dismantled and initially worked on by Ernie at Watchford but was completed at its home base

of Plymouth for a new owner. The job started out as just a minor fuselage repair and a desperate need for new fabric and paint. The fabric was cracking up and there was a large split at the front right hand side of the cockpit, which, according to Ernie, must have been quite draughty! However, inspection revealed serious water ingress and damage to the rear false spar in the area where the wing attaches to the fuselage. Tidemarks were clearly visible in wing bays without any drainage holes! Repairs were needed to an aileron and flaps, with mods being incorporated to allow inspection of the aileron & flap hinges without having to de-skin the surfaces first! Now resplendent in new fabric and a paint scheme of white with blue starburst, the aeroplane is an excellent testimony to Ernie's rebuilding skills. His latest challenge is a Sopwith Pup.



- **Death by Gascolator!**

John Crabb

Actually, “mild aggravation by carburettor” would be a more accurate title, but keeping you interested is going to be the main problem with this article and I thought a snappy title might help.

Some things just get to you more than others, and a rough running engine is surely one of them. It really is the last thing you need, especially when the weather is starting to clag in and you become temporarily uncertain of your precise whereabouts, then it starts to rain ... which is exactly what happened to me on my return from the Great Vintage Flying Weekend this May. There and then I resolved that I was not going anywhere else until the problem was sorted.

It had not been right since the engine was rebuilt; maybe it had never been right, but I did not own the plane prior to the overhaul. It was definitely a fuel problem. At cruise revs the engine ran rough, but the application of carb heat smoothed it out and gave an extra 50 rpm. At full throttle and low revs it seemed OK, there was just this band where it gave every indication of not being totally committed to getting you home. Unfortunately, this was just the operating region where I wanted to be. Because I was not sure if continuous carb heat was a good thing, I made it back from Kemble by operating the carb heat knob in and out like a Swanee whistle.

So what could it be? Probably a weak mixture, as a secondary effect of carb heat is to richen the mixture due to the reduced density of the warm air it supplies. But then it might just be that the alternative air inlet path that comes with carb heat selected was more acceptable than that through the air filter. Plenty to look into here. I started by trying to eliminate possible air leaks in the induction system by tightening every available screw and jubilee clip. But what is tight? A few experimental tweaks of innocent screws on neighbouring engines showed that there is no universal definition. I looked at fuel filters, fuel line joints, primer pipes, fuel pump and a variety of operating levers. Each time I found something that seemed capable of adjustment I did so but it made no difference. Finally I convinced myself that my engine cowlings were probably turbulating the air at the carburettor intake and messing up the

fuel metering in the venturi, so I made some aluminium baffles to smooth the air into the filter. Guess what? No difference. OK, off with the carb. The first thing you find out about carburettors once you have one in your hand is that operating the throttle lever causes the accelerator pump to send a fine jet of neat fuel up into your face. It takes about five times of hopping about the hangar looking for something to wipe your eyes before you stop doing this.

Dismantling a carburettor is quite fun but, when you finally get to look inside, it is difficult not to be under-impressed with the lack of contents. "Simpler than you think and at the same time more complex than you can imagine" was the description I once read, and it's true. Using a minimum of bits and some randomly selected laws of Physics, it manages to squirt just the right amount of fuel into the gaping maw of your engine under a very wide variety of conditions. Exquisite - except that mine didn't.

The only thing to do was clean its interior (mine was already clean as a Swanee whistle remember), adjust the float level and screw it back together. No difference. So I took it off again and replaced it with a spare carb that Dave Silsbury had knocking around in the surgically sterile section of his workshop (next to the coffee cups). Magic, it worked! So it was definitely the carburettor. I packaged mine up and sent it off to Multiflight for checking. They charged me the national average weekly wage to tell me that, in their opinion, the top and bottom mouldings of my carburettor came from two completely different models - it was a dog. At last! Although it was bad news, I had the explanation I sought. Logic prevailed, as it always should. I did a deal with Dave and am still flying happily ever after.

But there is a twist in that dog's tail. A few weeks later I was flicking through a folder, when out fell a yellow tag: "newly overhauled and bench tested. TSO zero hours". It related to my carburettor which I discovered had undergone complete overhaul and testing at Precision Airmotive (the American manufacturers) just one year before the engine was laid up prior to my buying it. The carb had been a proven serviceable item and no kind of mongrel at all! So what was it all about

- well it all comes back to the "complex beyond imagination" clause in my opinion.

A carburettor is not so much designed as carved by trial and error out of a solid block of reality. If something is not quite right, then put another passage in the casting connecting point A to point Q such that, with the throttle two thirds open, the excess pressure sends just enough fuel to point B to sort the problem out. And if that doesn't quite work . . . Thus, your average carburettor, whilst not having many parts, is a rabbit warren of tubes, tunnels, double venturis and jets which contrive to distribute the engine suction about as required to achieve its essential ends.

It is less akin to a precision watch than to a sponge which, as you drop it in the sink, just happens to whistle Rule Britannia as the air is expelled from its craftily arranged pores. Who could be surprised if, just once in a while, such a system hits a bum note?

- **St. Omer Jodel Fly-In, 6-7th September 03**

Photos of the Aero-club de Saint Omer's very successful 2nd annual Jodel fly-in are now on their website <http://acsto.free.fr>. A total of 52 visitors (not all Jodels) made the trip. The dates for next year are 4 & 5th September 2004.

- **Letter from America**

The following note came via Pete White through Mark Waite of Blue Yonder Aviation Limited (the European & Scandinavian Dealer for American Champion Aircraft) from Citabria owner, Joe Stroup, in Atlanta, Georgia, USA.

I own a 1999 7ECA that I fly regularly. (I bought it new, and it just turned over 500 hours) Could you help me find a way to circulate my name among Citabria owners in the UK who might be interested in doing some flying here in the States with me? Working with a previous employer, I used to travel overseas extensively. Meeting people in other countries was always very enjoyable for me - and I miss having the opportunity.

As many flights in the USA transit Atlanta, I think it might be quite convenient for business travellers to stop over even a day for a few hours of local flying. As references, I am employed by Atlantic

Southeast Airlines (owned by Delta) as a pilot groundschool instructor and courseware developer. I hold a commercial/instrument rating, and an advanced groundschool instructor rating and have over 500 hours of tailwheel experience.

Even with today's higher fuel prices - flying a 7ECA in the USA is very affordable. Flying an average of 150-200 hours per year, I calculate that it costs me less than \$25 an hour to fly my airplane. I can usually fly all day on \$40 of fuel. I'm not looking to profit from flying with pilots from overseas - I'd just enjoy the opportunity meet more pilots from overseas - and maybe make some friends who might return the favour when I have the opportunity to travel the UK.

Thanks very much for your kind consideration. You can view some photos of my Citabria at <http://home.earthlink.net/~jstroup/n128dm>
Joe Stroup jstroup@earthlink.net

National Council Meeting 18/10/03

As you will have read in Popular Flying, Cliff Mort is now Chairman of the EC. He stated that his policy would be one of 'Can Do' but within budget! The EC now comprises 11 members with seven empty seats, so if you think you can really help the PFA now's the time to volunteer! Speaking of budget, the Rally lost large sums of money this year and I mean LARGE.

Some, such as costs due to the CAA enforced requirement for radio & recording gear meant unexpected capital expenditure of circa £27,000 (to be written off over the next few years). This is reluctantly unavoidable but the rest of the loss was put down to unforeseen set up costs and poor attendance. The good weather kept people away; you just cannot win! Consequently radical rethinking of the rally is taking place and the EC has stated that if there cannot be a demonstrable profit shown in the budget figures then the Rally will take on a much simpler form.

Budgets seemed to be a recurring theme for it was suggested that Struts are costing the PFA a disproportionate amount. Approx only a quarter of members are in struts but admin support costs amount to over half.

As the old saying goes, there are lies and there are statistics! I'll leave you all to argue pros & cons!

Stuart Luck has worked hard with his education programme and with the support of the NC (although he has funded the prime cost initially from his own pocket) has managed to get various youth organisations to build a Rans S6 and this will be on display at the Telford show 5/6 December. Because of the initiative the Devon Strut has been asked to contact the local Scout and Air Cadet organisations to help get youth into the air and nationwide Young Eagles UK is to be enthusiastically encouraged.

The move to Turweston is now definite, a lease having been signed and an option to purchase freehold land for the future building of new HQ taken up. PFA Turweston starts December 1st 2003.

Regarding Strut fly-ins, it was emphasised that only secondary insurance is carried by the PFA. i.e. that means our/your own insurance comes first and only if the claim spreads to the PFA does their insurance cut in.

The new post of Head of Engineering is in the final stages of selection. 39 applicants have been whittled down to 4 and a decision is likely by the end of October. Many of you will have read about (and experienced) the problems that the Engineering Dept is having and it is hoped that this management infusion will supply the service required.

To the Devon member who asked about partners and entrance to the Rally, the answer came back that family membership costs an extra £10. Hope that helps! Next meeting 13th Dec., so any questions or concerns, contact me. Jim Gale.

- **Meet the Police & HM Customs**

Devon & Cornwall Constabulary & HM Customs & Excise invite users of small aircraft in East Devon to a meeting at Exeter Airport on Sunday 2nd November at 2 p.m. A presentation will be given, explaining the law and requirements under relevant legislation. An open forum will enable relevant concerns and issues to be discussed. Enquiries to the Airport Police Office Tel. 01392-362593.