



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

The Devon Strut is twinned with RAA Toronto Region, EAA Chapter 14 San Diego and Chapter 20 SAAA

DEVON STRUT NEWS – February 2013

Chairman's Comments

by Steve Robson

January proved to be a very active month as far as events go, despite the limited opportunities to fly. First of all we invited Manuel Quiroz back to our January meeting give us a demonstration of some of the current glass cockpit systems. The following week 28 Devon Strut members were able to make a visit to Exeter Airport thanks to the efforts of Strut member Peter Gilmour. Unfortunately, I wasn't able to make either meeting, being on holiday for one and laid low with the lurgie for the other. However, as it turns out, Peter did fly me back to Exeter from Geneva, albeit he didn't know I was on board. What a small world aviation is!



last three years and the job overall has been very rewarding.

The Strut is in a strong position financially with stable membership numbers despite the chaos of the national economic situation. The committee has adopted a wide range of new governance processes to ensure that all our actions are open and transparent and we all work hard to ensure that the best interests of the membership are maintained. This has involved a lot of work by the committee and I would like to thank them all individually for all their help, dedication and support.

I think it is fair to say that we have had a number of challenges come our way from the LAA as it goes through a similar process of updating its governance and management processes. Again, all the committee have worked very hard to ensure that we would not be disadvantaged and a number of them have acted on various working and consultation groups.

Looking ahead, we have our AGM on 14th February at the Ley Arms so please do come along if you are able. Once the formalities are over we will be hosting Andy Oliver, the 'Journeyman Balladeer', who will be entertaining us with tales of flying his flex-wing microlight around Europe.

The AGM will also be my last duty as Chairman of the Devon Strut so this gives me the opportunity to review my three year term.

First of all, I have to say that it has been an honour and privilege to serve as Chairman of what is arguably the largest and most active Strut in the country. I've made a lot of new friends over the Manuel Queiroz with Trig, Aspen and Garmin avionics

So, what does all this mean? To a very large extent it means 'business as usual' with very few visible changes to the way we operate. So let's continue to fly and enjoy ourselves!

Looking back on last year, it provided us with a number of challenges with our events programme, most of which were affected by the weather. Our joint event with the South West Airfields Heritage Trust at Dunkswell was a great success with good public attendance but the poor weather meant only a fraction of the expected aircraft actually made it. This was a great shame because, from the great many telephone and email enquiries I took, I know a very large number of pilots had planned to come. Our 'Lundy 10' was also affected but while many of us were looking at low cloud, gusty winds and rain, the island itself was bathed in sunshine and a few hardy souls made it.

Although not 'core business' as far as the Strut goes, I think that Pete White with his 'Feet Off the Ground' (FOG) initiative and Jim Gale with the Build a Plane project are worthy of a mention for all their hard work in the their respective fields for their very worthwhile causes. Many of us support them in their endeavours and a big thank you to all of you who have helped and supported them.

Last but not least, looking forward into the flying season for 2013, we have a number of flying events programmed, including summer scrambles and planned fly outs so keep an eye out for those as they are published in the Newsletter, web site and email shots.

Fly safe, Steve



Exeter Airport ATC Tower



Alan Faupel in FlyBe Embraer ERJ195LR G-FBEG



Boeing 737-8K5-W G-FDZU of Thomson Airways



MEMBERS' PROFILE: Mike Wells

(photo by Neil Moralee)

Current Day Job – Special Skills

Head of training and technical support for an electrical engineering company. Special skills include blaming others when things go wrong and taking all the credit when things occasionally go well.

Past Career

Mostly spent in the lift industry trying my best to get people trapped in lifts so we can charge a fortune to get them out.



Why Aviation?

For us kids there was an annual trip to the seaside, not for us Margate with its brain blunting one armed bandits and Tizer drinks, we were deposited on a deserted pebble beach close to Hythe firing range where our imaginations were free to roam far from the effects of spangled lights, ice cream and candy floss. I guess I was around 8 or 9 when a biplane flew low up and down the beach, waved at me and flew off. Another lad claimed the pilot had waved at him but I knew better. From that moment my imagination was released, I put out my arms and flew as fast as my legs could run, I threw pebbles as high as I could and watched fascinated as they turned to bombs from a battled scarred Berlin bomber splashing into the sea. Without ever being higher than the school roof (an event that didn't end well), I imagined myself in a cockpit flying over landscapes I had never visited, waving at people I never knew.

First Flight – in What, Where and When?

It was a Cessna 152 at Biggin Hill 1987 - a trial flight on special offer. The "special"£ part was that such a tatty aeroplane with a pre-pubescent pilot could be hired for so much. I decided after that flight to spend the holiday money and learn to fly. The children weren't impressed but, as they were not earning, they didn't get to vote.

How long in the Devon Strut?

Since 1997. Other clubs either black balled or expelled me which says some thing of the tolerance of west country folk.

Number of Aircraft Types and Hours Flown: 10 types and 1100 hours.

Favourite and Worst Types Flown

Worst type has to be the Woody Pusher (*right*). There is no trim, it is noisy, draughty, slow, unresponsive and, now I come to think of it, bloody awful. [*Now for sale again on Afors!*]

Favourite type has to be the Woody Pusher, open cockpit, tandem seated (passengers rarely have anything interesting to say, why encourage them?), about the most fun a boy could have.

Best Aviation Moment and Flight ?

My best aviation moment was flying over the deserted beach close to Hythe on my way to Lydd, waving at my eight year old self. Best flight: flying down the Loire or landing at Cranfield with 2000 others or on finals to Templehoff or going nowhere slowly over the Devon countryside or flying across the highlands of Scotland in a gaggle of friends, equally bemused as me by the weather. I don't know, you choose!





With Jodel D112 at Wick Rally, 2007



Vans RV4 at an LAA rally

Any Aviation Heroes? - If So, Who and Why?

Any one that volunteers for the aviation cause and for those that don't but have the grace not to complain

Favourite Aviation Author / Recommended Book(s)?

Richard Bach went barnstorming in the sixties and wrote about his adventures in "Nothing By Chance" and "Biplane". I loved these and I read "Fate Is The Hunter" by Ernest K Gann in one sitting. "Sagittarius Rising", Cecil Lewis's book about WW1 is not bad either.

Any "I learnt about flying from that" Moments?

Too many really but I never underestimate how stupid I can be!

"Wish List" – aircraft to fly or own; places to visit?

If money was no object, a DeHavilland Rapide, heaven knows why. The place I'd most like to visit is Rheims before the First World War, just imagine chatting to the Wright brothers and Glen Curtiss and Claude White and Geoffrey DeHavilland and Bleriot et al and suggesting ailerons might be the way to go.

Current Aeroplane(s)

I fly Fournier RF5 G-BACE (*below, photo by Neil Bassett*) from Dunkeswell. Apart from being fuel efficient, I just love that air brake.



Any Advice For Other Strut members? :

Treat all your greasers as proof of your consummate skill, your shambles of arrivals as bad luck and never forget, you owe more to good luck than you might think. Judge not lest ye be judged, no matter how much fun it is and, Oh yeah, never take advice from me!

Membership Renewals

The Strut subscription year runs from 1st January so it is now time for membership renewals. Those members who intend to renew but who have yet to do so, are requested to send their cheque for £18.00, payable to "The LAA Devon Strut", to Membership Secretary, John Hope at the address on the application / renewal form included with this newsletter. The form is also available to download and print from the homepage of the Strut website. Alternative means of payment are by cash at the AGM, by direct bank transfer, details of which are also on the form, or by requesting a standing order mandate from John.

A prompt payment would be gratefully appreciated as any protracted collection of subs adds to John's workload and the subscription income enables the Strut to finance its services to members, including the newsletter, website, evening speakers and flying events.

In accordance with LAA rules, any member who has not renewed by the end of March will cease to be a member of the Strut and will no longer receive the newsletter.

Fuel Testing For Ethanol

From USA and reproduced from the Jabiru online forum

Recently a member of the Aviation Fuel Club, Gilbert Pierce of Germantown, Tenn., sent us his description of how he tests for ethanol using a few drops of ordinary food coloring:

"While driving 20 miles into Mississippi to get ethanol-free gasoline for my airplane I was contemplating what must be in the blue dye that is in the Quick Check Solution kit. It occurred to me that what ever it was, had to be water soluble so it would mix with the ethanol. I always check the suppliers of ethanol-free fuel before pumping any gas as I have been lied to about it. Anyway, the test kit that you add water to is a hassle and takes a few minutes to settle out. The blue Fuel-Check works great but is expensive. When I got home I got my wife's red, blue and green food coloring out; it's water soluble. A quick check with pint jars of ethanol-free fuel and adulterated fuel indicated that a drop of any food coloring will dissolve and turn the adulterated fuel the same color as the food coloring. Putting a drop of food coloring in pure gasoline, the drop just goes to the bottom of the sample and rolls around there as little globules. Now I just carry a bottle of inexpensive and readily obtainable food coloring and a quart glass jar – it's easier to get a fuel sample into – and have an instant indication of ethanol free fuel or adulterated fuel."

But remember, always test every batch of gasoline purchased at any location other than an airport — Let the buyer beware!" *[This is a recommendation from The States so our members are advised to check out UK food dyes in mogas with and without ethanol and water, before relying on it. – Ed]*

Grandma's Footsteps

by Nigel Everett

When it comes to gadgets, I'm a bit of a soft touch, so a few years ago I found myself unable to resist buying a Zaon MRX collision avoidance gizmo. This is a little device about the size of a fag packet (remember them?), which you put on the ledge behind your windscreen and it detects the signals of other peoples' transponders, provided that it has line of sight on them.

The MRX is the cheap version that tells you how far away the other guy is, what is his height relative to yours and if he is climbing or descending. All of this is dependent upon the other guy having a transponder and being obliging enough to actually switch it on. Unless he has Mode C or S, there will be

no height information. What I do not get in exchange for my paltry £400 is any information about the direction of the target but that does not really matter because the closer that the target gets, the more excited becomes the MRX, which tends to increase my own interest in what is going on outside. In practice, I don't find the lack of direction information much of a limitation because, if another aircraft is on a converging course and getting closer, I find myself scanning the sky in front anyway. If I see nothing and the gadget says that the impending mid air is getting closer still, I am unable to resist a steep turn so as to scan what was my four o'clock to eight o'clock and to take a look below me. Even if I still see nothing, I like to think that the sight of my banking aircraft will have alerted the other guy during those crucial last few seconds before impact.

It used to work a good deal better when I flew an aircraft with an all transparent canopy and in the current spam can, the line of sight to the target requirement makes its view out somewhat limited. A proper Collision Avoidance System includes at least two external aerials so that it can cover all directions, including your underneath. I should quite like to rig something similar, connected to the Zaon, but I expect that the cost of the Modification Approval would comfortably exceed the value of the whole aircraft. That is a pity, as I see it, and it would be rather a good thing if all high wing light aircraft had a traffic warning aerial on top and all low wing aircraft an aerial underneath. In that way you would have a defence against the classic mid air of the Cherokee descending on to the Cessna below with each in the other's blind spot.

So you might think that I have not got much of a bang for my buck on this occasion. However, in spite of its hearty appetite for AA batteries, I have come to appreciate the rather limited service of my diminutive apparatus. For a good deal of the time, it alerts me to aircraft that I never actually see, in much the same way as a radar controller gives you *Traffic, three miles in your ten o'clock, left to right, 500 ft below*, and neither you nor anyone else on board ever clocks it. Nonetheless, you will all have spent some valuable time on lookout, which is never a bad thing. That, in fact, is the whole point of the little demon. It makes me look outside a good deal more than I might have if I had never turned it on. The information given is vague and way short of complete but it wakes me up once more to the important fact that there are others out there, like my own inadequate self. They are also probably relaxed and semi somnolent members of the good old Big Sky school of collision avoidance; just tooling along, hoping for the best, like me.



I attended The 2012 Flying Show solely to hear Michael Frost of Funkwerk-avionics give a talk on ADS B and the latest collision avoidance equipment. It was a fascinating talk by a considerable expert on GA collision avoidance. I was impressed.

Funkwerk-avionics sell the TM 250 for around £1,000 and it is the last word in GA collision avoidance kit: it responds to transponders, Mode A and upwards, FLARM, the glider pilots' system, and ADS B, which is the coming thing for many parts of European airspace. It was all intriguing and absorbing stuff for a gizmo nerd like me. However, as Michael Frost explained, when he flies with his state of the art box of tricks scanning the sky and he gets a warning signal, what does he do next? He immediately looks out. His equipment will tell him direction, range and

relative height of the target but he ignores all that and just looks out of the window. Why? Because he realises that Step One is to eliminate the possibility of an immediate mid air. There may not be time to consult the machine, work out what it all means, and then scan the sky in, say, his two o'clock, slightly higher than himself. In the time that takes with a possible closing speed of 200 Kts or more, he could be too late. So he first looks out and if he sees nothing, he then consults his magic machine for further and better particulars.

So it turns out that my puny little MRX delivers most of what you need from a collision avoidance system. Which is to say that it provides a constant reminder that things are going on outside and that it is an excellent idea to have a good look, especially when the gadget squawks at you. - *Nigel Everett*

http://www.gps.co.uk/product.asp?P_ID=404#ImageAnchor
<http://www.youtube.com/watch?v=J4aYwTTL2eM>

Classic Air Force - Newquay Arrivals

(from Flyer)

Newquay Airport's Classic Air Force (CAF) visitor attraction is "moving along very nicely" according to Chairman Tim Skeet, and should be open to the public by the end of March. A significant milestone was reached on 5th January 2013 when the first airworthy aircraft arrived at the new facility at the former RAF St Mawgan. Amongst the aeroplanes expected to make their home at Newquay is the world's oldest flying twin jet (ex-RAF Gloster Meteor T.7) and three de Havilland Dragon Rapides, which will be available for pleasure flights across the South West.

The first flyable aircraft to arrive was Auster J1 Autocrat G-JAYI, flown down from its previous home at Coventry by experienced vintage aircraft pilot Trevor Bailey. It takes its place alongside two static Hawker Hunters and a newly acquired Hawker Sea Hawk which have already moved into the hangar. The fuselage of Vickers Varsity WJ945, recently acquired from Duxford, has also arrived and will be joined shortly by the wings and engines. Depending on weather, serviceability and pilot availability, other aircraft from the combined Classic Aircraft Trust and Air Atlantique fleets will be flying in or being moved by road over the coming weeks and couple of months.

The Trust announced its move to Newquay in July 2012, when development plans at Coventry made a move to a new location inevitable. Considerable time and money has now been spent by the local council and the Trust to upgrade and renovate the former RAF St Mawgan facilities at Newquay, where Hangar 404 offers 70,000 square feet of display and engineering space. Work continues towards the CAF's official opening at the end of March 2013. www.airbase-europe.com

Exeter Owned Spitfire Flies After Restoration

Exeter businessman Martin Phillips has completed the restoration of Mark 2A Spitfire P7819 G-TCHZ. This Spitfire was lost on 16th April 1941 with Pilot Officer Mierzwa (303 Sqn) being killed when it was shot down over Dungeness and dived into the shingle beach by the High Light (Dungeness lighthouse). A small memorial marks the crash site. The aircraft was recovered by the Hawkinge Aeronautical Trust (Kent Battle of Britain Museum) in 1982. The Spitfire flew again from Filton on 19th December last year. See photos and a fuller story at <http://www.dailymail.co.uk/news/article-2250667/Rebuilt-Spitfire-flies-Filton-aerodrome-BAE-closes-home-Concorde.html>

New Bristol Airspace Guide Published

With the closure of Filton, Bristol has released an updated guide to flying below, around or through Bristol Controlled Airspace (EGGD). It can be accessed via Irv Lee's excellent website Fly On Track <http://www.flyontrack.co.uk/content> or as a pdf directly from http://airspacesafety.com/media/2843/fly_on_track_amended_31dec2012.pdf

Members' News

John Greenslade spends some of the year in the USA where he has business interests, including the Free Spirit biplane [photo of prototype below left], kits of which he hopes to start production. John reports that the aircraft's empty weight is 400 lbs, max auw 700lbs, its stress limits are +9 -6 G and in America it is fully aerobatic. In the UK it could be a single seat Microlight!! It is not difficult to fly but it is very responsive, stalling at 30 mph. The first 10 quick build kits will be \$17,500 each.



Congratulations to Reg McComish who has now flown Aeronca Grasshopper G-BRHP after its 10 year rebuild. The first flight was from Watchford Farm on 5th January and Reg has subsequently completed the test flying programme for the Permit to Fly. [photo above right by Alan Crutcher].

Welcome to New Members

Barry Flicker, Exminster, Devon. Barry is learning to fly at Somerset Microlights at Dunkeswell. He's now flying solo and has bought a share in Ikarus C42 G-OSTL.



Evening Meetings at the Ley Arms (01392 832 341), 19.30hrs

Thursday Feb. 14th AGM, annual awards plus Andy Oliver – Microlight Touring

Thursday Mar. 14th CAA Safety Evening

Thursday April 11th Graham Newby - Oshkosh or Bust

Strut Website Update

A new link has been added to the Engineering page of the Strut's website <http://www.devonstrut.co.uk/#/engineering/4538932908>, which gives access to the EAA webinars that are broadcast on the first Wednesday of each month and last for about an hour, followed by up to 30 minutes of discussion.

One of these videos "Deciding When to Overhaul" <http://www.eaavideo.org/video.aspx?v=1429764450001> challenges the concept of the Time Between Overhaul (TBO) concept to engine maintenance that owners of certified engines in GA aircraft are obliged to follow. This approach was demonstrated to be flawed by British research during WW2 and was dropped by the airlines and the military in the 1960 and 70s in favour of an on-condition approach that owners of LAA Permit to Fly aircraft use. It provides evidence that maintenance regimes based on calendar time and engine hours is flawed because engine failures occur more often as a result of internal corrosion, operator abuse and unnecessary maintenance, with the first hundred hours after overhaul being the most susceptible time! The video describes the methodology and tools for a more effective, reactive maintenance approach that enables engines to run for far longer than the TBO intervals prescribed by the manufacturers, e.g. Lycoming and Continental.

Devon Strut Committee

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National Council & Airspace Rep: John Holden, Holdenjandm@aol.com

Devon Strut AGM Thursday 14 February 2013 at the Ley Arms 19.30 Agenda

- Apologies for absence
 - Minutes of the last AGM
 - Matters arising
 - Chairman's Report (to include events / membership / communications / web site etc)
 - Treasurer's Report
 - Election of officers
 - Propositions
 - Adoption of new LAA governance / rules
 - Adopting the Strut charities
 - AOB
-

Annual Presentation of Strut Awards

Guest speaker: Andy Oliver (www.thejourneymanballadeer.com) on European flexwing touring.

Devon Strut Membership Application for 2013

Please accept my application / renewal for membership of the Devon Strut. I understand that membership of £18 is renewable on 1st January each year (Payments from 1st October are valid until 31st December of the following year). Please delete whichever of the following payment methods is not applicable.

- a) A cheque for £18 payable to "The LAA Devon Strut" is attached, OR
- b) I confirm I have made a direct bank transfer to HSBC, Sort Code 40-40-48, Account No.80001678, Account Name: LAA Devon Strut, (quoting member's name and Devon Strut Subs as the payment reference), OR
- c) I wish to pay by standing order and request a bank mandate form.

NAME (Print)

For members renewing, please tick the box if there have been no changes in your details since your last renewal and sign at the bottom of the form. Otherwise, please complete the whole form and sign it.

No Changes

ADDRESS.....

.....POSTCODE.....

EMAIL.....

TELMOB

LAA Member (Y/N) If Yes State Membership No.....

LICENCES HELD.....

LAA / BMAA INSPECTOR - YES / NO; STRIP OWNER - YES / NO;

Details of aviation interests & activities, current job / profession and any skills you can contribute?

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AIRCRAFT (OWNED / SHARED)

TYPE.....REGISTRATION.....STATUS

/.....

STATUS: P (Production), H (Homebuilt), M (Microlight), C (in Construction), R (in Restoration), F (Flying)

WHERE BASED?

.....

Within the provisions of the Data Protection Act 1984 I have no objections to the above information being held on computer or disclosed to others within the LAA. I agree (tick box) / I do not agree (leave box blank)	<input type="checkbox"/>
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SignedDate.....

Thank you for completing this form. Please return it (with your remittance) to the Membership Secretary: John Hope, 6 North Avenue, Exeter, EX1 2DU