



A BRANCH OF THE LIGHT AIRCRAFT ASSOCIATION PROMOTING RECREATIONAL AVIATION IN THE SOUTHWEST
www.devonstrut.co.uk

DEVON STRUT NEWS – November 2010

Co-ordinator's Comments

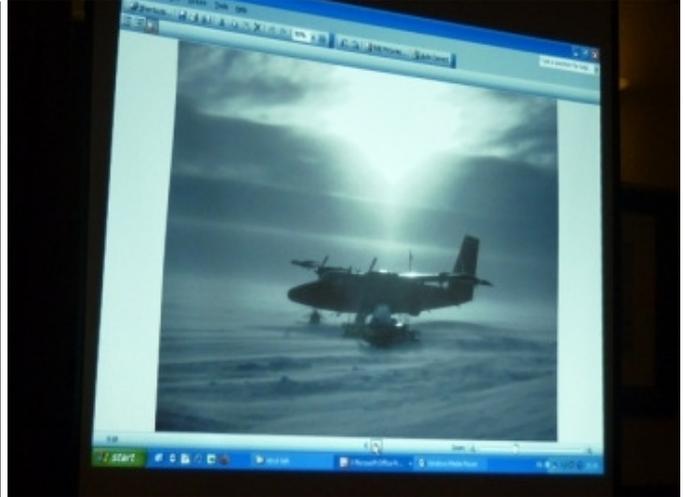
by Steve Robson

The leaves are falling and we've had our first taste of frost this autumn. Darker days, water logged fields and numb fingers from working in cold hangars, doing all those little jobs we said we've leave until after the season are things to look forward to, but enough gloom! We can also look forward to bright cold days with gin clear visibility; Strut Scrambles and monthly meetings when we can get together socially. We hope to have some new destinations for Scrambles this year, so winter isn't all bad!

I'm starting to get to grips with my new mount, an RV4 but I still have a great deal to learn and I'm certainly enjoying that process. Starting out with a new aircraft feels like walking out with you shoes on the wrong feet. It's all there, but doesn't feel quite right, certainly compared to my dear comfortable and familiar Condor. The prospect of meeting the ground at 140kts is something I want to avoid, so safety is fundamental to my approach as I learn some new skills and relearn others. This has caused me to re-examine the way I do things and as I'm going back over procedures and checklists, I have discovered that familiarity can breed contempt. So, what's the point of all this? For me it was to realise that taking things for granted and getting stuck in old habits without stepping back and thinking about them from time to time, may have serious consequences. The lesson is to review the way I do things from time to time.

The jungle drums have been banging recently, reminding us the GA has its enemies and opponents. Attacks can and do come from a number of directions. Topical issues include licensing, medical requirements, logos / corporate branding, risk assessment and risk aversion, litigation and planning restrictions. EASA have made a complete and confusing jumble of the licensing and medical regulations. It remains to be seen what will come from this but as the proposal stands at the moment, it is contradictory and unworkable. Following Karl Martin's piece on EASA medicals last month, Peter Gristwood and Andy Appleby have added their comments on the current situation in this newsletter. The LAA is working hard on our behalf to ensure that our rights and privileges are maintained, and where appropriate expanded. Put in this context some of the other issues that we face pale into insignificance. We have enough enemies outside GA rather than infighting. Internal squabbles will only weaken our position. We must remain vigilant to these attacks and respond accordingly. Being an ostrich is simply not an option if we wish to continue with our passion. So, what can we do? Through the Newsletter and email we will inform you of the key issues and ask that you respond to consultations so that we can get our voice heard.

On a brighter note, we were entertained at our last meeting by Nick Chittenden who gave us a fantastic account of his career in aviation, but in particular as a pilot flying Air Atlantique's range of classic transport aircraft and then 'Twotters' for the British Antarctic Survey. Nick, despite now having risen in the ranks to be Training Captain with Air Southwest, is still very much a grass roots aviator, having originally owned an Aeronca Champ at Watchford Farm and now operating an Aeronca C3 from Roche. His C3 is 70 years old next year and Nick plans to take it on a grand tour of all the places at which it has been based over its lifetime. He has said he would be happy for other aircraft to join him on the tour and will let us know the details in due course.



Another bright note is that it seems very likely that the planning application for a new hangar at Bolt Head will be approved. It's too early to confirm this just yet but if approved it will be a valuable addition to facilities there.

Looking ahead to our next meeting on Thursday 11th November, Brain Lecomber will be entertaining us with his exploits as an aerobatics champion as well as writer for a number of aviation magazines and journals [see his bio at the end of this issue – Ed]. Entry will be free for Strut members but there will be a £5 entry fee for non-members, so please bring you membership cards with you. The money collected at the door will be donated to the Royal British Legion. We're expecting a large audience so Strut members and guests wishing to eat at the Ley Arms are asked to book their meals at least 2 days in advance of the meeting. The pub's usual menu will be available <http://theleyarms.co.uk/menus.aspx> but they are also putting on a self-service carvery especially for the evening meeting at £6.95, again by advanced booking on 01392-832341.

Fly Safely, Steve.

Branscombe Scramble, Saturday 16th October

by Chris Howell

The Branscombe Scramble was one of the most enjoyable days of the late season. Thanks must go to David and Naomi Hayman for their excellent hosting and kind invitation, Ian Weedon - Airfield Manager, for his many entertaining stories, Mike, Jenny and Robin King for taking the time to show folk around their workshop, and to Sarah King for snipping covers and entertaining guests.

It was an inspired idea to open the fence to enable the visiting aircraft to be parked so close to the hub of social activity. Thanks to Alan Faupel for marshalling all the arriving aircraft.

Thanks also to all the Strut members and visitors, 22 in number, from far and wide who made the effort to fly in. We had the usual suspects from Bodmin, a few from Plymouth, Dunkeswell, Belle Vue, Halwell and Watchford, Nigel Hitchman from Hinton-in-the-Hedges, Charlie and Anna Huke from Dinton, John Holden from Wadswick and a welcome contingent of Wessex Strut members from Henstridge. Making an approach to land on the easterly runway direction always creates a few buttock clenching moments and provides an entertaining spectacle to the viewing public!

My two girls, Esther and Cydney, enjoyed a happy day playing all over Higherlands and we all arrived home happy and exhausted. May there be many more Strut Scrambles - an inspired concept to give us all somewhere to fly and a darn good reason to go. [Congratulations to Naomi Hayman for gaining her PPL – Ed] Best Regards to All, Chris Howell. G-SAGE, howell@ashworth5.orangehome.co.uk



Visitors: (compiled by Alan Faupel)

Aeronca 7AC Champion G-BPFM Derek Boyce
Aeronca 11AC Chief G-IVOR Pete White & John Colgate
Auster J/1 Autocrat G-AJEM Andy Aish
Brugger Colibri G-BKRH Mike Benwell
CEA DR220 2+2 G-BUTH Peter Gristwood & Barry Haines
CFM Streak Shadow G-BSMN John Porter
CZAW Sportcruiser G-CFUZ, TUGI Maurice Bush & Tug Wilson
Eurostar, G-CCKL, CGOG Kevin Stewart & John Holden
Hughes 369E G-MACE
Jodel D112 G-BHNL Mike Mold

Jodel DR1050 G-AYEW John Hope
Piper PA18 Super Cub R151/G-BIYR
Raj Hamsa X-Air Hawk G-CFCE
Reims/Cessna F182P G-BUVO
Tecnam P92 Echo G-CBAX Leo Collier
Van's RV-6 G-BZRV, CFDI, EYOR, Nigel Hitchman, Michael
Challoner, Ian Frazer & Nick Long
Vans RV-6A G-ONUN Keith Wingate
Van's RV-8 G-CEGI Charlie & Anna Huke

Derek Boyce's photos of the scramble is on his Flickr site <http://www.flickr.com/photos/16090262@N06/sets/72157625074365343/>

Another Request for Support at Branscombe

It was only after the successful scramble that we learnt from David of his latest battle with East Devon District Council Planning Department:

"Dear All, Once again Naomi and I are in battle with EDDC over activity at the airfield and would be grateful for the help of the Devon Strut. This does have a human element as I employ Ian off the back of the caravans and his livelihood is therefore potentially compromised by a flawed decision by EDDC officers.

As you may know, in February this year we applied for a certificate of lawful use for the caravan site that we have here at Branscombe. This was amazingly refused by EDDC as they thought that on the balance of probability we had not demonstrated that there has been a caravan site here for more than 10 years.

This was despite the provision of photographic and video evidence, statutory declarations from Joe Thomas (previous owner), Ian Weedon, Mike King, other caravan owners and some pilots, as well as other evidence from the caravan club. All was deemed inadequate by EDDC and we think it's because they lost the battle on the airfield continued use. *We now have been told that we only have up to the 15 Nov to appeal.*

Hopefully this is where the Strut can help. We need more evidence in the form of letters, statutory declarations and/or photos of the site with caravans on it. If any Strut members could provide statutory declarations to the fact that over the last 10 years, in the summer months they have flown along the Jurassic coast over Branscombe and have witnessed the site with more than 6 vans on both fields or both fields full/ mostly full, we would be very grateful. The pieces of evidence that they provide, along with the evidence already provided, will build the bigger picture, and weaken EDDC's case. The key periods for proof are from 1999 – 2010 and the burden of proof is on us; we are trying to get as much proof together to go into the appeal with.

We have to demonstrate that there has been, in the summer months, uninterrupted continued seasonal use of the site for in excess of 6 (and up to 20 at peak) caravans and motorhomes (as can be seen from the image taken in summer 2006 on Google Earth).

Re the statutory declaration [*file downloadable from the Strut website homepage link or available directly from David- Ed*], you can see this needs to be witnessed by a solicitor [*or the clerk to a magistrate's court – Ed*] and they do charge a small fee, which of course we will cover. I appreciate that this is not necessarily aviation related, but any help by members would be massively appreciated. Unfortunately time is against us so a prompt response would be gratefully appreciated.

Kind Regards, *David and Naomi Hayman*, dave@ludbro.co.uk 01297-680259

Another First Time

by John Prowse

Having recently read Darren Evans's account of his first solo [*August DSN – Ed*], I can well imagine how daunting it must be now with so many things to remember. My own first go was somewhat casual by comparison but I would like to tell you about it, just the same. I was an 'erk' at St Mawgan at the time. After rebuilding an old motor-bike, I was able to go home to Exeter just about every Saturday, returning to camp on Sunday. One day, a friend offered to take me up in an Auster from Exeter Airport. He didn't turn up, so I took a first lesson in a Tiger Moth. The cost, Tiger or Auster; dual or solo was £3 an hour. Not bad, except that my pay was £3-10 shillings per week!

After a few months, I happened to go to the pictures one Saturday to see the film '[The Sound Barrier](#)'. In it, the instructor gets out of the front cockpit of a Tiger and tells his pupil to do a solo circuit while he goes for a cup of tea. He then stands behind a wall, watching anxiously while the pupil dies amid smoke and flames. The following day (Sunday), I did a couple of dual circuits which brought my flying hours up to 5 and a half. Ben, my instructor, got out of the cockpit, told me to do a solo circuit and added that he was going to go for a cup of tea (*déjà vu?*). After the event, I returned the Tiger to its place on the apron and, feeling rather smug, went in search of my mentor. I eventually found him in the café holding a cup of tea. "How did it go?" he asked. I'm not seriously suggesting that he hadn't seen my performance, but I bet he wouldn't have admitted it and it did take some of the 'wind out of my sails'.

After I had left the RAF and had gained a PPL (30 hours on an 'approved' course), I called in at Panshangar, hoping to get my hands on an aeroplane. I was met in the office by a very pretty girl who I decided must be in charge. I asked for a check flight and about 30 minutes solo. She told me that the man outside in the cloth cap would fix me up. I stood around near the Tiger until the man in question said "hop in the back, I'll fix you up in a second". I presume that the instructor would show up in a minute. In the meantime, the cloth capped man went round to the front and called "contact". He wasn't going to fly in a cloth cap, surely! No, he pulled out the chocks and waved me out. So I actually had a very enjoyable flight!

Panshangar did give me a check flight the following week when the young lady was NOT in charge. Talking of the latter, I learned that she was taking a PPL course in a Plus model D. To my surprise, she agreed to go up with me in the Tiger. Maybe the way to a lady's heart was by letting her do the flying! The flight became a real roller coaster ride. One of the manoeuvres would have turned into a tailslide if I hadn't grabbed the controls. That's the trouble with Gosport tubes; you can't hear what's being said, so nobody flies the aeroplane. The other miscalculation.....it turned out that she was the CFI's girlfriend! Ah well!

Safety Brief: Condensation

with acknowledgements to GASIL No.9 of 2010

The phenomenon of cooling by radiation is not confined to any particular time of year, but it seems that its effects become more noticeable as the heat from the sun becomes weaker, daytime temperatures reduce and the evenings grow shorter. We ought therefore to remind ourselves how these effects concern us as aviators.

Cloud cover reduces the rate of cooling by radiation considerably, so the effects are most apparent when the sky is clear and the air is moist. Unless we are monitoring the differences between temperature and dew point, we probably only realise that radiation is taking place when we encounter one of the effects.

In the morning of an autumn day, we may well encounter an aerodrome forecast for our home base suggesting conditions apparently suitable for a warm and pleasant day flyout. The conditions we experience during our flight and on the ground at our temporary destination may have encouraged us to take full advantage of them for as long as possible before flying back. Even an unexpected delay to our planned departure time would not seem as frustrating as normal; after all, with a clear sky, darkness wouldn't fall early or rapidly, even after the clocks have gone back (we did remember that, didn't we?).

Perhaps, however, a little shiver during the external pre-flight checks without the jacket we left at home might make us feel a little uneasy. We should be more uneasy were we to notice some condensation on the wings; the first indication that both cooling and moisture were present would probably appear at the point of maximum curvature, just above the fuel tank if fitted. We know we should not fly without obtaining an aviation forecast which covers the whole time and area of our intended flight. If that mentions reduced visibility, even a 'PROB' or 'TEMPO', our internal alarm bells would be expected to ring. However, on a lovely day it may be that other thoughts have priority; after all, pilots are human!

Once airborne and seeking our visual navigation features, little patches of grey haze may become apparent, usually forming over low lying ground, especially where water flows or lies. These patches may be cloud, but are much more likely in light winds to be radiation fog, and even if they do turn out to be stratus patches, we should expect the base to be very close to the ground. As the heat radiates from the earth without the sun's energy to compensate, the patches will grow and possibly drift in the wind, especially up gentle slopes. Is our base on high ground or low ground?

Approaching base, the UK's prevailing westerly winds suggest we should probably have to land towards the sun if we arrive before sunset. However, from an overhead join we should have no problems seeing the runway. That sun is going to exacerbate any little cracks, or even insect splodges on the windscreen, but we can always wait until the sun has set (if it hasn't already).

Unfortunately, any further delay increases the chances and the severity of radiation fog forming on the aerodrome, and at the same time reduces the time available to divert to somewhere more suitable (we did nominate and carry fuel for such an alternative, didn't we?). It is quite possible that if fog does form, it will be so thin that we can see the runway, or at least enough visual cues to identify where it is, all the way down the final approach. A steep approach gives a better view and reduces the amount of mist we need to look through. Approaching the surface, the visual cues may well be still visible, so we would start to think about the flare.



That is the moment when it is likely to all go grey. It is quite possible that we could see vertically through a 50 foot thick layer of fog. However, when looking ahead for the far end of the runway, we should be looking through perhaps 500 metres of it, and suddenly all our references are likely to disappear. From this point on, a controlled landing, or even a last ditch go-around, is a virtual impossibility. If we are lucky, the damage will be minimal, but if not

The fact that the hazard probably only directly affects the aircraft at the very last moment is the most dangerous aspect of trying to land through shallow or patchy fog. We must avoid putting ourselves in that situation.

Aircraft Weighing Service & LAA Training Course

by Trevor Reed

The description of the aircraft weighing course is on the LAA website (*link below*) and reads " How to weigh your aircraft, measure moment arms and produce a weight and balance schedule. A practical hands on course in which you will carry out the weighing and calculations" which sums it up pretty well.

In course will be held at Watchford Farm on **Saturday 4th December starting at 9.00 and due to finish by 17.00 hrs.** This will give us a full day and hopefully good value to the participants. The course fee is £85 and all booking is done through LAA.



We can't provide lunch and as I feel it would take too much time out of the day to go to the pub, the participants are being asked to bring their own lunch. However, we are providing tea, coffee and biscuits and the LAAET has agreed to pick up the bill. Les Dray has kindly agreed to be "char walla" and keep everyone supplied with refreshments.

The plan for the day is to set up a simple classroom of chairs in the largest hangar and have two aircraft prepared for weighing. These will be Steve Robson's RV4 and David Shrimpton's Topsy Nipper. This gives us tailwheel and nosewheel examples of the weighing procedures.

There will be a short introduction to the day followed by chalk and talk on the procedures. The course is advertised as a practical weighing one, so I will keep the talk as short as possible. After morning coffee, I plan to divide the attendees into two groups, one group to the RV and the other to the Nipper. One group will set up their aircraft and measure the important distances from the datum to the contact points of the wheels to calculate the moment arms while the other group will physically weigh their aircraft. After lunch the groups swap tasks but keep to the same aircraft. When this is completed, we will carry out the calculations to complete the weighing and prepare a weight and balance schedule for each aircraft.

http://www.lightaircraftassociation.co.uk/2010/Courses/weight_balance.html

Cheers, *Trevor*

A Second Build-a-Plane Project for Devon?

by Jim Gale

Five years ago I was asked to contact octogenarian Strut member Tim Gilmour-White about his offer to finance a Youth Build-a-Plane project. After discussion and seeking advice from the then PFA Engineering and HQ staff, Tim decided to financially support the purchase of an X'Air Hawk kit and in turn various members of the Strut offered to oversee the project in a four-way split of the component parts. The outcome was that one wing was built by Barnstaple Scouts at Belle Vue, another wing was built at Branscombe by Seaton Air Cadets, the rear fuselage and empennage was built by Kingsbridge Air Cadets and the cabin cage/engine assembly was put together by Exeter Air Scouts. The four component assemblies were then brought together at Tim's workshop in Thorverton and then over a further 12 month period the aircraft build progressed to completion in early 2009, with the first "hop" taking place in March 2009.

36 youngsters have been involved in the project, which itself has been displayed at such venues as the NEC SPLASH exhibition (now the "Flying Show"), RIAT at Fairford, the Farnborough Air Show, Old Warden, countless Devon Strut fly-ins and both LAA Rallies at Sywell. G-SPDY, 'Speedy' as she is known, has also flown many youngsters at Devon Young Aviator events and also attended Scout Aerocamp weekends at Belle Vue where budding young pilots have experienced flight in a light aircraft, some for the very first time.

So, with this success in providing opportunities for youngsters to participate in aviation, Tim and I met earlier this summer to review the past year's events and to discuss the future, during which Tim suggested that he would be pleased to support another Build-a-Plane Project.

This set me thinking. Knowing that Alec Janaway had just sold his beloved ULP Escapade G-MCUB, I guessed that he would be looking for further inspiration, so I put forward the idea of him running a BaP project. Alec thought about it for a few days and then grilled me with a lot of questions before agreeing in mid October, to run a new project. So, we now propose to run SPDY until the end of her second flying year, which is end March 2011, then sell her and use the money to purchase a new kit - probably a Zenair STOL CH701 with Rotax 912UL.

<http://www.zenithair.com/stolch701/index1.html> (example right).



Now comes the crunch; part of Alec's strategy is to look for Strut members to oversee the assembly of the various main structures of the aircraft and he is therefore looking for volunteers who would like to help out on this worthwhile young people's initiative. Dave Silsbury has already agreed to act as the master inspector on the project so, on the basis that we will again be building in four locations, we are looking for inspectors and at least 3 more members who have aircraft building/renovation experience to help Alec progress with the project.

If this initiative comes to fruition then it will be the 7th UK Youth Build-a-plane started in the past 10 years, of which the founder, Stewart Luck, can be justly proud. There are even hints of another 2 projects about to commence, one in North Wales and the other in northern Scotland. If you would like to offer your services for the 2nd Devon BaP, please contact Alec on 01404-823019 or alec@trimeasy.eu Thanks in anticipation, *Jim Gale*.

Just a few additional notes to say that:

1. The CAA's legal department has confirmed that we can instruct on BaP machines providing that the instructors supply their services FOC. Stewart Luck has said that he will do this so we will be working up a programme in early 2011 for the youngsters and youth leaders who have been involved in the projects and who are interested in getting their basic NPPL-D licence. If we can find other "free spirit" instructors, then the scheme could be quite exciting.

2. YES, the Youth and Education Support branch of the LAA, now has a YouTube channel <http://www.youtube.com/user/yesflyers>

3. G-SPDY will be at the Flying Show at the NEC on 27th and 28th November.

Regards, *Jim*.

Regulatory Overload

by Peter Gristwood

Over the past few years we have become used to a steady stream of new initiatives and changes to rules from the CAA and EASA. However, during the past year these have turned into a veritable snow-storm. To name a few:

EASA Flight Crew Licencing

EASA Proposal on 3rd Country Operations

Medical Proposals [*as commented on last month by Karl Martin – Ed*]

NPPL changes

Part M being extended to non-Permit Annex II aircraft etc.

If you own and operate a Permit aircraft you have probably avoided many of the issues so far, especially the notorious Part M, but have gained from the work that the LAA and John Brady in particular, has been doing to extend the areas in which Permit aircraft can operate.

This is about to change and in a big way. With effect from the planned date of 8th April 2012, we will all need to have an EASA licence of one form or another, with one exception; but more of that later. It could take the full newsletter to outline all the issues that face us, but will concentrate on two of the key points. Please contact me if you need any more information.

EASA has now published its opinion on Flight Crew Licencing and this was presented for consideration and Comitology (whatever that means) [*the committee procedures by which decisions to implement European Union legislation are made – Ed*] on the 14-15th October. This is designed to help prepare the actual legislation to be put before the EU Parliament in Q2 2011. What you have to realise is that once passed, under EU rules, the UK cannot derogate from or change the rules. Its sole job is to pass the necessary legislation to change the ANO.

If this passes unchanged, then we will have a new EU-wide set of licences. Effectively there will be 3 levels. If you have an ICAO compliant licence with a single-engine piston (SEP) aircraft rating and it was issued post-2001 – i.e. the JAR PPL – you need do nothing except keep it valid. On the next 5 yearly renewal, it will be re-issued as an EASA PPL. If you are one of the approximately 15,000 pilots with a UK-PPL then you have a problem. Your licence will no longer be ICAO compliant and hence will not be valid. The old licence does not have a rad-nav element so if you have evidence of rad-nav (IR/IMC etc), you can go to an examiner and ask that your licence is converted to a JAR-licence and pay the £180+ for the new licence. Otherwise you may have to undertake training or a skills test. Your current ratings may or may not be added to the new licence.

The CAA have already written to EASA saying it cannot transfer this number of licences and suggests it might need 3 years to do this. If EASA agrees, there will be a transitional period. If not, your licence will be downgraded unless you gain the JAR PPL.

If you do nothing, the likelihood is that the UK-PPL will be downgraded to a sub-ICAO compliant licence and become effectively the EASA-Light Aircraft Pilots Licence which is an EU NPPL.

If you have an NPPL then there are two current routes. If you fly on a medical declaration and you can hold a Class 2 medical then, as things stand, you will be able to have an EASA LAPL and fly Permit or CofA aircraft on the SSEA rating. If you fly on the NPPL with medical declaration, the original proposal was that you would fall under the CAA's rules and not EASA. This meant you would not be able to fly aircraft that fall within EASA's control and will be limited to UK-only flying of Permit aircraft, leading to lunacies, such as a pilot being able to fly high-performance Permit aircraft but not a club Cessna 152. We hear that this is being rethought for UK pilots, but, though encouraging, is still only a proposal capable of being overturned later.

For further information please refer to the following document

http://www.caa.co.uk/docs/620/srg_l&ts_EuropeanLegislation_ExpectedEffectOnUKPilots_Sept2010.pdf

N Reg

From nowhere and against all assurances, last month EASA decided to resurrect the proposal to prevent EU citizens operating N reg aircraft (and Manx registered aircraft) in the EU. To do so, the aircraft have to be moved to an EU register or be sold. This will affect not only high-end owner / operators of e.g. Cirrus but some of our own members.

It will also prevent some pilots operating on an FAA licence with an IR within the EU, although there aren't that many in our Strut.

Fortunately, we have some good people watching and as soon as these proposals were published a campaign started to lobby in all the key areas. As a result, when EASA turned up for the meeting expecting

an easy passage, they were shocked to find that they were being asked detailed and searching questions they couldn't answer. They have now been told to go away and come back with more detail and (it is said) an impact and cost analysis – something they are not used to doing. The next meeting is due in mid-December. There are other signs that the backlash is having some effect and some of the stupidities around medicals may be changing.

What we must never forget is that EASA is a bureaucratic arm of the EU. It is controlled by politicians and lawyers who believe that safety results from standardisation. As far as they are concerned, if all pilots operate as an airline does, then all will be well. Glider pilots have been sucked in to their ambit and will require an EASA Glider Pilots Licence; microlight pilots too.

Common sense and proportionate regulation is not part of their planning, as we have seen in the Part M fiasco. Worse, when the legislation goes to the Parliament, horse-trading between nations may overturn months of hard work. All I can say is that we need to be vigilant and read the information from the LAA, BMAA, BGA and AOPA and, when invited, put our names to any of the consultation documents. If you don't, then your ability to fly will be curtailed!

Do write to your MP or MEP. Many have already been alerted to the issues and questions are being asked. Don't expect much from the CAA as they are not lobbyists and are responsible for advising ministers. We all need to stand together as aviators to fight the juggernaut that is EASA regulation.

Aeroletters

Another Angle on the Regulatory Situation

(an email received by Andy Appleby)

Once upon a time, there was a Piper Cub, a Piper Cherokee and a Spitfire. For many years, you could fly all of them on a UK PPL. Every 13 months your logbook would be stamped if you'd done 5 hours P1 and you'd be valid for another 13 months. Then the UK CAA decided it would be "a good thing" to change the rules before the JAR-FCL came in, so that the introduction of JAR-FCL wouldn't be a complete shock. You could still fly your Cub, Cherokee and Spitfire on a PPL, but the logbook stamp became a licence page signature instead. This was called 'revalidation'.

When the JAR-FCL arrived, if you wanted to, you could change your lifetime UK PPL into a JAR-FCL PPL which needed to be re-issued every 5 years. The CAA said that this would make things cheaper for everyone in their Regulatory Impact Assessment. Few people were stupid enough to bother. But you couldn't obtain a lifetime UK PPL any longer....

Training for the JAR-FCL PPL was too expensive for many and some pilots couldn't meet the medical requirements, so a new, simpler licence and medical was invented - the NPPL. Originally with 'simple SEP' privileges, later changed to SSEA because the CAA weren't man enough to tell a barrack-room lawyer to get stuffed. You could, however, still fly your Cub and Cherokee, but not a Spitfire.

The Eurocrats then sniffed gold and invented EASA. This intends to force everyone with a lifetime UK PPL to replace it with an EASA part-FCL PPL - which isn't lifetime - if they want to fly 'EASA aircraft' such as Cherokees, but not Cubs or Spitfires.

Also a JAR-FCL PPL will need to become an EASA PPL. Unless, that is, you simply want to fly your Cub and Spitfire, because you will still be able to do that with a national licence such as a UK PPL or, for the Cub only, an NPPL. If you want to fly a Cherokee as well, you would need to change your NPPL into a LAPL (assuming the medical requirements are still achievable) - or your UK PPL / JAR-FCL PPL into an EASA part-FCL PPL.

So, when the lunacy of Brave New Euroland finally arrives:

- a. You can fly a Cub but not a Cherokee on a NPPL.
- b. You might be able to fly a Cub on a LAPL, you would be able to fly a Cherokee, but not a Spitfire.
- c. You can fly a Cub or a Spitfire on a UK PPL, but not a Cherokee.
- d. You might be able to fly a Cub or Spitfire on an EASA PPL, but you would be able to fly a Cherokee.
- e. The NPPL and LAPL have different revalidation / renewal requirements and the LAPL might also have re-issue requirements. None of which are the same as for the UK PPL or EASA PPL.
- f. The UK PPL doesn't need to be reissued whereas the EASA PPL does.

But then it would be OK if you have a Jodel instead of a Cherokee, Spitfire or Cub.
What do you mean "Which Jodel ?....."

Dunkeswell Fly-In Award

Thank you for the award of "best 'plane" for my Bellanca at the Strut's Dunkeswell regional fly-in in August. It's not often that my 'planes are that tidy to be awarded anything!

Winter's now on its way so not much more flying to be done this year. However, I did have some fun trips to Ireland. I think the London Info chaps are quite familiar with the reg by now. Last weekend I went to Newcastle and then Waterford. It was a bit of fun getting there with all those large thundery CBs about. I found a big patch of blue on lift-off and then climbed to 8,000 feet to pass round the tops. On Sunday the viz was unlimited. From 20 miles inland in Ireland I could see Wales as clear as a bell and just make out a black smudge on the horizon which would have been Hartland Point!

The BD5 now has a new more efficient radiator and in the colder air it is being cooled a little too much. However, I now can make a full power, best climb speed take-off and hold that all the way to 5,000 ft on full fuel at 1500rpm. If I have only half tanks, the climb rate increases to 2000rpm. Cruise speed, likewise, is dependent on load so at MAUW it is circa 160 mph and on half tank 170 mph.
Happy Flying, *Howard Cox*

Online Group Aircraft Booking System

Hi Mike, The booking system that the South West Aeronca Group uses <http://www.goboko.com> may be of use to others. All the best, *Pete White*

Kingsbridge British Legion Fly-Past, 9th October

Thanks to all of you who agreed to take part in this important fund raising event in aid of our Service Men and Women. The weather turned out to be entirely against any kind of airborne input and the day went sadly wrong for us. The two static planes proved a huge success again, supported steadfastly by Peter Gristwood who did another magnificent job in looking after the youngsters and introducing them to the world of aviation in a way that can only be described as 'superb'. Thanks a million Peter!

Dave and Annette Silsbury took the trouble to drive over and join us on the town square which was a very pleasant addition to the aviation element and also much appreciated - thanks guys! Lastly, I have been asked to thank you all on behalf of the Legion and to let you all know how much everyone appreciated what you tried to do for us. Sincerely, *Reg McComish*, Royal British Legion Trustee

Members' News

Steve Waddy, having relocated from Cornwall to Rutland, has started up his own flying school – The Rutland Flying School <http://www.rutlandsky.com> operating out of a private strip using a Piper Warrior.

Steve also provides instruction on a Robin DR400 out of Bodmin in conjunction with the Cornwall Flying Club when he's in the southwest. On behalf of the Strut, we offer Steve our best wishes in his new venture.

Alec Janaway has sold his much-loved ULP Escapade to a pilot in Scotland and, besides taking on the co-ordination of the proposed second Devon BaP project, he has also acquired a Zenair 601 HDS project for rebuild from Ireland which is destined to be powered by a Norton engine. The Norton, now rebuilt and modified to bring it up to the MidWest certified standard, is currently nearing its first bench test run, prior to being mothballed to await the installation into the Zodiac HDS airframe. However, the project has still much that is outstanding, including receipt of the build book from LAA. Alec is currently renovating a rather badly neglected Avid Hauler Mk4 G-BWRC (right) as a temporary "horse" until the Zodiac is built.



Welcome to New Members

Robin Taylor of South Brent. SR22 for 10 years and a Stampe for 5 years. He's now building an RV9A.

Dave Hawkins of Henley-on-Thames. Dave flies Remos GX G-OBOF from Enstone.

Peter Sheehy of Kilkhampton, Bude. Peter recently moved to Bude from Ireland where he had over 18 years of microlighting experience in both flexwings and 3 axis machines. He's a builder/restorer and was an inspector for the National Microlight Association of Ireland. He joined the LAA at the Sywell Rally and keeps his X'Air Hawk EI-EEF at Belle Vue.



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

Rans S6 ESD Coyote 11 G-MYGP For Sale

1992 tailwheel microlight, Rotax 503 52hp, TT470 hrs, comes with trailer/hangar. Good condition, excellent short-field performance, genuine reason for sale, currently kept at Dunkeswell. £6,500 ONO. Contact David Millin Office: 01803-663012, Home: 01803-875601, Mob: 07919-685079.



Fancy some real flying? 1/6th Share in Aeronca 11AC Chief G-IVOR
1946 Vintage Tail-dragger, Share Price Only £3250 Running Costs are ONLY £35 per hour WET, plus £40 per month.

G-IVOR was completely restored in 2002 and won five awards including The Award for Best Restoration at the PFA Rally in 2003. Unlike many tail-draggers G-IVOR has side-by-side seating making it very sociable. It is an excellent aircraft for affordable fun flying and ideal for anyone interested in exploring farm strips or just "bumbling around on a sunny afternoon". The aircraft/syndicate is based at Bodmin Airfield (where it has been for many years) and is kept in an easy access 'strip' hangar – availability of the aircraft is also excellent. This is a genuine and reluctant sale - the share price includes Tail-wheel Conversion Training (saving around £700 charged by some flying schools). Interested parties should contact: Pete White on 01752 406660 / 07805 805679 or pete@aeronca.co.uk for further information.



Rollason Condor D62B, G-AXGV For Sale (right)

Factory built 1969, RR 0-200 TAF 4820, TTE 2425, to be sold with new permit. Complete overhaul including re-cover in 2003. Well maintained and always hangared. Chris Lodge prop, 85-90kts at 2350 / 18-20 lts/hr. Nice handling combined with a good solid airframe with honest farm strip performance. Comfortable, economical tourer. To include spares package. £13,250 Contact Steve Robson 07776-075996



Wanted build partner in East Devon for Vans RV9A.

The RV9 is the one with the long wings giving Cessna/Robin landing speeds whilst still having real VANS go-places performance. I have a finished Empennage and have started the wing kit. Final decisions on engine and slider/tip-up canopy not yet committed. Partner wanted for occasional help or full share. Robin Charles 01404-815204 or rjcharles@iee.org



HM200 2 place intercom. (right) New, unused, portable voice activated intercom system which can be taken with you when you leave your aircraft. Operates from one PP3 battery providing up to 48 hours continuous use. Contact Ernie Hoblyn jernieh@talktalk.net 01752-670607, 07967-838131

Aerox Aviation Portable Oxygen system consisting 23.1 cu ft steel cylinder @2015psi, flowmeter and 2 cannula and mask. This gives oxygen for one person 43 hrs at 10,000 ft and 22 hrs at 15000ft. Seat back carrier pack, and 2.3m3 storage cylinder (full) price £325 or nearest offer. Available near Dunkeswell. Call Leo Collier 01404831195.

S.T. Aviation Intercom for sport aviation intercom/radio interface. £90 or nearest offer. Call Leo Collier on 01404831195 for details.

Aircraft Parts for Sale from Contact Steve Cole 01395-578999 or 07841-889112.

- Genuine continental aircraft ignition switch. FAA EASA approved with paperwork, gives left, right, both and keyed to start. This part has been fitted once then removed. It cost new £290.54 (invoice available).
- Concorde RG-35A sealed aircraft battery. FAA EASA approved with paperwork. Fitted once then removed. Cost £178.79 new. I'm looking for a sensible offers for the above 2 items.
- 5 Litre tin of hydraulic oil - used in landing legs. Surplus to requirements £5.00

November Free Landings

Pilot: Dunkeswell, Kemble, Eaglescott, Bagby, Popham and Eshott.
Flyer: White Waltham, Old Sarum, Bourn, Castle Kennedy, Sandtoft and Eaglescott.
Today's Pilot: Eaglescott, Cromer, Dunkeswell, Fife, Bagby and Netherthorpe.

Membership Reminder

Renewal subscriptions of £18 are now being accepted to the year end of 2011. Members are encouraged to make use of the Standing Order arrangements now being offered and for which bank mandate forms will be available at the next Strut meeting or by application to John Hope, Membership Secretary (see contact page).

Autumn / Winter Evening Meetings

Venue: Ley Arms, Kenn, Exeter (<http://tinyurl.com/2zw3dq>) ,

Standard menu viewable at <http://theleyarms.co.uk/default.aspx> or special Strut carvery available.

All meals for the next meeting should be booked at least 2 days in advance by calling 01392-832341.

Next Meeting:

Thursday 11th November, 7.30 pm – Brian Lecomber "Try not to roll below 30 feet..."

(Non-members & guests welcome on £5 admission)

"Brian Lecomber is one of the most experienced aerobatic pilots in the world. In 25 years of professional display flying he has flown 1,983 public performances – probably an all-time world record for any single pilot.

Born in 1945, Brian left school at 16 and began a career in journalism, working for various newspapers and news agencies. At the age of 21 he was appointed Technical Editor of Car Mechanics magazine – at that time by far the biggest motoring magazine in the UK. He first learnt to fly on Tiger Moths in 1967, and for a short while was the wing-walker in a flying circus. In the early '70's he was Chief Instructor of the Antigua Aero Club in the West Indies, before returning to England to become an author. His three novels (one of them the best-seller *Talk Down*) have been translated into 16 languages.

During this period Brian instructed on Chipmunks at weekends "to keep myself sane". The Chipmunk fostered his interest in aerobatics, and in the late '70's he won most of the aerobatic competitions in the UK at various times. He also flew a 1917 Sopwith Camel with a display team, and bought and displayed his own Stampe SV4B. In 1979 he joined the Rothmans Aerobatic Team (much to his book publishers' disgust). He stayed with the four-Pitts team for two years, flying display tours in Britain and Europe and also in the Arabian Gulf, Malaysia and Borneo.

After Rothmans, Brian started his own company, Firebird Aerobatics – "A prudent, sound, cautious career move that for some reason seemed to worry my bank manager a lot". The company started off with a Stampe and a Pitts S1S Special (appropriately registered G-BOOK). At various times between 1981 and 2004 Firebird owned and operated a total of four Pitts Specials and six Extras. The Firebird aircraft always operated in the colours of major sponsors, and at various times Brian has run solo aircraft for Dunlop, Toyota and Jaguar, and two-ship teams for the Daily Express, Rover MG, and latterly the Microlease Aerobatic Team

Brian has been British Freestyle Aerobatic Champion, and has won the Best Display trophies at many air shows including Biggin Hill, RAF Waddington, and the Royal International Air Tattoo. He has also been awarded the Royal Aero Club Bronze Medal and the Guild of Air Pilots Sword of Honour. In 2004 he was presented with the [Segrave Trophy](#) for "the most outstanding demonstration of the possibilities of powered transport by land, air or water". Previous recipients include Amy Johnson, Sir Malcolm Campbell, Sir Stirling Moss and Sir Richard Branson. Brian has flown some 7,000 hours and is an Examiner and Display Evaluator on behalf of the UK Civil Aviation Authority.

Since semi-retiring in 2004, Brian has returned to journalism. He writes a monthly column for Flyer magazine in the UK, and for other aviation magazines world-wide. He has won the coveted Aviation Journalist of the Year award."

Strut members and guests wishing to eat at the Ley Arms are asked to book their meals at least 2 days in advance of the meeting. The pub's usual menu will be available <http://theleyarms.co.uk/menus.aspx> but they are also putting on a self-service carvery especially for the evening meeting at £6.95, again by advance booking on 01392-83234. The Ley Arms is reached by exiting the A38 at the Kennford junction, 3 miles south of Exeter, adjacent to the Shell petrol station and following the minor road eastwards for 1km from Kennford into and through Kenn village.

