

DEVON STRUT NEWS

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

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

This past month I have wondered at the variety of activities taking place around the country and in the towns that is not related to aviation. My little domestic wasp is often to be heard complaining that she is forever falling over aircraft magazines, jerry cans, flight, and bags and assorted other bits! And of course she never leaves any of her pixie bits lying around!

In a bold attempt to address the domestic balance we have been out and about far, far away from airfields. We have been to the railway at Buckfastleigh, Horse Shows, Garden Fetes, Garden Centres, Beaches, Swimming Pools and Steam Rallies and it is really amazing the diversity of activities taking place around the Counties, many a way of life and my moral! Have a look around from time to time, I am full of wonder at the variety of ways folk pass their free time!

September has seen the closing events of our fly in calendar and Watchford Farm was hot on September 14th, with over 80 aircraft visiting, a magnificent way to complete a busy season. Hearty thanks to Mr and Mrs Anning, home based pilots and ground crew for all their hard work making this such a happy day.

The Devon Strut website has been out of action, we will have it back on line very soon.

October will be the commencement of our evening meetings at the George and Dragon on October 9th. Brian Hope Editor of Popular Flying will be our guest speaker, look forward to seeing you all there for a chin wag and some light refreshments!

DEVON STRUT DETAILS

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OCTOBER MEETING

The first evening meeting of the winter(!) season will be on October 9th at the St George and Dragon, 7.30 for 8pm as always. The speaker will be the editor of Popular Flying, Brian Hope.

NEW MEMBERS

- We have an interesting new member in Mike Hanley, of Mayfield Farm, Penstraze, Truro, TR24 8HY, email: mwhflyby@aol.com, tel: 01872-560771. Mike is a PFA & BMAA inspector, owns a Kitfox Mk.2 G-BZLO & part-owns Roche, where he will do permit renewals free if flown in. Mike has just registered a Mk26 Spitfire project! He also advertises his building & repair services in Popular Flying each month.
- Daryl Mansbridge of 5 Eastfield Gardens, Weston-super-Mare, BS23 2TJ. Email: daryl.mansbridge@somerfield.co.uk Tel: 01934-623969 Daryl shares Binder Smaragd CP301S G-BSVE.
- Douglas Gale, 58 Spa Road, Melksham, SN12 7NY. email: doug@dkgeng.flyer.co.uk tel: 01225-706198. Doug has shares in a Rallye & Thruster at Franklins Field & in a Skybolt at Dunkeswell.

MEMBERS' NEWS

Chris Howell and John O'Brien have bought G-SAGE, a 1946 Luscombe 8A which is the model with a metal fuselage and a fabric wing. They took delivery of the aircraft at Dunkeswell on 25th August. It was based there for a week or so during which time they were checked out on type with the Instructors at The Devon School of Flying. The aircraft is now based at Branscombe.

John Mansell has received a letter from Macmillan Cancer Relief thanking the Strut for donations received totalling over £3,400, mainly due to Les Dray's Flyathon but including £1000 collected at the Watchford Farm Fly-in. Well done to all involved.

FOR SALE and WANTED.

This section has been missing for several months now, if any of the items have been sold please let me know - Ernie

- **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. Tel 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 e-mail 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
- **Peltor 7006 headsets.** matched pair, volume controls and flight case £100, Brendan Butler 01626 204351
- **VP-1 G-BMJM** based Sywell, £3997, contact Mike Veary Tel. 01572-823827 or mjveary@freeuk.com
- **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

PFA 2003 AGM Report. (by Jim Gale)

The meeting was held at Turweston Airfield; in one of the new developments that the PFA are moving into in November 2003 temporarily whilst the new HQ is being built there. This gave everyone attending an opportunity to view the PFA's new home to be. (And very nice too!)

Following Lord Trefgarne's open letter to all members, an air of expectancy was positively humming through the assembly at the commencement of the meeting. This was immediately quietened in Colin Mitchell's opening address when he straightaway announced that he would be resigning as Chairman of the PFA/EC as from the following week.

The letter was mentioned, albeit briefly and though Tref was there he did not wish to add to it. I think the potential aggro resulting from the letter was avoided when the chairman opened his report by saying that he would not be standing for a further term. Most of the hassle would probably have surfaced as a vote of no confidence in him or a call for his resignation. It must be said though that Colin gave a good presentation of what the EC had been doing, its progress in the EASA issues and the strengthening of our systems and procedures necessary to be legally robust in the face of a legal challenge (due to ever demanding Health and Safety regulation that as you no doubt appreciate has caused changes in almost every branch of UK industry). He did a good job giving an alternative viewpoint to Tref's letter but did admit that the rifts in the EC had been behind his decision not to re-stand, a decision made before the Tref letter surfaced.

The two-tier membership proposal was soundly defeated on the basis that it was ill -conceived. The general view was that members were happy to pay additional money to support Engineering but this was not the way to do it. It will now be up to the EC to decide how to raise the extra money via increases in engineering service costs - Permits, project registration, charging for mods etc. The increase of £3 to the basic subscription rates was almost unanimously accepted.

Two interesting talks, by Marc Asquith of the Royal Aero Club and David Roberts of BGA (on EASA) preceded the AGM. If anybody was in any doubt about the potential problems posed by EASA then David certainly spelled it out. That the EC, despite the supposed rifts and infighting, have taken the EASA issue on board and have taken measures to secure our future, as well as ensuring that our operating systems and procedures are robust enough to withstand legal scrutiny, is a credit to them. Whilst we would all like to believe we could swan along with our heads up our backsides whilst just about every other commercial operation in the country has been hugely affected by Health and Safety and other regulatory factors, it is a fact of modern life that we cannot.

I think at the AGM the EC did a good job of presenting a picture of progress in some important areas whilst also admitting that performance could be better. Although there are a few doubts, I think most members present were reasonably happy with things. Yes, there's always room for improvement but the black picture of an Association in disarray that some would try to present is a very long way from the reality.

“Drawn to Water” by John Crabb

This summer I seem, looking back, to have developed a tendency to fly over ever increasing stretches of water; I don't know why since it scares me so much.

Emboldened by a successful trip to Lundy in the supportive ambience of a Devon Strut fly-in, I returned a few weeks later for a second visit. First time round I was thankful to have pulled off a respectable landing and largely avoid exciting the affectionate mirth of the strut members lining the strip. On my second, I misjudged the roundout from a steep glide approach and fetched Lundy a wallop between the tussocks that it won't forget in a hurry. Watching on this occasion were just two sheep and a gentleman trecker leaning momentarily against the windsock to catch his breath. The sheep took it fairly calmly, and I hoped the rambler might be sufficiently innocent of aviation to regard a twenty foot bounce as normal. The only other witness was my wife who, from her vantage point in the seat alongside me, was well placed to make some brief, but enlightening, observations on the unusual nature of this procedure.

I was musing on these succinct and pithy remarks about a week later whilst on short final to another limited strip with an amazing upslope on landing, the one at St Mary's in the Isles of Scilly. We had left Dunkeswell under an oppressive overcast as a cold front cleared reluctantly to the east. Consequently, we flew into steadily improving weather and, by the time we coasted out at the Pendeen light, I had acquired about 3000 feet of reassuring altitude. We could already see the Scillies 28 (nautical) miles away and, I must say, the crossing was utterly serene in the still air and most beautiful as the island group grew steadily larger in the windshield. If, like me at that time, you have never been to the Scillies, I can thoroughly recommend the experience. PPR by telephone is essential for the helpful briefing you receive, as is radio - they insist that you contact Lands End on the way out. The reason for this is that Lands End looks after you until about 18 miles out, then St

Mary's takes over. You need a DME or GPS (or red hot dead reckoning skills) as they request a series of distance reports. This is all most reassuring. If you were to suffer the indignity of falling in the oggin, they would know exactly where you were. On arrival there is a £15 landing fee, similar to Lundy, and a very friendly and relaxing welcome from the team in the tower. Departing a couple of days later they were positively enthusiastic about us executing a tour of the islands at 2000 feet. They looked radiantly Caribbean in the sunlight - all turquoise water and white sand.

I cocked my final snook at Davey Jones on a trip down to the Pyrenees for a Jodel fly-in on the August Bank Holiday Thursday. I had arranged to meet Brian Hope (PFA magazine editor and renowned continental aeronaut) at Bernay. Thinking that 56 miles of cold water to Scilly and back had probably already exhausted my dry aviators luck, I was contemplating flying East to make the chicken crossing from Lydd. But perusing the chart on the eve of departure, the inconvenience of this round-the-lighthouses route struck me with some force. In the event, I gritted my lifejacket and plumped for the 60 mile Swanage to Cherbourg direct route. Brian took the short sea route, but then he does live in Kent! Again the weather was perfect. I could see the French coast from about 50 miles out.

Clearing customs is the technical term, but there was no one in the office in either direction. I flew from Cherbourg along the Normandy beaches before cutting inland west of Deauville on track to the quiet grass strip at Bernay. Meeting up with Brian and his mate Bas, we were given a lift into town and, on Brian's say so, booked into the totally amazing Hotel Angleterre. To describe it as a run down, seedy, clapped out, dusty, flaking, creaking edifice fit only for demolition would be to ignore some of its bad points. Of course, in true French style, it has an absolutely excellent restaurant but, as for the building, well the ghost of Inspector Clouseau surely stalks the musty corridors at night. I thoroughly enjoyed it!

Next day we bashed on to Castlenau, with a refuelling stop at Angouleme - one of a number of large, modern airports with a twenty mile runway, full staff and practically no flights to anywhere at all. The weather was good but the unrelenting turbulence started to take its toll on body and mind after an hour or two. Castlenau itself was another delightful experience. Wonderfully friendly people, beautiful location, more excellent food and even a few Jodels! About eight made it from the UK out of a total attendance of about 30 I would guess.

Sunday lunchtime I bade farewell to my affable travelling companions and struck out westward to intersect the Atlantic coast. Following the 90 mile beach northward was easy. Just remember blue on the left and green (one enormous forest!) on the right. I fell foul of the French lunchtime inactivity at Soulac where I dropped in to refuel, but within an hour or two I was airborne again and heading inland for my randomly chosen night stop at Flers, in Normandy, wondering what reception I would get. Brilliant, as usual. There seem to be so many friendly small strips in France. They just could not do enough to help. After a peaceful nights sleep in my little tent and fortified by a strong cup of coffee I was en route early for Cherbourg. I think I came off worst in a prolonged struggle with their flight plan computer. In any case, no one seemed to know that I had filed a plan, not even Dunkeswell which was my destination. But I made it, unchallenged and unruffled across la Manche to touch down to no tumultuous applause whatsoever in plenty of time for tea.

Oh, that landing at St Mary's! I had taken some advice from Jim at Somerset Microlights - he had impressed me early in my flying career with the caution never to fly too high for fear of getting tangled up in the electricity wires - and adopting his recommended shallow approach path, with adequate power applied, I was able to ease it on to the upslope in a most convincing manner. Un morceau de gateau!

Belle Vue Fly-in – Sat 6 September

by Derek Boyce

Strong Winds no doubt contributed to keep the number of visitors down to 22. Don Easterbrook and his wife did an excellent job with the catering for those that did make it and Ray Trute was busy all day, flying both the Cessna Bird Dog and the Cornell.

First in were John and Trish Kempton (Aeronca Chief) from Bolt Head, whilst last to arrive was Chris Howell with his newly acquired Luscombe 8A Silvaire from Branscombe. Other Strut members flying in included, Jon Pote (Chipmunk) and Michael Barrett (Chevron) both making the long trip from Eaglescott. Geoff Dalton (Jabiru) from Bodmin, whilst from Watchford Farm were John Pearce (RAF2000) and Trevor Reed (Jungman). Trevor had kindly flown over to give Josh Sinnett, one of our marshaller's a flight.

Other Visitors included Wittman Tailwind (Boscombe Down), Europa (Popham), Jodel D120 (RAF Halton), Jodel DR1051 (Oaksey Park) and Jodel DR221 (Kemle). Whilst coming up from Cornwall were two Kitfoxes and a Thruster (Roche), Super Cub (Bodmin) and the Lands End Flying Club's Cessna 150 Taildragger.

Many thanks to Don Easterbrook and his wife for allowing us to use the strip and providing the catering. Thanks also to Martin Pengelly and Josh Sinnett for their efficient marshalling and thanks to Trevor Reed for flying Josh.

Watchford Farm Fly-in – Sun 14 September

by Derek Boyce

The Strut Fly-in season ended on a high, with what must have been the most successful event ever held at Watchford Farm. There were 81 aircraft arrivals and a lot of visitors by road with a creditable £1000 raised for The MacMillan Nurses charity.

With three Condors based at Watchford Farm, others were invited to attend and a further four flew in. Steve Robson's Condor is now flying again following its rebuild and it took to the air during the morning, flown by Les Dray. Another aircraft recently completed is David Cottingham's Skyranger, which he flew over from Branscombe.

Watchford always attracts an interesting selection of aircraft and this year was no exception. Vintage types included a Hornet Moth, Stampe, Nord NC854, Stinson Voyager, Beagle Terrier, Auster AOP9, Aeronca Chief, Aeronca Champion, Piper Vagabond, two Luscombe Silvaires and several Cubs.

Homebuilts included the Plumb Biplane, Turbulent, Glastar, Vans RV4, Vans RV6, Wittman Tailwind, two Avids, two Kitfoxes, two Pulsars and two SE5a Replicas. Ernie Hoblyn parked his Sopwith Triplane with the SE5a's, whilst in the hanger a Sopwith Pup is under restoration. Mike Rudd, the UK agent for the Technam Echo, flew in the first UK built Super Echo.

Microlights included 9 flexwings, a number of Eurostars, X' Aircs, Rans S6s and Thrusters together with single examples of the Shadow, Challenger and Jabiru. Add to this thirteen Jodel/Robins ranging from the D112 to a brand new Robin R3000, which together with the interesting aircraft based at Watchford including two Jungman and a BA Swallow made up a very wide cross-section of aircraft.

Many thanks to Brian Anning and his wife Margaret for their hospitality; the food was excellent with an exceptionally good job done to cater for so many. Thanks also to John Havers, Martin Pengelly and Arthur Tynan for the marshalling. Finally thanks to Ernie Hoblyn and Barbara Fairclough for taking Martin flying as a thank you for his hard work.

BODMIN FLY-IN (from last month)



Zenair CH601 all the way from Newark, Notts



The Watchford farm Emeraude.



A pair of Kitoxes from Roche.



The Exeter group's newest plane, a Wassmer WA41 Baladou

BELLE VUE FLY-IN



Jodel DR1051 from Oaksey Park.



Jodel D120 from RAF Halton.



Chris Howell & John O'Brien's Luscombe from Branscombe.



Whitman Tailwind from Boscombe Down.

WATCHFORD FARM FLY-IN



Steve Robson's
Condor flying
again after its
extensive rebuild



DH Hornet Moth
from Garston Farm.



Nord NC854.

WATCHFORD FARM 2



David Cottingham's
new Skeyranger.



The first UK version of
the Technam Super
Echo.



Watchford based
Sopwith Triplane with
a pair of SE5as.