



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

DEVON STRUT NEWS – December 2010

Co-ordinator's Comments

by Steve Robson

This year marked the 90th anniversary of Armistice Day and its commemoration involved the Strut in two ways.

Firstly, Lance Corporal Ram Patten of the Royal Marines had the inspired idea of the 'March for Honour' by four teams of serving and ex-serving individuals from each of Her Majesty's Armed Forces to raise money for the British Legion Poppy Appeal. One of the teams comprised Royal Marines from Plymouth marching to Wootton Bassett via Exeter, Honiton, Yeovil and Bath before continuing to the Royal Albert Hall in London for The Royal British Legion's National Festival of Remembrance. Their target was to raise £1 million for the Royal British Legion who work so hard to support the welfare, interests and memories of serving and ex-serving forces, and their families.

As the Marines were to pass through East Devon, Mike Mold suggested that we should organise a formation to do a fly-past as a show of support. This duly happened on Saturday 6th November and a five ship formation flew in a saluting vic between Stockland and Chard as the group headed towards Yeovil. Having been contacted by Mike, the lads from the Wessex Strut took up the baton and did the same with a seven ship formation the following day, overflying the Marines between Yeovil and Bath. As a former Royal Marine, I was mighty impressed by the thoughts and actions of others in support of our lads – thanks to all. This action did not go un-noticed on the ground and we received a message from John Pentreath, Devon County Manager for the Royal British Legion, who thanked those taking part for flying 'top cover'. Thanks to all those who took part.



Secondly, on Armistice Day itself, we hosted our guest speaker Brian Lecomber at the Ley Arms. Speaking to a packed room of Strut members and guests, Brian entertained us with a magical mix of fact, anecdote and humour and had everyone on the edge of their seats for the whole evening. It was a great honour to have such an iconic aviation figure take the time and trouble to come and speak to us. Brian had a few fascinating promotional DVDs for sale, showing in-cockpit footage of flying a formation aerobatic sequence. Half the cash raised went to our chosen charity, the Royal British Legion, along with the donations raised on the door from the non Strut members. On the evening we raised a total of £140 for the RBL.

Christmas is fast approaching and some of us are faced with the prospect of what to buy as presents. If you are a little bit unsure of what to choose for your loved ones, don't forget that you could always give an item of Devon Strut clothing as a gift; it's just the time of year to get a new fleece, sweat shirt or cap. If you know someone who would like one of these, please get in touch with Mike Mold as soon as possible, so that delivery can be arranged in time for Christmas.

The LAA AGM took place a few weeks ago and one surprising point was that fewer than 13% of the membership had taken the option of their beneficial share. As mentioned in previous newsletters and in the

LA magazine, it is important that LAA members do take up this option. Forms are available on the LAA web site and we will have paper copies at our monthly meetings at the Ley Arms as well.

Many congratulations to Jim Gale who was awarded the Roderick Turner Memorial Trophy for his support of Flying for Fun through his work with the Devon Build-a-Plane. Kindly, Jim has dedicated this award to all those who have helped in the project in whatever capacity.

On the same theme, although a little way off, don't forget our own Strut AGM on Thursday 10 February 2011. If you have any agenda items that you would like to raise or nominations of fellow members for our Strut awards, please send them to me **no later than Tuesday 18 January 2011**.

Don't forget our next meeting at the Ley Arms on Thursday 9th December when autogyro instructor Nick Wright will be talking about the "Gyroplane Experience". See you all there for a pre-Christmas drink and our last meeting of 2010. We are also into Strut Scramble season so keep you eyes and ears open for news on the next one.

Fly Safely, *Steve*.

Notes from the LAA AGM, Saturday 13th November at Turweston.

AGM matters

The previous minutes and accounts were accepted.

Roger Hopkinson delivered his Chairman's Report, focussing on the transitional arrangements of the LAA and its performance over the previous year.

Directors Brian Hope, John Brady and Mike Barnard were re-elected.

1,000 of the LAA's 8,000 members had taken up the invitation of beneficial shares. It is important that the take-up is more representative of the Association and it was suggested that Struts encourage more members to take up their shares.

The two-tier membership subscription has worked very well, with the additional subs applicable to members that use the Engineering Department's services having effectively covered the costs related solely to that function.

Non AGM Matters

LAA-Education Trust

James Tannock gave a comprehensive report on the LAA-ET emphasizing the partnership with YES, YA events, Scout Camps etc, as well as adult training courses, and was well received.

Awards

President's Joystick – Jeff Bell, FISO at Sywell, for organising the rally aircraft arrivals & departures

Strut Shield – Strathtay Strut – co-organisers of the Perth Airshow

Frank Hounslow Trophy (for contribution to engineering) – Chris Turner

Lois Parker Award (for services to the LAA) – Mike Clews (Royal Berks Strut Co-ordinator)

Roderick Turner Trophy (for contributions to Flying For Fun) – Jim Gale for championing the BaP2. Accepted from LAA Chairman Roger Hopkinson by Mike Mold in Jim's absence. *Congratulations, Jim. Well deserved!*



Coaches

David Millin and Mike Mold spoke to Jon Cooke (LAA Chief Coach) about the dearth of LAA Coaches in Devon and Cornwall. In recognising the importance of the Devon Strut in representing Association members in the southwest, Jon expressed his concern that the coaching issues within our area had not been resolved. He quoted the pre-requisites for applicants for the coach qualification as a QFI rating, 1000 hrs minimum, undertaking a training course with him and successfully completing a test flight. The latter two elements would be undertaken at Leicester through an arrangement he has there with the flying club. He has allocated 2 places on his next available course in April for applicants from our area and it's up to the individuals concerned to make the approaches to him.

Maltese Excursion

by David Millin

On Friday 15th of October I took some time out during a business trip to Malta to do some flying with the Island Microlight Club. www.islandmicrolightclub.com. I was introduced to this organisation by my friend Carl Tabone, who is Head of Airworthiness Directorate in Malta, effectively, Mr. CAA, Malta and who I had originally met through my son, when they were both studying JAR subjects at City of Bristol College.



We arrived at Gate 4, around the back of Luqa Airport during a thunder storm which threatened to mess up the whole day. We were met by Mark Busuttill, one of the microlight

club's prime movers, and after being searched and signed in, we proceeded to the club's hangar for a look around their fleet (<http://www.islandmicrolightclub.com/fleet.php>) and a cup of tea. The Technam P92 Echo 9H-UZZ had not been flown for sometime as the variable pitch prop had been removed in favour of a fixed pitch one and electric trim switches had been fitted to both sticks. The aircraft is now intended to be used as a basic club trainer. Carl went off for a test flight with Leon Xuereb, who co-owns the P92 with Mark Busuttill. After half an hour and a few tight turns later, they were back. The aircraft had a clean bill of health and now, it was my turn!



Of course, Luqa is the destination of many commercial flights delivering and returning hundreds of holiday makers every day. As a result of this traffic, the microlight club is restricted to the use of runway 23/05,

leaving 31/13 for the paraffin budgies. After taking our turn in the queue, 9-ZZ was cleared to depart on 23 and we climbed out toward the coast not above 1500 feet and turned north, out over the ferry port of Cirkewa, toward Gozo, passing over Comino which I'd visited the previous day. After reaching the northern side of Gozo, we turned south and passed over the racecourse (which has been used as a fly-in venue) and the Xewkija Heliport with its very short runway.

The Technam, with its Rotax 912, was pleasant to fly and seemed to handle cleanly in the stable air. Our heading took us along the eastern side of Malta and we descended to pass overhead the holiday makers at St. Paul's Bay, Quara and the bustling capital, Valletta. Again, waiting our turn, we held over the town of Zubbar just south of walled bastion of Valletta, slowly circling and taking in the stone walled fields, factories, domes and Arabic looking building of this historic isle.



With the airfield in sight, I circled at less than 1,000 feet above Zubbar. I was very mindful that the day before had been the 35th anniversary of the famous Vulcan XM645 crash which is now embedded in Maltese history. I was right above the very place which the Maltese consider to be both a tragedy and a miracle. On 14th October 1975, Vulcan B2 XM645 of No 9 Squadron lost its left undercarriage and damaged the airframe on impact when it undershot the runway. The pilot decided to go around, complete a circuit and land again but tragically, as the Vulcan was turning to land, it broke up in mid-air over the town, killing five of its seven crew members. The pilot and co-pilot managed to escape, using their ejector seats. <http://www.flightlinemalta.com/airaccidents/XM645/>



[Any Strut members who anticipate visiting Malta are invited to contact David for more information – Ed]

Safety Slot: Ethanol In Fuel

by Mike Mold

Further to the publication of the EASA report on the *Safety Implications of Biofuels in Aviation (SloBiA)*, http://easa.europa.eu/safety-and-research/research-projects/docs/miscellaneous/Final_Report_EASA.2008-6-light.pdf it is clear that the increased use of ethanol in fuel is hitting the classic car, motorcycle and boating world equally as hard as it is affecting us.

An investigation was commissioned in the summer of 2010 by the DfT, and undertaken by Stephen Wall, Senior Scientist at the Fuels and Lubricants Centre, QinetiQ, based in Farnborough, to investigate the

effects of petrol containing up to 10% ethanol. Specifically this investigated vehicle fuel system material compatibility and carburettor icing as well as other aspects such as drivability issues.

The Federation of British Historic Vehicle Clubs (FBHVC) submitted a great deal of evidence as well as statistics on the size and economic effect on the historic vehicle movement in the UK. The report was finished in October 2010 and is due to be in the public domain soon. Early indications suggest that the situation is extremely worrying for any vehicle over ten years old.

In a lead article in the October issue of Classic Bike Guide, editor Nigel Clark describes the work done by Ian Potter, proprietor of Tank Care Products in Norwich, to develop a new completely non-toxic, ethanol proof tank sealant which he markets as *Sureseal* for the treatment of glass fibre fuel tanks. He also markets a tank cleaner which will remove existent sealants. Further information is available from Ian on 07834-415921 or www.tankcareproducts.co.uk.

It remains crucial that we continue to monitor the levels of alcohol in any mogas we buy for use in our aircraft. The most convenient and accurate test is the "blue bud" kit developed by LAA Director Barry Plumb and marketed by Pete Smoothy at Airworld UK <http://shop.airworlduk.com/blue-bud-alcohol-test-kit-for-mogas-303381-1352-p.asp>. This is preferred to the method previously recommended by the CAA which was described in Safety Sense Leaflet No. 4 *Use of Mogas* published in 1999.

For members in East Devon, mogas from the Texaco Windmill garage on the A35 at Ofwell, just outside of Honiton, remains free of ethanol. Feedback is invited from Strut members on the results of their own testing of mogas.

Mike Mold

Aeroletters

LAA Trophy Acceptance by Jim Gale

To: Roger Hopkinson; Peter Harvey; Brian Hope and Stuart MacConnacher.

Gents, The Devon Pony Express ridden by Mike Mold finally crossed the Devon and Somerset border and arrived with the Roderick Turner Memorial Trophy. Gaining this award has come as a great surprise but I would like to accept it, not for myself but for all the youngsters (and adults) that I've had the pleasure of flying, not only in my own aircraft over the last 25 years but also latterly in G-SPDY, the LAA Devon Youth Build a Plane project.

To see the expression on all the faces and feel their excitement emanating from the flight experience, has been very rewarding and great fun for me. Thanks LAA for giving me the chance to fly aircraft that don't cost the earth to own and maintain, enabling me to fly for fun.

Regards, *Jim*.

Dunkeswell YA Day – Two Notes of Appreciation from Dorset Explorer Scouts

1) On 18th September 2010, Monax Explorer Scouts (Mosterton based) and some Jurassic Explorers (Bridport based) joined together to visit the LAA Devon Strut at Dunkeswell. We were given a short safety talk before being taken to a light aircraft. Taking off was a lot smoother than I had expected it to be and after a minute I became used to the aeroplane. The view was absolutely breath taking! It was amazing to fly along the coast and see the landscape from a bird's eye view. I was a bit nervous when I first took over the controls as they were more sensitive than I expected! Controlling the aeroplane and making it turning around was an absolutely amazing experience which I'll never forget! It was an exhilarating experience which I had never thought I would have and it has given me an interest in aviation. Thank you to all the pilots and ground helpers of the Devon Strut who made it possible for us to fly!

2) On 18th September 2010, my Explorer group was lucky enough to have the opportunity to go flying at Dunkeswell Airfield in Devon, courtesy of the Light Aircraft Association' Devon Strut. It was an opportunity I couldn't miss. After seeing several of my friends take off, I couldn't wait to get up in the air! The aircraft I flew in was a Vans RV6, one of the fastest planes available to us on the day. It was incredible! It was amazing to be so high up and to be travelling so fast! I would like to thank everyone at the Devon Strut for this amazing day and I will remember for their kindness, generosity and great piloting skills!

Anonymous

Feedback from the LAA National Council

There is no UK legal or regulatory requirement to wear hi-vis tabards on airfields although some airfield owners / operators require it as a perceived airside safety measure. However, a danger of static charges being conducted in the tabard material has been identified. During a recent discussion at the NC it was made clear that hi-vis vests should not be worn in re-fuelling areas and Struts have been asked to notify their members and airfields in their areas.

Members' News

Richard Horner writes "Hi Mike, I thought I would just let you and Strut members know that I have sold my Piper Cub AE-1 Ambulance N203SA to the President of the Piper Club of France. Piper built 100 AE-1 Ambulance Cubs in 1943 for the war effort. N203SA served in the South Pacific with the American Navy at Guam and Hawaii before retiring in 1946 to a local flying club and then later being stored, dismantled and then bought as parts. It was then shipped to New Zealand and then on to the UK before becoming airworthy again in 2001. She is the only example in Europe and one of only three left flying in their original construction with the hinged turtle deck.



With a little hard work I have been able to find a home for the sad little Cavalier that had been neglected and left outside for some time at Eggesford. The aircraft's owner and the airfield management came to an agreement that enabled a homebuilder from Yorkshire to dismantle and remove the airframe to put him now in a very advanced stage of build on his own project , hopefully saving him some years! *Richard Horner*

Dan Gordon has updated us on Roche airfield with news that there is hangarage available at this Cornish microlight strip. *See Adverts section.*

Gordon Morris has sold his Sipa 903 G-BBBO to an LAA member in the East Midlands.

Mike King and Peter Nelson's Jodel D100 has now completed over 29 hours since the Permit to Fly was issued and has flown to such places as Bodmin, Lands End Compton Abbas, Sandown, Bembridge and Rochester. Mike did an oil change and short service in early November and the filters were almost clear except for a little carbon.

Gordon Cameron has written to confirm what some members had already heard, that the strip at Dowland (north west of Winkleigh) has closed as the present farmer who inherited the farm on the death of George Dunn, has no interest in flying and the field has been ploughed up and returned to the growing of corn. Gordon reminisces on 42 happy years of flying from the strip! He also has a couple of headsets for sale in the Adverts section.

Welcome to New Members

Jim Harris of Wick, Bristol. Jim keeps his Dyn-Aero MCR-01 G-CCMM at Garston Farm.

Ian Holden of Dartmouth has no aircraft yet but has an empty hangar at Halwell and is under instruction for his NPPL with Paul Aston.

Simon Capp from Minehead is a part-time flying instructor at Dunkeswell with DSFT.

Sue Smith of North Bovey has done some gliding at Brentor and is learning to fly at Dunkeswell.

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

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 £37 per hour WET, plus £50 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.



Rans S6 ESD Coyote 11 G-MYGP For Sale (right)

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.



Hangarage Available at Roche

There is a space available at Roche airfield for a self build T-hangar. Rent is £53 per calendar month and includes all landings, a/f maintenance and use of the caravan, tea's etc. Roche is located in mid Cornwall, has 3 grass runways of about 320m in length so is only suitable for microlights or group A with short field performance. For more information contact Mike Hanley on 01872 560771 or 07703 781628 or Peter Gibbs on 01872 510495 or 07740 407684.

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.

Headsets For Sale Telex Model MRB600, twin plug £25. David Clark headset, 5 pin connection, Model No. P/N 12451G-07 £25. Postage extra but can be delivered to Belle Vue or Eggesford. Contact Gordon Cameron 01805-804207.

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

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.

HM200 2 place intercom. New, unused, portable voice activated intercom system. One PP3 battery provides up to 48 hours continuous use. Ernie Hoblyn jernieh@talktalk.net 01752-670607, 07967-838131

Aircraft Parts for Sale from 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

December Free Landings

Pilot: Retford, Waterford (Ireland), Wickenby, North Coates, Netherthorpe and Shipdham.
Flyer: Turweston, Popham, Holmbeck, Shobdon, Bodmin and Panshanger.
Today's Pilot: Longside, Gigha, North Coates, Oxford, Enniskillen and Panshanger.

Next Meeting:

Thursday 9th December, 7.30 pm – Nick Wright – “The Gyroplane Experience”

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

Menu viewable at <http://theleyarms.co.uk/default.aspx> and all meals should be booked in advance by calling 01392-832341.

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.

Membership Reminder

Renewal subscriptions of £18 are being accepted for 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*).

Tailpiece

Airshow Disaster! - Aircraft Crashes Into Four Buildings.

The pilot at low level had no control over his aircraft. It narrowly missed a crowd gathered for the airshow and slammed into four buildings. One can only imagine the horror of the occupants inside.

Amazing photo shows the true horror

