

# DEVON STRUT NEWS

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

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

*What a busy month June was!*

*All of our events were well supported and we continue to attract visitors from far and wide.*

*The highlight for me this month has been the marshalling, Martin Pengelly and Josh Sinnett have given excellent service at all the Fly Ins and they are not even Strut Members! So I ask that some kind soul sponsor them into the Strut, which is some thanks for all their efforts. I would also like to arrange for Martin and Josh to fly in some types they have not yet flown in and would be grateful if Strut members would get in touch with me to arrange some flights.*

*We have not been able to organise any Young Eagles for a couple of years so please spare a thought for some budding pilots who you could help into the air!*

*Martin is a long time aviation enthusiast but his fitness will not permit a PPL. When you get him rolling on aircraft types his knowledge is very extensive.*

*Josh has yet to reach the minimum age to begin flight training, his Dad is part owner of G-BRER the Aeronca Champ based at Bodmin.*

*They are both keen members of Cornwall Flying Club.*

*Thanks must go to Pete White who flew out to Lundy on the Saturday to camp over with fellow group member Terry Wilson to set up for the Lundy event on the Sunday. Pete then flew to Bodmin to pick up Josh to take control of the marshall work on Lundy.*

*Paul and Mary Aston also flew over on the Saturday and camped over until the Monday. Paul has produced a very entertaining video of the days flying on Lundy of the 2003 event. Paul will make copies available free and asks that members make a £5.00 contribution to Les Dray's Macmillan Cancer Relief appeal and support his Dawn to*

*Dusk Marathon on the 17<sup>th</sup> August. Please contact Paul Aston on 01647-277460*

*Branscombe Air Day was stunning this year as Joe Thomas pulled another rabbit out of his hat! The weather forecast was not good. On Saturday the rain was continuous all day bringing a halt to the model aircraft display. Sunday dawned bright and clear and I reported for duty at 8.30am, Arthur Tynan placed his caravan in the Aircraft Park to provide welcome refreshment for us all during the aircraft arrivals. Mike King had erected a marquee for the model flyers the previous day which we very gratefully commandeered for our control and check in. It was a very hectic day and this year we managed to keep the roaming public away from the manoeuvring aircraft.*

*The variety of visiting aircraft was very refreshing and many Strut members journeyed in to make it a memorable day.*

*The display aircraft were magnificent and seemed to need every yard of the runway available. I watched the Mustang landing and although he touched down near the threshold the sheer weight and inertia carried the aircraft well up the length of the grass strip. As Derek Boyce commented watching the Yak land and take off was a rare privilege as we were close enough to observe the effort required by the pilot to keep the massive aircraft under control. I think a great tribute should be passed to Rob Davies for continuing to operate these wartime aircraft and allowing us to see them in action. I know the aircraft are hugely expensive to keep operational as I have spoken the operator of the two-seat Spitfire based in Wales. They get hammered if they fly the aircraft too much and penalised if they fly too few hours, so just insurance alone is a nightmare and places huge restrictions on how often we can see these classic warbirds. On top of that are all the dangers of display flying in 60-year-old aircraft that are heavy and slippery, which often become apparent when displays go wrong.*

*To conclude on a cheerful note all our visitors departed safely and we all tramped home happy and exhausted. Many thanks to Joe Thomas (Branscombe), Fred Baulch (Taw Mill) and Nigel Skinner (Eggesford) for use of their splendid strips during July.*

*Special thanks to Richard Horner for his work at Taw Mill and Derek Boyce for taking the time to trek around to the events and report all the news. Without all your support these events would not happen. Keep the Devon Strut airborne and visit us at the August venues!*

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## DEVON STRUT DETAILS

Our website:- [www.devonstrut.co.uk](http://www.devonstrut.co.uk)

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## DIARY DATES

Eggesford (Auster Club Fly-in) August 1st 2nd 3rd 01363-83746/ 07703-397210

**Roserrow** August 10th 01208-863000 - 07970-251386

[www.devonstrut.co.uk](http://www.devonstrut.co.uk)

**Bodmin** August 24th 01208-821419 [www.devonstrut.co.uk](http://www.devonstrut.co.uk)

## NEW MEMBERS

Here we are in mid-July and still getting new members! A warm welcome to:-

John Pearce of Taunton who owns an RAF 2000 based at Watchford, and

Colin Fenning of West Wittering who operates a Piper Archer.

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**Lundy Fly-in** – Sunday 6 July

by Derek Boyce

The scenery, the atmosphere and the people all contribute to make our Fly-in to Lundy something special. An advance party comprising of Peter White and Terry Wilson with IVOR (Aeronca Chief) and Paul and Mary Aston with POGO (CT2K) arrived on the Saturday to camp overnight and set things up for the Fly-in. In reality Mary had decided that they would camp for the whole weekend and return on Monday, just in case Paul got the day wrong again!

I joined the queue at Eggesford to hitch a ride over, Charles Fuller who called in on route from a strip near RAF Lyneham kindly agreed to give me a lift in his Thruster Microlight. I had not flown in a Thruster for over twelve years; this one was posh from what I remembered - it had doors! It also had a Jabiru 4-stroke engine, which made me feel much happier about the sea crossing. The flight from Eggesford took us about 50 minutes with a headwind, we kept in touch with Chivenor during the sea

crossing, Charles remarking that the one thing you never get to practise is ditching! Still it passed the time discussing the various options. In an effort to make me feel better, Charles stated that the engine was fine once it had warmed up and that any engine failure was only likely in the early stages of a flight. How does the saying go “I’m not looking forward to the journey home!”

There were already a couple of rows of aircraft on the ground when we arrived, and a steady flow continued all day. In total about 64 aircraft flew in, this is only an estimate as I had to leave mid afternoon to give Charles a chance to get home. Amongst the older types present were a Hornet Moth, Jungman (Trevor Reed), Chipmunk, 5 Austers including the two AOP9’s (Martin Robinson and Nigel Skinner) and a Tipsey Belfair. Homebuilts included a Vans RV-8 with an interesting colour scheme, which changed colour as you walked past it, a Glastar, Jabiru (Phil Hatton), Nipper (Keith Wingate), an RAF 2000 Autogyro, three Kitfoxes and an Avid. Microlights included 7 flexwings, 4 Rans S6, an AX2000 and an X’Air Falcon powered by a new Czech engine with as much power as a Rotax 912 but lighter and cheaper. After I left a formation of 6 Fournier Motorgliders over flew, which I am told was a very impressive sight.

Thanks to Charles Fuller for getting me to Lundy and safely back again. Also thanks to all the other pilots who kindly gave lifts over to the island. Thanks to Chris Howell for all his hard work behind the scenes for making this event possible and for arranging the flights over for some of the people waiting at Eggesford. Unfortunately the empty seats dried up before we got everyone, including Chris across to Lundy. Thanks to everyone who helped out on Lundy, including Peter White who flew back to Bodmin to pick up Josh Sinnett who did sterling work with the marshalling, unfortunately we did not manage to get Martin Pengelly over as well to share the workload. Finally

thanks to Nigel Skinner for once again allowing us to use Eggesford and to everyone who helped out there.

**Taw Mill Fly-in** – Sunday 20 July

by Derek Boyce

A new fly-in site for this year, kindly made available to us by Fred Baulch was unfortunately badly affected by the weather. The conditions on the day, even though the wind was more or less straight down the runway was “challenging”. Just getting airborne from nearby Eggesford was bad enough for the residents there with a strong crosswind blowing all day, the wind both on final approach to Taw Mill and at the touch down point as you started to run parallel with the trees was doing some “interesting” things as everyone found out.

Only 8 aircraft flew in, Richard Horner braved the crosswind at Eggesford and arrived early just to make sure there was at least one aircraft on the ground. A Eurostar Microlight flew all the way down from a strip in the Bath/RAF Lyneham area, the more I see these aircraft the more I am impressed by them. Dermot Richardson and Peter Gristwood arrived from Exeter in the Cub Cruiser. Paul and Mary Aston had left POGO safely tucked up in its hanger at Exeter and arrived by road, but Dermot promptly threw the keys of the Cub to Paul and told him to go flying, with a rather reluctant Mary sat in the back. There were two Cessna 182s one from White Waltham and the other flown by Pip Burrow from Eggesford. Also from Eggesford were John Cooke and Nigel Skinner with the two Auster AOP9s and Richard Webber with the Beagle Terrier.

Several people arrived by road and many took the opportunity to visit the gardens across the road from the strip. Many thanks to Fred Baulch for making the strip available to us, thanks to Richard Horner for taking charge of operations and manning the radio and to Martin Pengelly and Josh Sinnett for marshalling.

**Eggesford Fly-in** – Saturday 26 July

by Derek Boyce

This was the worst weather that we have ever had for an Eggesford Fly-in, even the Austers stayed in the hanger! It kept looking like it was going to brighten then the rain would start again and with no wind it was not even moving through. Nothing much to do all day but sit around and drink tea and eat pasties, trifle and cakes, very nice it was too.

We did have two visitors and unusually for one of our fly-ins they were both helicopters, Robinson R-22s. One came from Shobdon on its way to Davidstow, the other from Bideford trying to get to a helicopter fly-in at Weston-Super-Mare.

Thanks to Nigel, Jackie and everyone at Eggesford for their hospitality and making Eggesford such a wonderful place to visit.

### **Branscombe Air & Classic Car Show 27 July** by Derek Boyce

In contrast to the terrible weather the previous day at Eggesford, conditions were much better for Branscombe. Black clouds threatened at times but the rain held off and the cloud base was sufficiently high enough for the display aircraft to perform aerobatics. A total of 78 aircraft flew in and over 500 vehicles were on display.

It was particularly impressive to see a Mustang and Yak C-11 operate from a small strip and each aircraft put on an excellent display both as a duo and individually. Watching the skill of the Yak pilot as he kept the thundering beast straight during take off and landing as it skipped and bounced along the narrow strip was particularly memorable. As was watching the Mustang as it swooped low down over the boundary hedges, then using its power and energy to climb high over the airfield once again, the

sight and sound was something special. Also making their own unique sound was the Crunchie Wing Walkers with their two

powerful 450hp Stearman Biplanes. We were also entertained by aerobatic displays from a Harvard and a Pitts S-2.

The Strut took charge of the Fly-in part of the event and amongst the first members to arrive (and the last to leave) were, Duncan McFadyean (Europa TD), John Kempton (Aeronca Chief), Terry Wilson (Aeronca Chief) and Peter Gristwood (along with other group members doing a shuttle from Exeter with the Cub Cruiser). Over twenty members arrived by air and some not mentioned in previous reports include Colin Wood (X'Air), Chris Millward (Cessna 150), Richard Plowman (Cherokee), Paul Dowell (Jodel D112), Ben Long (Emeraude) and John Mansell (Jodel D112), with many more arriving by road.

Amongst the interesting visitors was a Nanchang CJ-6, looking similar to a Yak 52, it is a Chinese built development of the Yak 18 powered by a 285hp 9-cylinder radial engine. Other older types present included a PT-19 Cornell, two Cessna 120s, 3 Luscombe Silvaires and a Jungman. Amongst the Homebuilts was a Pulsar, Minicab, Colibri, Pitts S-1, Vans RV-4, 4 Vans RV-6s, 2 Glastars, 4 Kitfoxes and a Falconar F-11 (Canadian derivative of the Jodel D11). Microlights included 3 Flexwings, 2 Ikarus C42s, a Eurostar, Zenair CH601 and Challenger.

Thanks to everyone who helped out with marshalling of both aircraft and people, namely Chris Howell, John Havers, Martin Pengelly, Josh Sinnett, Arthur Tynan, John McNab and Francis de Beer and to Noel Collier for looking after the booking-in. Thanks also to Joe Thomas for allowing this excellent event to take place on his strip and for all the hard work he and his team put in behind the scenes to make everything possible. Thanks also to Mike King for all his efforts, the booking-in tent was particularly useful.



Lundy from the air with some of the visiting aircraft



Paul and Mary Aston's CT2K in its own tent! That's Paul and Mary's tent alongside.



The line-up of some of the visitors on the ground



Derek's transport to Lundy, a Thruster microlight.



DH Hornet Moth at Lundy



The multi-coloured RV8 at Lundy.





Auster AOP9  
fronts the  
visiting line-up  
at Taw Mill



Dermot  
Richardson  
& Peter  
Gristwood  
arrive by  
Super  
Cruiser



A Eurostar 4  
arriving at Taw  
Mill.



Richard Webber  
arriving in the  
Beagle Terrier

The message below was sent to Chris Howell, and says all that needs saying by way of thanks to all concerned with the organisation and operation.

Hi Chris,

Just wanted to say another thank you to everyone for Branscombe this weekend, really pleased the weather held for the day.

Ranks amongst one of our favourite fly ins, thanks to everyone, another excellent Devon Strut Fly in and please say thanks to Joe for his patience and all the phone calls asking if the weather had cleared!

Good to see you again.

Blue Skies

Chris

Chris Bates Kitfox G-BSFY

Brian 'Mr Bumble' Finch Kitfox G-BXWH

Rick Holt Glastar G-SACH

Duncan McFadyean Europa G- MXII