



REPRESENTING SPORT & RECREATIONAL AVIATION IN THE SOUTHWEST
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DEVON STRUT NEWS – May 2010

Co-ordinator's Comments

by Steve Robson

As a prelude to the start of the flying season proper, at our final winter meeting at the Ley Arms on 8th April Stewart Jackson from the East Midlands Strut entertained us with stories of the McRoberston Air Race from England to Australia. The main focus was the DH Comet Racers although the other competitors got a fair showing as well. Stewart told a fascinating historical tale tinged with occasional sadness at the fate of some of these beautiful and iconic aircraft. The presentation ended on a high, with knowledge that more than one of these aircraft (including 'Black Magic' flown by Jim and Amy [nee Johnson] Mollison) are under restoration and will hopefully fly in the future.

(See http://en.wikipedia.org/wiki/MacRobertson_Air_Race and <http://www.cometracer.co.uk/Restoration.aspx>)



Our Strut evening meetings will resume at the Ley Arms in September.

The LAA Forum fly-in to Dunkeswell on 24th April was plagued by poor visibility, limiting the number of aircraft that were able to attend to about 30 and spoiling the potential for a great day. Thanks to all those who helped to organise the day, including Peter Gristwood and our usual marshalling team. Concerns were expressed about the level of service provided by the Air Centre café but the Strut and the airfield owners are discussing ways to resolve the situation for the future.

As you read this the start of our programme of flying events for the 2010 season will have started. Once again we have a very full calendar of events and hope that the weather will agree with our choices of weekends and be kind to us all.

A group of Strut members (left to right: Wells, Robson, Mold, Foden & Leach) attended the Sun 'n' Fun event at Lakeland in Florida a couple of weeks ago. Once again it was a great show with all the diversity that one associates with this type of event although the numbers of aircraft in the homebuilt, historic / classic and ultralight areas seemed lower, perhaps reflecting the state of the economy in the USA as well. It also gave us a chance to parade our new Strut polo and tee shirts. This proved to be a great icebreaker and strike up conversations with many people, including fellow LAAers from the Kent Strut, our friends Bill and Shirley Tee from RAA-Toronto and several KR, Pietenpol and Corvair builders



who kindly shared their barbeque with us. For those Strut members who would like a polo or tee shirt we will be setting up a section on the web site where they can be ordered.

Apologies for a slightly truncated newsletter this month. Icelandic atmospheric conditions resulted in our enforced exile for a week longer than expected but we eventually overcame unbearable hardships of sun, heat and airline officialdom to return to blighty, but alas, not in sufficient time to prepare the monthly missive to the usual standard our Editor demands of himself. Ah well, there are worse places to be stuck! That said, it was heartbreaking to see families of Brits at Orlando airport, many of whom were out of options and faced with the prospect of a long wait for a flight home.

With regard to Strut membership and looking to the future, we will be establishing a standing order arrangement as an option for renewing your subscriptions. This will be offered as standard to all new members as well as existing ones. We hope that in the long run this will save time and effort for everyone. More details to follow next month.

Safe and enjoyable flying,
Steve

I Learnt About Flying From That

by Dave Linney

Many, many years ago as a young Flight Lieutenant having the time of his life flying the wizard new "Jump Jet" in West Germany I learnt a lesson that I thought I might pass on.....

It was at the height of the Cold War and I was stationed in West Germany flying the early Harrier, tin as opposed to plastic version. Our role, primarily photo reconnaissance, would have seen us fight a battle very similar to the Battle of France in May 1940, in other words a fighting retreat from the Red Hordes advancing rapidly across Germany and into France and the Low Countries. As a consequence we would have had to re-arm and re-fuel at whatever airfields we could. NATO realised this and used an Exercise called "Ample Gain" to train groundcrew of all the allied countries to become familiar with each others aeroplanes so that rapid and successful turnrounds could be carried out.

On the day in question I was tasked to fly a Forward Air Control mission in northern Germany but via an Exercise Ample Gain turnround at Liege/Bierset in Belgium. Well the Officers' Mess at Liege was renowned for serving an excellent lunch so I landed in good time to allow a visit to the Mess for the gourmet experience. I monitored the Boggies (Harrier speak for Belgians) servicing of my aeroplane, pointing out all that they needed to know and answering the questions that they had. All this completed I thought I would do my pre-flight walkround checks so that on return from lunch all I had to do was jump in, press the tit and go. I explained this to the Boggies and said that the aeroplane was not to be touched while I was away. I then legged it, hot foot to the mess for what was an excellent lunch.

On return I jumped into the aeroplane, fired it up and got airborne heading off to RV with my FAC controller for the afternoons sortie. Radio contact was established and I took down the brief orbiting and the Initial Point (IP). When he called me in I set off from the IP at 450kt and 250ft, nice weather for a change as it happened. I was about 40 seconds into the IP to target run when there was an exceedingly loud bang and quite some vibration. I thought I had taken a bird down the donk (engine) but all indications were fine. A glance in the rear view mirror however, explained all. One side of the engine access panel on the top of the fuselage was sticking up at right angle. Ouch ! I slowed down to 250kt -ish and cautiously crept back to



Gutersloh where I landed safely to find that amazingly there was no serious damage. I could so easily have lost that panel and quite likely my tailplane followed by the aeroplane. I was very lucky.

The flight safety moral of this story of course is... Always make the pre-flight walkround the very last thing you do before you climb into the aeroplane. Also don't just look, you should tap, feel and pull at things as necessary to make sure all is well.

I guess the Boggies' curiosity with a new aeroplane caused them to forget what I had said and they clambered up and opened a panel or two to see what was inside.....But it was my responsibility to check that all was secure. It nearly caused me more embarrassment than it actually did.

While few of us, I suspect, use a checklist for the walkround checks, quite fairly enough, it does pay occasionally to sit down and read through the checklist and I bet you will find somewhere a check that you are regularly omitting to do. FLY SAFE.

Young Aviators Day at Bodmin, Saturday 22nd May

by Pete White

This year the youngsters will be coming from CHICKS (Country Holidays for Inner City Kids) which has a centre at Tywardreath near Par. CHICKS offer free, 6-day residential respite breaks for disadvantage children from across the UK, giving them the opportunity to feel valued by providing a unique life enhancing experience, undertaking activities which would normally be unavailable to them. These breaks give the children valuable and positive 'time outs' that can be enjoyed away from the stresses of their day to day lives. This may be from looking after a sick or disabled parent or sibling, away from the poor inner city areas or from situations of bullying or abuse.

The itinerary will include a safety lecture, a talk on aviation; a tour around the hangars and a local flight in a light aircraft. This is a joint Cornwall Flying Club & Devon Strut venture and pilots and helpers are requested to contact me, Pete White, on 01752-406660 or 07805-805679 or pete@aeronca.co.uk to volunteer their services for this worthwhile activity.

Pilots wishing to fly the youngsters must have a minimum of 250 hrs total time; of which 150 hrs must be P1, 20 hrs as P1 on the a/c being flown for the event, 10 hrs or 15 landings in the previous 3 months (including 3 landings in the a/c type being used). LAA top-up insurance for Strut events is currently limited to the use of 2-seater aircraft but is the subject of ongoing discussion at LAA Board level.

If you are unable to fly the youngsters, please consider helping on the ground as you will be needed to escort them to the aircraft and to show them around the airfield. (Bad Weather alternative – Sunday 23rd May).

Onrisk News

Over the past 14 months, Onrisk Air Sport Insurance has experienced unprecedented growth in the aircraft insurance business which has meant that the company may not have consistently provided the service levels that were expected by its customers. Consequently, it has chosen to refer its existing aircraft policy holders to Hayward Aviation to act as a "policy fulfilment partner company". Haywards are part of the Townergate Partnership and are fully authorised and regulated by the UK Financial Services Authority. Onrisk will be developing a new Pilot Protection policy to fill the gap between layman life cover and what pilots actually need, a brief outline of which is on the Onrisk website www.onrisk.co.uk

Onrisk are now based in Farnborough and can be reached on 01252-302390

Aeroletters

Dear Strutters,

Sadly the Wessex Strut fly-in at Henstridge on Easter Saturday was a wash out. We had only one visitor; well done to Chris Meadows who came in from Weston Zoyland in his Zenair. Hopefully we will get lucky next year, but if any other Struts get to see this message and fancy coming to see us at Henstridge please do, as I'm sure Joe and Lynne Williams will make you welcome and will cook a lovely "very bad for you" breakfast! Let them know if you plan a scramble or trip. The Wessex Strut Committee members look forward to seeing you all soon. Regards, Neil Wilson, Wessex Strut.

Hi Mike,

My name is Nathan Rodgers and I run a website (<http://www.getitwithme.com>) that's based around helping individuals to buy, sell and manage aircraft owned in a shared purchase arrangement. I came across your website; very informative. I was wondering if you would include a link to my site? Additional functions that GetItWithMe.com will be releasing in the next couple of months include a booking system, expenses tracking, electronic log book and maintenance scheduling. We are looking to build a list of people who would be interested in trialing these tools, free of charge initially. Also, if you knew of anyone that may be interested in getting an early preview and providing some feedback - passing on my details would be appreciated. Thanks for your time, Nathan.

GetItWithMe - The meeting space for buying, selling, and managing your shared purchase. 0845-6521568, 0754-0723334, nathan@getitwithme.com www.getitwithme.com twitter.com/getitwithme

Request for old 1/2mil charts.

Hi All, What have you done with your out of date aeronautical charts? If you have no further use for them we would love to take them of your hands and use them for our Young Aviator Days and Scout Aerocamps. Please pass them to any of the Devon Strut committee at a flying event or contact me and I will organise a collection.

Thank you, Pete White 01752-406660, 07805-805679 pete@aeronca.co.uk

BaP2 Update

by Jim Gale

SPDY's permit renewal work was completed, the paperwork sent to HQ and the new permit to fly received by return. Thank you to LAA Engineering! I have also finished draft-proofing the Hawk but still have to fit a second oil pressure gauge to evaluate the oil circulation to the bearings. I collected a set of new tyres from Gordon Salter (UK X'Air agent) when I flew into his strip last Wednesday but have not fitted them yet. We are booked for both Bodmin and Bolt Head events (1st & 2nd May).

My own "permit" renewal has also been completed following a dynamic ECG at RD&E hospital last week without falling off the treadmill! I now have a full medical clearance from the hospital cardiologist and a new class 2 medical certificate.

Welcome to New Members

John Moss, Saltash, Cornwall. John is a photographer and would like to be involved with the Strut events.

John Doswell, St-Dominick, Nr Saltash, Cornwall. John owns Skyranger Swift G-DOZZ based at Tinnel Farm Gardens.

Steve Pooley, Torquay. Steve is 46 hours into his PPL training, has A and B Gliding certificates and is a Chartered Accountant.

Mark Curtis, Exmouth. Mark is learning to fly and is considering buying an aircraft. He runs a precision engineering business and makes aviation related components

Clive Willmott, Somerton, Somerset. G-AVXW at Watchford Farm

Howard Fawkes, Bodmin.

Mark Potter, Barnstaple. Jabiru SPL G-BYTK at Belle Vue

Members' News

Tug Wilson has sold his Pientenpol Air Camper G-CCKR to an LAA member based at Popham. A new photo of his Sportcruiser illustrates why he's sold the Piet! The photo was taken by Chris Lester, a friend of Tug's who is a non-pilot, aviation enthusiast and was flying as a passenger in the back of Tony Knowles's Cub.



Adverts <http://www.devonstrut.co.uk/pages/adverts.htm>

1985 Acrosport II, A/F 220hrs, 165hp Continental IO-364-A (960hrs) Christen Inverted system, Smoke system, new radio, transponder. Good canopy plus two Aero screens. Full set of Cambrai covers. lways hangared, fresh LAA permit, great aeroplane, easy to fly. Based at Exeter airport. Price £26,000. Contact Malcolm Humphries malcolm@capitalaviation.co.uk Tel. 07785-286338



Dyn-Aero MCR01 (Banbi) G-NONE Instrumentation includes a Grand Rapids glass cockpit, Bendix King 3C colour Sky Map and engine management system. Just completed its 5 year service, changing all the oil pipes, fuel pipes and water pipes. We've also fitted a new flap drive belt and bungees for the front suspension. All the work was overseen by Mike King of Sky 4 Aviation at Branscombe. 'NE has flown 240 wonderful hours and is in tip top condition. Asking price £55,000 and above. Contact Peter Nelson, Manataka, Redwood Road, Sidmouth, EX10 9AD peter@nelson01.eclipse.co.uk 01395-578487



O-200 / C90 Stainless Steel Exhaust System For Sale

Due to a change in a potential customer's circumstances Jon Hodson has a stainless steel exhaust system for sale. It will fit most O-200 and C90 installations. Jon has now made quite a few bespoke stainless steel exhausts for Strut members and the quality of work and materials are of the highest standards. The system is made from 18 gauge metal which means that it is structurally self-supporting without the need for stays etc. Price £550 (a significant saving on other types). For more information please contact Jon on 01884-255921 or e mail hodsonellis@yahoo.co.uk

Eurostar Share for Sale based at Plymouth. This is a partial equity group where a 12% share is currently available at £4,650. Monthly subscription is £62.50 (June 2009) and includes all home landings. We pay £20 per hour dry which covers maintenance and the engine fund. If you fly about 3 hours per month then the actual hourly cost works out just over £50. We are looking for another pilot to join our jolly group. Minimum requirements are no aviation related accidents in the last 5 years and the recommendation of a flying instructor. We are after a recreational pilot flying about 20-40 hours per year. See <http://plane.website.orange.co.uk> or contact Kevin Stewart on 01752 725417 (work).



RV6 for sale. First registered July 2008 Total airframe time 35hrs since new. Engine Lyc 0-320 1150hrs total with only 10hrs since top overhaul which included new pistons, rings and plugs. Metal fixed pitch Sensenich prop with 35 hrs from new. Panel consists of standard instruments plus; Dynon D100 EFIS, Mode S transponder and Icom A200 radio with separate intercom. Empty weight 1016lbs and MAUW 1600lbs giving a very useful load for comfortable touring. Cruise at 158kts or slow cruise of 115kts with a fuel burn of only 23 litres per hour. Asking price is £47K I may be interested in taking 85hp Champ, Cub, Jodel or similar LAA aeroplane in part exchange. WHY? Steve Wells 01271-861377.



Robin DR220 2+2 Shares For Sale Dunkeswell-based Robin DR220 2+2 - for sale or possibly shares. Engine O-200 977 hrs, Airframe 8707hrs. New prop, new mags. 100kt cruise at 22ltrs per hr. £22,000 ono Contact Peter Gristwood peter.gristwood@virgin.net 07980-913415



Hangarage available at Belle Vue at very reasonable rates. Contact Tony Hodder on behalf of the Wingnuts Flying Club on 01237-477248 or email anthonyhodder@hotmail.com

WANTED. Partner in crime in East Devon to build a VANS RV9A.

The 9A is the one with the long wings designed for lower landing speeds and with an O-235 is still with real go-places performance, whilst being flyable by pilots like me! I have located an Empennage and Wing kit and am currently sorting out a workshop. Robin Charles rjcharles@iee.org.

Trimble Flightmate Pro GPS with all accessories, yoke mount, battery packs, antenna which is very basic but worked fine for me for years flying all over Europe in my PA28. I would like to find someone in the LAA local group to give it to **free of charge** (except postage unless they can pick it up at our home near Honiton/Axminster). Leo Collier, 01404-831195, lnpltd@aol.com

May Free Landings

Pilot: Bagby, Cromer (Northrepps), Waterford, Fair Isle, Gigha Island and Longside

Flyer: Lashenden, Henstridge, Chiltern Park, Holmbeck Farm, Barton and Kingsmuir..

Today's Pilot: Enniskillen, Netherthorpe, Old Buckenham, Sandtoft, Shobdon and Weston

Flying Events for 2010

May 1st	Bodmin	Pete White	01752-406660 / 07805-805679
May 2nd	Bolt Head	Chris Howell	01548-531923
May 22 nd	Bodmin CHICKS YA Day (not fly-in)	Pete White	01752-406660 / 07805-805679
May 29-31 st	Newquay Open Days	see below	07854-003508

Newquay Cornwall Airport is holding Open Days for the opening of the new General Aviation Park. These will be on 29th 30th and 31st May 2010. Landing fee £15, 50% off landing fee if a minimum of 50 litres fuel is uplifted, limited to MTOW 2.5T. First 2 hours free parking, free cream tea. Email: nqyinfo@newquaycornwallairport.com, <http://www.newquaycornwallairport.com/index.cfm?articleid=49120>

June 4-6 th	Belle Vue Aerocamp (not fly-in)	Pete White	01752-406660 / 07805-805679
July 25 th	Branscombe	Dave Hayman	01297-680259
August 7 th	Treborough	Mark Weatherlake	01984-641179
August 8 th	Lundy	Pete White	01752-406660
Aug 13th - 15th	Dunkeswell Fly-In Weekend	Peter Gristwood	07525-153103
Aug 21st-22 nd	Smeatharpe Classic A/C & cars	David Steel	01805-623113
Aug 21st-22nd	Farway Common	Terry Case	01395 597535 / 07779-538991
September 3-5 th	Sywell LAA Rally	http://www.sywellaerodrome.co.uk	
September 11 th	Belle Vue	Don Easterbrook	01805-623113
September 12 th	Watchford Farm	Brian Anning	07779-143439

Tailpiece



One not to be missed in the pre-flight checks!
(submitted by Bryn Andrews)