



A BRANCH OF THE LIGHT AIRCRAFT ASSOCIATION PROMOTING RECREATIONAL AVIATION IN THE SOUTHWEST  
[www.devonstrut.co.uk](http://www.devonstrut.co.uk)

## DEVON STRUT NEWS – July 2010

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### Co-ordinator's Comments

by Steve Robson

Spring has sprung, and now that we're well into summer, so is the Strut programme of events! Last month saw a lot of activity on a number of fronts ranging from the legislative, through Youth and Education, to a very successful Strut scramble.

The start of the month featured Newquay Airport as a venue for a fly-in event. This was organised by Neil Harris, our resident Air Traffic host at Newquay and was supported by a number of Strut members from around the region, despite the weather not being ideal. This was the first GA event to be held at Newquay and we hope others will follow.

Staying in Cornwall, the Country Holidays For Inner City Kids (CHICKS) YA event at Bodmin, organised by Pete White, was a huge success and quite a few young and not so young people had the opportunity to experience a flight in a light aircraft and enjoy the view of the Cornish countryside and coastline. *[Pete has submitted an article describing the event for Brian Hope for LA Magazine – Ed].*

Our sixth annual Scout Aerocamp took place at Belle Vue with a great group of Scouts and their leaders all contributing to its success. The BaP2 project 'Spirit of Devon Youth' was in action and continues to have a very active programme for the remainder of the season *[see Aeroletters from Jim Gale and Francis Donaldson].*

Pete White once again organised a couple of gliding evenings at North Hill but the weather gods had a hand in those and we look forward to a rescheduled one hopefully having taken place by the time you read this.

Taking advantage of a gap in our own events programme, a 'scramble' was organised to Defford - Croft Farm, during the middle weekend in June. This Air Day, organised in support of the Mission Air Fellowship and the Worcestershire Air Ambulance, proved to be very well supported by Strut members with 13 Strut aircraft present, once again demonstrating the value of the 'scramble' concept. To help us cascade information more quickly about events, spare seats and general Strut discussion, we have set up, at the suggestion of several members, a new electronic Message Board accessible via the Strut website menu bar. Although this has been in operation for a few weeks, not much activity has been evident so far, so please have a look and make use of this facility.

Another new page on the website gives details about how you can order polo shirts and T-shirts adorned with our new Strut logo. We will be expanding the range with different coloured shirts as well as caps, beanie hats and fleeces if there is a demand.

On the legislative side, there was meeting at Turweston on Tuesday 8th June to resolve the four seat aircraft insurance issue. The Devon Strut was well represented at this meeting that saw the inclusion of four seat aircraft on the LAA's insurance. Congratulations have to go to Nick Long and the Wessex Strut members for their support in negotiating the insurance issues. They also ran a very successful Scout Aerocamp at Henstridge over the same weekend as our own. It's nice to know we have good neighbours – thanks lads (and lasses)!

Planning for our Dunkeswell Regional Fly-in over the weekend of 13-15th August continues to gather pace. As part of our presence at the event we will need our own display area and so have taken the advantage of an opportunity to buy a large second hand, but little-used, octagonal marquee measuring over 7m across and 3m tall, that will give us a good size display area. Like all good things, it must earn its keep so if any Strut members would like to hire it for a private function for a donation please get in touch. With that in mind, we are always on the look out for people to help run this and other events. If you can spare some time over the fly-in weekend and would like to help out on the ground, with booking in and out, marshalling or gate duties, please get in touch with Peter Gristwood, our Event Manager, on 07980-913415 or [peter.gristwood@virgin.net](mailto:peter.gristwood@virgin.net)

Safe Flying, Steve

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## **CHICKS, Young Aviators Day, Bodmin, Saturday 22nd May**

**by Pete White**

*Abstracted from an article submitted to Light Aviation*

Over the years, in the West Country, we have been fortunate to have given many youngsters the chance to enjoy the joys of flight in our Strut aircraft at our flying events and Scout Aerocamps when the children have been selected from schools, scout troops, air cadet squadrons, colleges and a children's hospice.

On Saturday 22nd May, the fortunate group was from the national children's charity CHICKS (Country Holidays for Inner City Kids). CHICKS has two centres, one in Brentor, Devon and the other at Tywardreath, Par, Cornwall, a short drive from Bodmin airfield. So this time I knew that some of the youngsters were bringing with them more than their fair share of emotional baggage and they could be potentially lively!



The itinerary always starts with a safety lecture followed by a short talk on aviation before the lads and lasses are split into manageable parties of 4 or 5 for a tour around the airfield. Each party of children on the tour had their own carers and leaders as well as at least two of our Strut helpers' who advised them on all aviation matters. During the airfield tour they visited the hangars, the 'tower', and got the chance to inspect a visiting vintage Aeronca C3 and 'Speedy', the Build a 'Plane (BaP2) X'Air Hawk up close. Their eyes started to light up as the day unfolded and the atmosphere was buzzing with excited chatter about the aircraft they have just been viewing and the chance to sit in a cockpit!

Jim Gale, our BaP2 Co-ordinator, was mobbed by enthusiastic youngsters who were absolutely fascinated to be looking at an aircraft built by young people for young people! Next on the agenda for the kids was lunch and for me, the opportunity to carry out the pilots' briefing and finish the checks on required criteria and documentation. It was gratifying to learn that our recent consultations and meetings at national level had resulted in us now having LAA insurance to cover the use of 4 seat aircraft for the event.

The air experience flight then followed with the aircraft taxiing out in stream with the necessary separation to avoid any 'bunching up' on the route. For this event we have chosen a route from Bodmin airfield to Wadebridge, then a turn onto a southerly direction giving a long leg for the young pilots to try their hand at the controls before turning overhead the Eden Project. They were then flown over the CHICKS Cornish Retreat at Tywardreath; next on to Lostwithiel and then over Bodmin Moors and Colyford Lake before returning to the airfield. The change over was executed with little effort by the volunteers before the next wave of CHICKS took-off to fly the route.

We always feel it is wise to liaise with our local airports about our events and Neil Harris at Newquay had been given the details of our intended route to enable the pilots to give simply call with their registration and intention of 'Chicks Route'. As the day progressed the grins crept into smiles which in turn became fully developed joyous laughter from the kids of all ages, because we also took the adult carers and helpers aloft!



All too suddenly the day drew to a close and at debriefing time I was able to give a “thank you” not only to all our pilots and helpers for their time and patience but also to our young aviators for being so well behaved and being such a joy to work with. Each youngster was presented with a YA certificate to commemorate the experience that hopefully, will stay with them for ever.

Whenever I announce that a YA Day or an Aerocamp is being planned it is always gratifying to be well supported both by pilots and ground helpers and the volunteers for this CHICKS event were: Pilots - John Colgate, Derek Boyce, Steve Robson, Alec Janaway, Andrew Turner, John Watts, Phil Foden, Martin Ryan, Steve Leach and Jim Gale. The stalwart ground crew were; Anthea Colgate, Sandy Wilkinson, Chris Noble, Sharon Noble, Dougie Matta, Bill Booth, Mike Benwell and Chris Bailey. And I ‘flew’ a clip board all day!

## **RIP: Ronald Edward ‘Dickie’ Bird, C Eng, FRAeS 1922-2010**

**by Peter Gill**

It is with great sadness we mark the passing of Dickie Bird, erstwhile Auster Chief Designer at Rearsby. Dickie died peacefully in the early hours of 10th May 2010. His cremation was marked with a flypast of three Austers, and guests were entertained afterwards to lunch by Dickie’s widow Jean and her family. The IAC was well represented with Auster ties much in evidence. Son-in-law David informed us that Dickie was wearing his too!

Dickie’s introduction to aviation was as an apprentice with Percival Aircraft at Luton in 1937. After two years there he and a friend built a Flying Flea. This aircraft survived the temporary grounding of the type, and each of the youngsters managed a hop to about 10 feet before moving the machine to the airfield in preparation for its first proper flights. This could have been the end of the story, as neither of them had received any flying instruction and were ready to teach themselves. Fortunately, on the day of the planned flights war was declared, and all civil aircraft were grounded.



Dickie enlisted in the RAF and passed the medical for flying duties before being told he was in a reserved occupation and must return to Percival. Two years later he was summarily sacked for apparent misconduct. That evening he was quietly informed that he had been secretly assigned to Herts and Essex Aviation at Broxbourne airfield to work as Head Draughtsman on a project involving French aircraft flown to England by escaping Free French pilots. These aircraft, mainly various types of Caudron, were required for further use and had to be repaired and modified. In many cases orders were passed secretly to factories in German occupied France, and the necessary parts were smuggled out. At the end of the war the French expressed their appreciation by flying him to France to be wine and dined as never before.

In 1943, Dickie joined Taylorcraft Aircraft (England) Ltd which subsequently became Auster Aircraft Ltd as Senior Stressman and Aerodynamicist. By 1947 he had become Chief Designer and saw the company through a difficult period with a series of new Auster models trying to balance customers’ aspirations with the engines available in the prevailing climate of currency restrictions and industrial politics. Whilst Austers

were selling well throughout the world, Dickie was designing a new aircraft for the Army and was particularly disappointed to have an unsuitable engine forced upon him when hoping to achieve sparkling performance with an engine of choice. This aircraft became the Auster AOP 9, which was much liked for its excellent handling but criticised for lack of power, particularly in the hot and high conditions of Malaya, Aden and Kenya, where many of the aircraft were deployed. Dickie's other tour de force at Rearsby was the Agricola, which was well liked by its spraying and top dressing operators in New Zealand but failed to achieve projected sales in the face of politics and protectionism.

In 1959 He joined the reorganised Miles company, now part of Beagle, and was tasked by the boss Sir Peter Masefield to produce an executive twin which became the Beagle 206. It had to be ready for the next Farnborough Air Show, and Dickie took the aircraft from start of design to first flight in 186 days. In 1965 Dickie moved to Britten Norman where as Chief Designer he took on design responsibilities for the Islander, which achieved world wide success and sold in its hundreds, a total of 1280 being built not only on the Isle of Wight but also under licence in Belgium, Romania and the Philippines. A few years ago on the way across the USA a few of us landed on Beaver Island Lake Michigan to be welcomed by Paul Welke, owner of an island hopping airline operating four Islanders. He was delighted to learn that the Auster 9 we were flying had been designed by Dickie as he had fond memories of him when collecting his very first Islander from the factory in the late 60s. Paul took us all for a ride in an Islander, and he in turn flew the Auster 9 with Ed Hammerle.

After leaving Britten Norman, Dickie held a number of senior positions in the aviation industry both at home and abroad before finally retiring at the age of 70. By happy coincidence he and his wife Jean settled in Devon to be close to family, and from then on were in regular attendance at Richard Webber's Auster fly-ins, both at Hayrish Farm and Eggesford, where his stories of times at Rearsby are well remembered.

It is planned that Dickie's ashes will be scattered from an Auster 9 at this year's Eggesford fly-in.

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## Safety Column 1: Airbox Aware – A Quick Review

by Steve Robson

Impressed by the reviews in some of the aviation press and internet forums about the new Airbox Aware GPS I stuck my neck out and bought one. I opted for the 'Plus' version that enables you to plot routes. As a result of my early experiences I invited William Moore and Tom Hedges, the key players from Airbox, to give a presentation to the Strut about the new 'Aware' and some of their other products. The presentation and reviews must have been good as they sold a number of units on the night of the March Strut meeting. During the presentation a few questions were asked and answered about the Aware's performance in certain conditions so I decided to put these to the test myself.

The unit arrived in a smart little box along with the accessories and instructions. One of the questions raised was about the battery life. The best I ever managed was about an hour, but this can be extended by turning off the backlight. Unfortunately this makes it more difficult to read in bright sunlight, especially if you are wearing sunglasses. No great claims are made about battery life and Airbox offer a USB external power source that will extend the life of the unit (but still not really enough to last for a good day out, so you might need two). When I was restoring my Condor I made provision for installing more electrical equipment so I was in a position to plumb it into the mains from the start. I opted to fit a car cigarette light power supply running through one of the spare circuit breakers. I wasn't going to fit it permanently so opted for an aluminium plate attached to the top of the instrument panel in a location that didn't obstruct my view and used Velcro to fasten it. If you plan to install one but haven't yet don't be tempted to cut the cigarette plug off the mains supply lead. The GPS runs on 5v and if you use a 12v supply the unit will light up very brightly, for a few seconds - then won't light up at all – ever. I think this point will be included in the fitting instructions in future.



So, all plumbed in, how did it work? Personally I was delighted with the unit and with my decision to get the 'Plus' version. The first time I used it in 'anger' so to speak, was a trip to Haverfordwest to see John Bell (restoring a Condor). Cardiff didn't really want to play but I easily and accurately stayed outside their airspace. The aircraft symbol on the screen has a black and white 'vector bar' that sticks out of the front.

I had heard that it wasn't good at picking up airspace on a tangent. Not true in my experience as every time the bar touched the line the audio alarm sounded. However, I was flying parallel to the edge of the controlled airspace but it was easy to see exactly where I was. When the dot in the middle of the aircraft symbol touches the controlled airspace, the audio alarm sounds. The next time I flew, I tried to extend the battery life by turning off the backlight. This did give quite an increase in life but it was necessary to touch the screen to get it to light up every time you wanted to check your position; then it went out after 30 seconds (the setting I chose). Still, I got by, but not ideal.

Once I installed the power supply it was on full brightness all the time and charging the battery at the same time, so in the event of a power failure you will still have an hour or so left. A comment was made about how good the unit was with a low sun shining directly onto the screen. I had the opportunity to test this on the way back to Watchford from the recent Bodmin fly-in and didn't find it a problem. The screen was easily readable all the time. I put my sunglasses on to see how that affected viewing the screen and it was not a problem.

The audio alarm was another question raised. I have poor hearing (due to my military service that wasn't made any better when someone fired an anti-tank rocket at me – and yes, they did miss, and no it wasn't my own side!) and even wearing DC headsets in a Condor at 2,350 rpm and 90 kts, the alarm on full volume was very audible.

Last but not least, plotting routes. It took me a while to work out how to plot a route, I thought I was just not techie enough but within an hour of finding out how to plot routes (mainly by playing around) I got a call from Mark Preston (Tiger Moth owner at Watchford) who was having the same problem. Once sorted, I stored a number of routes into the system, but ideally you should be at your start point on the ground (i.e. your home airfield). Currently 'base' for me is my back bedroom, not a problem as I'm only 6 miles from Watchford.

When flying cross county, outside controlled airspace, I have found that flying parallel to the planned route works best for me, that way you can see the route and the vector bar very clearly and easily.

One criticism, I have yet to sort out the process for automatic updates. The 'active sync' thingy didn't do what it was supposed to and I have yet to 'get connected'. That said, I know that the team at Airbox are continuously improving things and I understand this will be sorted in the near future. Overall I'm chuffed to bits with mine! Many thanks to William and Tom at Airbox for donating an Aware unit to the BaP2 'Spirit of Devon Youth' G-SPDY.

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## **Skywatch: Report of a Successful Search for Missing Person** **by John Doswell**

On the morning of Tuesday 25th May, due to the force's helicopter being otherwise engaged, I (as a member of SkyWatch), received a phone call from a local PC requesting my services using my Skyranger Swift G-DOZZ three axis microlight to help search for a 72 year old gentleman who had been missing all night from the St Mellion / Cargeen area. This was very close to our 270 metre strip at Tinnel Farm on the west bank of the River Tamar.

Due to me being at work, Jim Holloway, a fellow flyer, was able to prepare my aeroplane and fuel her up while I was en-route to the strip via a briefing at the local incident control. After this we agreed on a search pattern and with Jim's pre-flight preparation, the police spotter, PC Shane Kernow, and I were able to take off immediately and start the search. We commenced the search at 10.35 a.m., within an hour of my having taken the phone call. The weather was CAVOK with nil wind and good visibility and after 30 minutes of searching, we located the gentleman and circled overhead to direct the search teams to his location in a

field approximately one mile away from his home. The ground team confirmed that it was the missing man and that luckily he was still alive and mobile although very confused from dehydration. We were then stood down so we returned to our strip and landed at 11.20 am. Although this had been my first search, the members of the police team were very impressed with our capabilities and would like to progress this co-operation, to use us again whenever possible.

Other members of the search team included Devon and Cornwall Police, Dartmoor Search and Rescue, Cornwall Search and Rescue, Coast Guard and Plymouth Airport ATC. Kind regards, *John Doswell*



## **New Airstrip - Kemeys Commander near Usk, South Wales**

*[No apologies for including this piece in Strut News – The Devon Strut reaches far and wide! – Ed]*

Alistair Scott, the owner of Kemeys Commander, has asked new Strut member, Rod Griffin, to spread the word about his strip to Devon Strut members. "There will certainly be a welcome and a cup of tea and biscuit for any Strut member who drops in and with none of this landing fee nonsense!" He is interested in seeing as many aeroplanes as possible, but anyone with experience of military vehicles would be particularly welcome as the airstrip is adjacent to his Kemeys Commander Tank School".

<http://www.tankschool.co.uk/index.php?page=airfield>

Location: 51.44.04N 002.56.07W (SO 3553 0444), 3 nm NNW of Usk town, BCN 117.45 090 rad, 12nm, strip is adjoining and south of a golf course. PPR Alastair Scott 07971 635189, Radio: Not manned. Use SafetyCom 135.475, Rwy: 31/13 Dim (m) 512 (o/a) x 17 Surface: Grass, 130ft amsl, Landing fee: nil, Fuel: nil. Airfield visits are at the pilot's own risk with prior permission. There are 35 ft high power cables with orange marker balls attached approximately 50m before threshold Runway 13. Various trees line each side of landing extension of runway 31. Windssock displayed.

Rod comments: "What the Tank School website doesn't say is that the strip is at the foot of a 650ft hill, immediately to the east, which makes it totally invisible until virtually overhead when approaching from the east. Also the hill produces quite strong turbulence with a strong rotor when the wind is from the NE. Approaches from the south are over the River Usk and the tall trees close to the threshold so the LDA is realistically nearer to 400 metres. There is a slight upslope toward the north (30ft or so). Wires on the north approach are not really a problem unless you are undershooting! The grass surface is excellent. Circuits should be flown at 1000ft to the west to avoid the hill. A good landmark is a white restored classic type windmill one mile to the south. Usk gliding site is 3 miles to the SE and is active at weekends with winch launches and aerotows and occasionally there are aerotows on weekdays. Usk can be very difficult to pick out as it is only a banana shaped field among many others and is not at all like North Hill, for example, which is hard to miss." Regards, Rod Griffin.



Photo above left - view looks north-westwards with the Bloreng and Brecon Beacons in the distance. The alignment of the airstrip is clearly visible and there are also white markers on each side of the runway. The orange windsock is just to the left of the barns. *Photo contributed by Roger Davies to [www.geograph.org.uk](http://www.geograph.org.uk)*  
*Aerial photo above right supplied by Rod Griffin*

## Safety Column 2: Extract from GASIL Issue No.5 of 2010

[http://www.caa.co.uk/docs/33/srg\\_gasil05of2010.pdf](http://www.caa.co.uk/docs/33/srg_gasil05of2010.pdf)

Many flying displays and other events this summer will be subject to Restrictions of Flying, as detailed (usually with maps) in Mauve AICs. Reminders, usually referring to these AICs, will be given in NOTAMs, together with details of other displays, and all are available through the AIS website [www.ais.org.uk](http://www.ais.org.uk). Displays and other major events taking place over the next 2 months of which we are already aware are listed below [*edited- Ed*], but others are likely to appear in NOTAMs at short notice:

2/3 July	Goodwood
9-11 July	Silverstone & Turweston
10 July	Yeovilton
15 July	Shrivenham (between Brize Norton and Lyneham)
12-16 July	Farnborough
14-19 July	Fairford
23 -25 July	Farnborough

**Danger Area changes:** AIC Y022/2010 gives changes to the Salisbury Plain Danger Areas wef 1/07/10.

**New Project to Study Use of Class G Airspace:** Endorsed by LAA & AOPA. All pilots are invited to participate – see <http://www.caa.co.uk/application.aspx?catid=14&pagetype=65&appid=7&mode=detail&nid=1893>

## Aeroletters

### Branscombe Air Day – Saturday 25th July

Dear Mike, I'd be grateful if you could circulate the attached slot request form [*see Strut website Airfields page- Ed*]. We are hoping to be able to accommodate a maximum of 80 aircraft this year as we have a bit more space in the adjacent fields. Slots will be allocated on a first come first served basis and any help in marshalling on the day will be gratefully received. This year's show will feature the P51 Mustang, Hunter, Jet Provost. Piston Provost, Extra 300, 5 ship Yak 52 team and a Tiger Moth. We already have over 300 classic cars enrolled so it should be a great show. As we have a camp site as well, any pilots wishing to arrive on

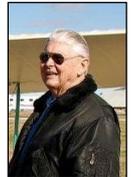
the Saturday and camp overnight will be welcome. All slot requests should be emailed back to [info@branscombeairfield.co.uk](mailto:info@branscombeairfield.co.uk) or posted to us at: Slot Request, Air and Classic Car Show, Higherlands Farm, Branscombe, Seaton, Devon, EX12 3BL. I look forward to welcoming the Strut again. Warm regards, David Hayman, 07836-550377.

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## Letter from Canada

by Bill Tee

I'm happy to contribute the attached photo of my friend George Neal with his DH Hornet Moth, the only one in Canada, at Downsview, a northern suburb of Toronto and the home of deHavilland Canada [now Bombardier Aerospace] since 1929. George also owns a Chipmunk and is still a fully licensed pilot at the age of 91.5 years! At present George is building from scratch a full size Hawker Fury, an extremely accurate example from original drawings, with a RR Kestrel engine that he has just overhauled himself.



George's career since WW2 has been as a test pilot for DH Canada and he test flew virtually all the Canadian built Chipmunks during this period of time. He also did first flights on the DHC2 Beaver float plane, DHC3 Otter and the DHC4 Caribou and took them all through to certification. George is also a member of the Canadian Aviation Hall of Fame in Edmonton Alta. Many years ago George built a Sopwith Pup with original engine and restored a Hawker Hind to airworthy standards for the National Museum in Ottawa [George was their chief pilot] which promised him two flights in the aircraft. By the time restoration was completed the museum had changed its mind as far as flying

their aircraft and although completely airworthy it never has flown. Cheers, Bill Tee

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## BaP at Shuttleworth Evening Air Display and LAA Party in the Park, 19th June 2010

Jim and Joyce Gale took X'Air Hawk G-SPDY to the Shuttleworth / LAA "Party in the Park". Jim relates, "Now that SPDY is back safely after an excellent week-end trip to Old Warden, I can reflect on never having known a day so full-on with the aircraft. It's the first time we have unloaded, assembled, static displayed, duplicate checked, flown, dismantled and then loaded the Hawk onto the trailer all in one day. Phew! I'll fly up next time! I even got a photo of Pete Harvey holding up the wing! But it was a good day with 2 BaPs flying with all the other LAA types and the Yateley BaP3 Rans S6 project being displayed so admirably accompanied by the youngsters. Francis [Donaldson] flew her very "energetically" and Stewart Luck was heard to say, "Now that's the way to display a BaP!". All 3 BaPs were lined up together and many of the VIP guests were impressed with what the youngsters have achieved. The display flights really put the cream on it. Lots of the public came by to chat and even whilst trailing the aircraft back to Devon, every time we pulled into a service area, youngsters came to look and talk. – Jim Gale

Dear Jim, Many thanks for the opportunity to display G-SPDY last weekend; glad it worked out well. It was very good to see the three BaPs together and talk to some of the young builders. The link below shows some good pictures. Hope you enjoyed it, you had all the hard work - I just turned up and flew!

<http://forum.keypublishing.com/showthread.php?p=1600460> - Francis Donaldson

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## Slapton Sands Fly-Past, Sunday 6th June

by Chris Howell

All went very well with the Slapton Sands fly-past on 6th June as part of the annual memorial service organised by David Kimberley and commentated on by Clive Rooke for Operation Tiger. [\[http://en.wikipedia.org/wiki/Exercise\\_Tiger\]](http://en.wikipedia.org/wiki/Exercise_Tiger) Before the event, Nigel Skinner was duly presented at Halwell with the trophy for best aircraft at the Bolt Head Classic Show and with two return airline tickets to Jersey. We were then all briefed for the fly-past at Torcross. There were four Cubs present, flown by Dave Linney,

Una Allman and Malcolm Jordan, Richard Horner, and Dave Silsbury and Fred Rogers, with Nigel Skinner in a MK 6 Auster (from 1946) and of course Richard Horner's Cub, a youngster from the Fifties!! I raced down to Torcross to bring the formation in by radio which worked well as I was on the ground and could see what the crowd's view was. As I asked the formation to make a third pass directly over the Sherman tank, the BBC and ITV had their camera's focused skywards as the lads flew over. A good day was enjoyed by all. Very best regards, *Chris Howell*.

[Una produced a short video clip for YouTube [http://www.youtube.com/watch?v=tV3Dn1\\_hMG0&feature=email](http://www.youtube.com/watch?v=tV3Dn1_hMG0&feature=email) and the Westcountry TV News coverage was on <http://www.itv.com/westcountry-west/fullprogramme/> - Ed]

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## Strut Website Updates [www.devonstrut.co.uk](http://www.devonstrut.co.uk)

News: June newsletter uploaded

Events: Key documents added for organisation of fly-ins, Scout camps and Young Aviators days

Airfields: Kemeys Commander airfield added to GoogleMaps, Branscombe Air Day slot form added

Gallery: New member's aircraft added

Projects: Updates of Brian Lyford's Pioneer project

BaP2: Photos from Bodmin CHICKS and 2010 Scout Aerocamp

Links: New links to other LAA Struts

The Cloud Appreciation Society - <http://cloudappreciationsociety.org/>

See also Cloudspotting on BBC iPlayer <http://www.bbc.co.uk/iplayer/episode/b00k99th/Cloudspotting>

Silmid – Supplier of aviation oils, adhesives and sealants. <http://www.silmid.com>

French airfields and touring guide <http://www.arthurandarthur.co.uk/AA/index.php/french-airfields-map.html>

UL Power Aero Engines – Yahoo Group <http://groups.yahoo.com/group/UL-Power-Aero-Engines>

Message Board: New facility for members to post messages

Merchandise: Strut polo shirts and T-shirts order form

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## Welcome to New Members

Rod Griffin of Chepstow, Gwent. Rod owns Aeronca 11BC Super Chief G-BRCW (previously owned by Reg McComish and then by Steve Waddy) and is based at Kemeys Commander airstrip near Usk.

David Shrimpton of Oakhill, Somerset. David has PA17 Vagabond G-BLMP at Watchford Farm, a couple of Topsy Nippers G-ARBG and G-AXLI in stages of rebuild and a Scheibe SF28A motorglider. He recently retired from being Chairman of the Vintage Glider Club.



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## Members' News

### David Gunn – Sportcruiser Project.

Hi Mike, Following my enthusiastic attendance at a couple of winter Strut meetings, I have so far failed to get to any fly-ins. The excuse, though, is sound as G-DGSC (CZAW Sportcruiser) is coming on very well (engine in, fuselage painted) and I have fingers crossed to join you before the season is out. – David.



**John Holden**, having completed his new Eurostar G-CGOG, has now moved it to Wadswick Farm and flew it to the Defford – (Croft Farm) Air Day on 19th June. (*right*)

Congratulations to **Darren Evans** who did his first solo flight at Bodmin Airfield on Wednesday 23rd June in Robin 2160 G-OCFC. Darren is working towards his JAR PPL and has now completed 42 hours.

**Jon Grunwell** has installed an MT constant speed, 3-bladed prop to his RV8 G-ONER (*right*) and following tweaks to the electronically controlled pitch settings, he reports a dramatic improvement in performance. Jon also experienced a structural failure of the housing of his Sky-Tec starter motor, thankfully on the ground on start-up, immediately after its annual permit work. A report, with incriminating photos has been submitted to LAA Engineering.

**Roy Young** has sold his Europa TG to a pilot in Ireland.

**Keith Wingate's RV6A G-ONUN** (*right*) was trimmed in pink but is now in red following Keith's application of red acrylic 2-pack that he previously used on his Skybolt project. This time he applied the paint by roller, to good effect, as seen at the Belle View Aerocamp.

**Richard Skinner** has sold his Eurostar and bought Belle Vue based RV6 G-CEYM from Steve Wells.

**John Crabb's Blackdown Hills Steel Band**. In case there are any Strut members who heard the Steel Band play at last summer's Dunkeswell rally and liked the music, John now has a CD for sale. The cost is just £5 and all profits go to meet the band's expenses and development plans. John can be contacted on [j.a.crabb@ex.ac.uk](mailto:j.a.crabb@ex.ac.uk) or 01460-234536.

**Brian Lyford's Pioneer P200 Microlight G-CGLI** (*right*) is now complete, having been moved to Pioneer Aviation's strip at Abergavenny and Brian is awaiting LAA approval for its first test flight by Pioneer's Tim Skinner.

Brian writes "Well, the chick has fledged - in all, a 10 months gestation! The order was placed at Popham in May of 2009 but delivery wasn't until mid August. Work began on 16th August and my diary shows that I have spent around 900 hours on this project and I expect to spend more next year on a few cosmetics once I've have familiarised myself with her. This 900 hours has been, for me, quite an intense schedule as I have a full time job, but it does show others with a dream that it can be done.

In the past I have taken on various projects (kit car, house extension etc.) and I've come to expect that very little will go according to plan and that you, and only you, will sort out the problems. With all of them I have come to a point where I have asked myself why I thought it was a good idea but soldiered on regardless and finished with a great deal of satisfaction. This kit was somewhat different in that there were no unexpected surprises (except a few components turning up late) and on the few occasions that I requested help or information, Tim Skinner of Pioneer Aviation was there, proving to be most useful; he even made a house call to clarify the instruction manual. The entire build has been a delight. Now the only frustration is waiting for test flights, permits and paperwork! Regards, Brian Lyford tel. 07710-214414



## Flying Events for 2010

### Devon Strut Flying Weekend @ Dunkeswell, 13 – 15th August

The Strut's showcase event at Dunkeswell is well into its planning stage and the event committee would be grateful to hear from Strut members who are willing to help with ground duties. Please contact Peter Gristwood on 07980-913415 or [peter.gristwood@virgin.net](mailto:peter.gristwood@virgin.net)

### Smeatharpe Classic VE / VJ Day +65

All Strut members, and especially those with vintage or classic aircraft in military markings, are invited to the Classic Wings and Wheels event at Smeatharpe on 21st and 22nd August. Please contact David Steel on 01805-623113 or 07980 352788 <http://www.southwestairfields.com/VE-VJ+65%20A4%20poster.pdf>

The Smeatharpe event takes place over the same weekend (21st - 22nd August) as Terry Case's fly-in at Farway Common. For any members not attending the Smeatharpe display, we understand that Terry would welcome help with marshalling and running his BBQ. Any willing volunteers are asked to call Terry on 01395-597535 or [twrcase@btinternet.com](mailto:twrcase@btinternet.com)

July 25 <sup>th</sup>	Branscombe	David Hayman	01297-680259
August 7 <sup>th</sup>	Treborough	Mark Weatherlake	01984-641179
August 8 <sup>th</sup>	Lundy	Pete White	01752-406660
Aug 13th - 15th	Dunkeswell Fly-In Weekend	Peter Gristwood	07525-153103
Aug 21st-22 <sup>nd</sup>	Smeatharpe Classic A/C & cars	David Steel	01805-623113 / 07980 352788
Aug 21st-22nd	Farway Common	Terry Case	01395 597535 / 07779-538991
Sept. 3-5 <sup>th</sup>	Sywell LAA Rally	<a href="http://www.sywellaerodrome.co.uk">http://www.sywellaerodrome.co.uk</a>	
Sept. 11 <sup>th</sup>	Belle Vue	Don Easterbrook	01805-623113
Sept. 12 <sup>th</sup>	Watchford Farm	Brian Anning	07779-143439
Sept. 18th	Dunkeswell YA day	tbc	
September 25-26th	Scramble to Thorney Island	Daryl Cornelius	<i>Info to be posted on Strut site</i>
October 2nd	Dunkeswell YA day	tbc	

The Branscombe Air Day slot application form can be downloaded from the Strut website / Airfields page <http://www.devonstrut.co.uk/#/airfields/4536697666>

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

### Aircraft Structural Repair Specialist, Equipment Repair and Overhaul, Ground Equipment Repair & Maintenance: *A recommendation from David Shrimpton:*

Tony Cooper is an experienced aviation engineer with a career encompassing time with Bristol Helicopters, British Caledonian, Westland and BAe, with responsibilities for airframe surveys and structural repairs. He has run his own business and has become increasingly involved in supporting private aircraft owners. Although now semi-retired, he looks forward to continuing his association with aircraft work and is offering his assistance and expertise to aircraft owners in the Westcountry. Tony can be contacted on 01934-814560, 07795-973529 or [ynot.cooper@yahoo.co.uk](mailto:ynot.cooper@yahoo.co.uk)

**Robin DR400 2+2 G-GA0H** for sale @ £28,000 no vat. King avionics, Transponder mode C, VOR, delight to fly; economical and well maintained by Xavia, based at Exeter International. For more information contact Steve Baker on 01395-445686 or 07912-842430 or Dr Mark Stott on 01392-494194 or 07971-886934.



**Concept Trimming** Phil Gould has recently completed the re-trimming of a Jodel D140 Mousquetaire for Dave Silsbury at Dunkeswell. This is another fine example of Phil Gould's work. Besides using his mobile upholstery unit, Phil's now opened a large workshop in Barnstaple which will enable him to accept trailerable

aircraft jobs. Phil can do complete or partial aircraft re-trims and exterior/interior aircraft covers. He also specialises in marine craft and also vintage and classic car trimming ranging from simple refurbishing to concours standard re-trims. Contact Phil via <http://www.concepttrimming.co.uk> 01237-451868 or 07870-191024

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## July Free Landings

**Pilot:** Oxford, Weston, Shobdon, Brimpton, Redlands and Sturgate.  
**Flyer:** Oxford, Lydd, Bolt Head, Bourn, North Coates and Old Buckenham.  
**Today's Pilot:** Oxford, Weston, Gigha Island, Netherthorpe, Wick and Enniskillen.

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