



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 – July 2013

Chairman's Chat

by David Millin

The beginning of last month brought us AeroExpo at Sywell. I flew up with Mike Mold, enjoying a pleasant and uneventful flight until we arrived at Pitsford Reservoir in order to join the circuit. Aerial dodgems come to mind. From a safety perspective, I am going to stick my head up above the parapet and say that the joining instructions are well thought out in the best interests of safety and proven to be viable. Pilots would do well to carefully study these guidelines before setting out and to apply them when joining. The show had a mild international feel to it as the occasional foreign tongue could be heard.



There were a few new appearances including the e-Go SSRD (*below left*) which won the LAA design competition. Having won the LAA design competition, this is now being promoted as a £50K+ factory completed aircraft. On the heavier side of the market, there were a variety of rotary wing craft and light commercial types including Dave Hayman's Dunkeswell-based Eclipse biz jet (*right*).



AeroExpo, like our LAA rally, is a great place to catch up with old friends and to make new ones. In my opinion the show is well worth a visit. However, I would add that this is one of our national showcase events and deserves more support from the trade and other associated organisations. In the current economic climate it is difficult for would-be exhibitors to commit, both in terms of direct cost, time and preparation but if nothing is ventured there will be no reward. Perhaps it is a time for movement on both sides. If we had more exhibitors, maybe stand rates could be made more attractive by the organisers, - win, win: we all benefit!

The LAA was well represented by directors, staff and volunteer members promoting membership, engineering, coaching and LAA-ET.



Groppo Trail



Matthew Boddington & Steve Slater's BE2c Replica

On the 8th June we enjoyed our fifth Strut Scramble of the year, this time to Haverfordwest. Wonderful weather helped enormously and a good day out was had by all.

A couple of interesting vintage cars were on show together with some military vehicles. Pete White and the FOG team were also there providing air experiences for a huge number of disadvantaged people. Well done FOG! (see extract from *Leia Fee's blog below*). I would certainly recommend a trip to Haverfordwest if you have not already done so as the staff are very friendly and helpful and the food is good.

Also of note is the Welsh Spitfire Museum. We were lucky enough to have a personal tour by one of the museum's volunteers who lavished us with details of not only the general history of the Spitfire but an update of the restoration of their own Mk VIII version.

Moving on, we are approaching our premier annual event, the Dunkeswell Fly-In on 20th and 21st July. On behalf of the Strut committee, may I welcome you all to this event and the odds are on for us having two good days of weather (well, I think the weather god's owe us that !!). We are also looking for a few volunteers to help man the booking-in desk, meeting and greeting, and so on. If you can spare a couple of hours, your assistance would be greatly appreciated. Please contact Mike Mold on 01404-891587 mike.mold@tiscali.co.uk if you are able to help.

Here's to good weather and blue skies, - *David*

Member's profile: Paul Isherwood

Current Day Job/Past Career

Consulting Engineer/ Project Manager in the drinks industry. What does that really mean? I often ask my self that question, but if you need a new brewery, cider mill or winery and to put your stuff into bottles/cans/bag-in-box, I'm probably your man.

Why Aviation?

Why not? "What do you want to be when you grow up?" I was asked time after time. "An airline Pilot" was my consistent answer. Life and lack of funds got in the way and I never achieved that ambition but the need to fly never went away. I didn't fancy looking back later in life with regrets so I translated that desire to fly into a PPL in 2006 and an instructor rating in May 2012.



First Flight – in What, Where and When

BEA Comet 4d from Gatwick to Munich, February 5th 1972 for a school ski holiday. I had a window seat, just aft of the wing on the port side. I swear the jet pipes were glowing dull red. Next and first light aircraft flights in C150 G-AWXH at Bournemouth Flying Club, August 1975. 2:45 at £12.08 per hour, equivalent to a summer's earnings! I had to wait for another 30 years to fly by before I next flew a light aircraft.

How long in the Devon Strut?

6 years or so. In the autumn of 2005, I was trying to find a utopian place to learn to fly and, so, returning from a business trip in Cornwall I diverted to Bodmin airfield. Whilst I was chatting away in the control room, a chap with a white beard and jolly disposition (no, he was not dressed in a red suit!) offered me a cuppa and a displayed a willingness to talk all things aviation, the benefits of instructors with grey beards and all things Aeronca. The evening ended with a guided tour of G-IVOR! Two hours later I was resolved to join the Devon strut and, as Bodmin was too far from home in Somerset for me to seriously consider at that time, I found myself at Old Sarum on another lovely grass aerodrome, learning to fly. Thanks Pete! I have been a regular visitor to Bodmin ever since.



Total Number of Aircraft and Hours Flown

Around 10 different types, plus a few gliders. About 485 hours TT; 350 or so with the little wheel at the back.

Favourite and Worst Type Flown

Not enough data to compute! I don't think I have really disliked any of the aircraft I have flown; after all, they all fly. Admittedly, there are some types in the list where I would not be too upset if I never flew them again.

I love the Super Decathlon (*right*) for forgiving my ham-fisted aerobatics, the beautiful Luscombe for being a beautiful Luscombe and the Jungmann for being the closest thing to heaven yet experienced. I also really enjoyed staggering around the circuit in a Slingsby T21b "the barge" from 800' winch launches in winter. Great fun!

Current Aeroplane(s)

Luscombe 8F G-LUSI has been in my care since September 2011. (below by Howard Curtis)



Best Aviation Moment and Flight

What do I say? First solo? Taming a taildragger? The surgically removable grin created by any aerobatic flight? The extraordinary view on those occasional, gin clear days when it feels like all four corners of the country are in view? All of these are my best ever moments, for reasons somewhere between scary and so exhilarating words fail me. The really marvellous thing about being privileged enough to fly is that these moments keep on coming.

If I had to choose two moments, they would be arriving at and surviving my first aerobatic competition: which was at Bodmin, and flying along in formation with a Jungmann and other Luscombes on a glorious day simply reinforced why I love to fly.

Any Aviation Heroes - if so who and why

Alex Henshaw because of the immense things he achieved and the 57000 Bomber Boys who didn't come home.

Any 'Hairy' Aviation Moments - if so – any lessons learnt

Now here is a tale of everyday VFR folk. Generally, I am very, some might say, overly cautious with the weather, preferring to fly another day. After all, flying is supposed to be fun. On this particular day I declared a late "local flight" and changed my plan in the air, in marginal weather, without telling base. Why go at all? That should have been the first question. Turning a local flight into a quick trip to Old Sarum to pay a previously forgotten fuel bill was not and never would be a good idea.

This time, pilot "X" was me: returning along the railway line in an ever lowering cloud base, frankly wondering if I would get back. Compton out of the question, already below circuit height, going back through the weather to Sarum not a sensible option and it would take longer than the press on home, down to 1200' QNH and just about legal; just stay north of the high ground, what about the ridge? Can you see where this is going, yet?

We, the Decathlon and me, got home, just as the cloud base dropped to the floor only to enjoy a quality rollicking from my friends. (Something about not answering my ***** phone and staying put). I say "enjoy" because it was a pleasure and a relief to be there to receive it. I've not done it since and won't do it again, at least not deliberately. But therein lurks the aviation catch, I think.

Aircraft Wish List – to fly or own

Mmmm? Difficult one, this. Stearman? Flown one. Want one. Can't afford to run one. Jungmann. And the boys own, unattainable one? No, not a Spitfire but a Lancaster, absolutely! Strangely, they are all taildraggers.

Any Advice For Other Pilots

Thinking about my dodgy moment story, my advice would be:

Never leave home without a diversion kit: a sweater and credit card and be prepared to use it.

All you need to know about light aviation in one, short sentence. Sound advice indeed, given to me by Group Captain David Scouller.

Medical declarations not valid for pilots with European licences from October

The CAA is reminding pilots that medical declarations will no longer be valid for uses with JAR-FCL PPL, CPL and ATPL licences to fly aeroplanes after 30th September 2013. An exemption has allowed pilots holding such licences, but who are unable to obtain a Class 1 or 2 medical certificate, to continue flying with a medical declaration, albeit under certain restrictions. This exemption ends on 30th September 2013. NPPL and other UK national licence holders, and pilots flying gyroplanes and balloons, will not be affected.

The CAA is advising pilots affected by the change to either obtain a full medical certificate – Class 1 for

CPLs and ATPLs, Class 2 for PPLs – or convert their existing licence to the new EASA Light Aircraft Pilot Licence (LAPL) or UK NPPL. The LAPL requires a LAPL medical certificate which can be issued by a GP or an Aero Medical Examiner (AME), while the NPPL needs either a UK medical declaration or a LAPL medical certificate.

Holders of UK national licences (i.e. not JAR-FCL or EASA Part-FCL) supported by medical declarations can continue to fly aeroplanes with EASA Certificates of Airworthiness or Permits to Fly until 8th April 2015. After that date, they will only be permitted to fly non-EASA aircraft such as microlights, kit aeroplanes and ex-military aircraft with their national licences.

Dunkeswell Fly-In 20th – 21st July

The Strut annual fly-in at Dunkeswell will be taking place over the weekend of 20th and 21st July.

Arrival information will be posted on the strut website.

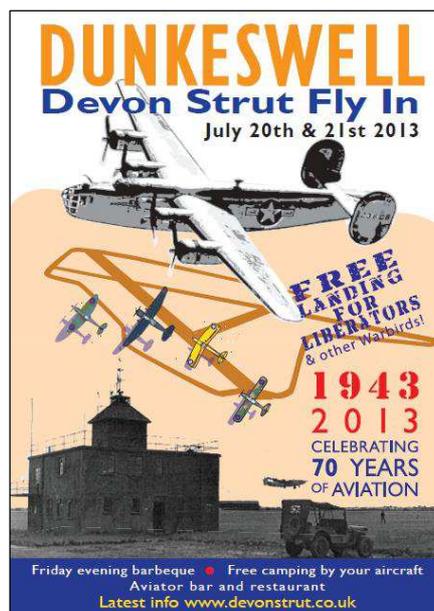
Normal flying activities will be taking place at DSFT, the microlight school and the parachute club so it is important that visiting pilots comply with the “no overhead join” rule.

All booking-in and out will be at Strut marquee and there will be a £10 landing fee.

There will be a BBQ for Strut members and early arrivals on the Friday evening.

Volunteer Help Needed

The committee would be grateful for offers of help with the volunteer tasks, including gate duty and meeting & greeting arrivals.



Mogas developments

Currently the CAA only approves mogas that complies with the EN228 standard for use in light aircraft. Additionally, mogas used in light aircraft should not contain any ethanol. (CAP 747 Section 2, Part 4, GC No. 5 Use of Filling Station Forecourt Motor Gasoline (MOGAS) in Certain Light Aircraft).

However, mogas containing ethanol is approved for use in microlights. (CAP 747 Section 2, Part 4, GC No.4 Use of forecourt mogas in Microlights) “The flight and landing characteristics of microlight aeroplanes are designed to be such that an engine failure resulting in partial or total loss of power, is not an unacceptable safety risk. However it is a condition of the use of unleaded MOGAS that the user fully accepts that there is an increased risk of engine failure when using fuels obtained from filling station forecourts rather than dedicated aviation fuel installations”.

We are led to believe that ethanol (and aromatic hydrocarbons which are used as an octane booster in preference to lead) can affect rubber and plastic components, including glass fibre fuel tanks. These effects have been recorded in vintage cars and motorcycles. Ethanol also absorbs water and due to its higher vapour pressure than fuel, may lead to vapour lock in aircraft fuel systems.

In the South West, recent testing has demonstrated that unleaded mogas supplied by Murco and Gulf is free from ethanol.

Some brands of the higher octane Super Unleaded mogas (to BS7800) do not contain ethanol and whilst not wanting to pre-empt any decisions from LAA Engineering, we are aware of discussions taking place about the interpretation of how some brands of super unleaded mogas might also be compliant with EN228 and hence be acceptable for use in light aircraft.

<http://forums.flyer.co.uk/viewtopic.php?f=1&t=83659> Watch this space! – Ed.

Balfour Beatty Sells Exeter Airport to Rigby Group

Balfour Beatty has sold its 60% stake in Exeter Airport to Patriot Aerospace, the aviation arm of the Rigby Group.

Balfour Beatty bought the airport in January 2007 from Devon County Council for £60m amid strong competition and at a time of keen investor interest in transport and infrastructure assets because of their potential to generate consistent flows of earnings. However, since then passengers at the airport have steadily declined from a high of more than 1 million in 2007, to less than 700,000. BB it did not disclose how much it had sold its share for to Rigby Group.

The airport employs roughly 300 staff. Sir Peter Rigby, chairman of Rigby Group, said that no jobs were at risk following the acquisition. He added that it would like to add more routes to the existing 40 that are currently flown from the airport, but this would be down to the individual airlines. He said he wanted to work with Exeter's main carrier Flybe and also wanted to encourage other airlines to fly from the airport. Mr Rigby said he had purchased the airport as he "believes in the importance of regional airports and of their value to the local and regional communities and of their important contribution and place in the local communities.

He was "intent" on developing the group's aviation business and did not rule out the possibility of working with more airports. However, he said future deals would not necessarily lead to acquisitions, but could "well take the form of management contracts". The Rigby Group also owns Coventry Airport and last month acquired Newquay-based British International Helicopter Services through its aviation division.

SkyDemon – Discount Promotion

Rick Giddens of the Whitehill Farm Aero Club is promoting the purchase of SkyDemon flight planning and GPS software at a saving of £51. The normal purchase price is £179 but as a group saving this is reduced to £128 and is being offered to non WFAEC members. The normal annual renewal fee of £89 will apply. Devon Strut members who are interested in this opportunity should contact Rick on wfaepromo@btinternet.com

Full details of the SkyDemon capabilities are on <http://www.skydemon.aero> and the free online planning version (SkyDemon Light) is viewable via a link on the Strut website homepage.

The correct procedure for converting a UK PPL or NPPL to a LAPL

(Adapted from an original text by Jim Cripps on the Jodel Yahoo Group).

Here is what you have to do:-

1. Get your medical, either a Class 2 or an LAPL-part MED from your AME or GP. Without this medical on their records, the CAA will not process your application.
2. Download form SRG1104 from the CAA Web site and fill it in.
<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=452>
3. On section 9 of form SRG1104, if you have a RT licence you can tick as having demonstrated radio aids.
4. If you are converting an NPPL you don't need to tick the total hours box, only the solo hours box.
5. Make sure that you have Level 6 English in your CAA records. If in doubt, phone the CAA FCL Medical section to get confirmation. 01293-573700

6. Copy your last Certificate of Revalidation.
7. Also copy a proof of ID (Passport or Driving Licence) and get you head of training / examiner to sign them off as being kosher. Include these authenticated copies with your application.
8. Send the lot off to the CAA, complete with the required fee. i.e. £73 if converting a JAR PPL, £65 if converting a UK non expiring PPL and £41 if converting a NPPL. Plus £6 secure courier fee. See CAA form ORS 5 page 4 Table 1. www.caa.co.uk/docs/33/281PLS.pdf Be sure to quote your full name and address and your licence / CAA reference number in your covering letter.

Be aware that there is evidence of the CAA having significantly overcharged applicants for licence conversions, by applying the higher fee applicable for first issues, i.e. when someone does their initial training for a LAPL, despite the fact that the syllabus for this course has not yet been published.

Space Weather Warning www.caa.co.uk/docs/33/InformationNotice2013089.pdf

The sun produces energy in many forms in a turbulent and chaotic process that can change significantly over time. Some forms of the energy reach the vicinity of the Earth giving rise to effects that, along with energy releases from deep space, are termed 'space weather'. Occasional sudden eruptions of energy from the sun (e.g. as solar flares or coronal mass ejections) can give rise to 'solar storm' effects on Earth.

The Earth is constantly affected by space weather, most of which has minimal effect but solar storm activity on the sun may have effects on systems such as microelectronics and radio telecommunication signals.

Space weather can be associated with sunspot activity, the frequency of which changes over an approximately 11 year cycle and the cycle is expected to reach a peak during autumn 2013. Electromagnetic radiation including Gamma rays, X-Rays, high intensity ultra violet, microwave and radio frequency which arrive at the Earth within 8 minutes of the event at the sun. This radiation may have an effect on HF communications and satellite signals passing through the ionosphere. Consequently, pilots should be aware of possible effects on GPS functionality.

Flight with Exeter SATCo

by John Hope

As a follow up to the recent very enlightening Strut talks and demonstrations by David Burrows, Senior Air Traffic Control Officer at Exeter Airport, I invited David for a flight in my Jodel Ambassadeur from Dunkeswell. Fixing a time that was mutually convenient wasn't easy but we eventually did get our flight on 26th June 2013.

David was keen to overfly his work base and, fortunately for me, to make the radio calls. We had a very pleasant flight over land to Dartmouth and back around the coast to Seaton. David pointed out that activity in danger area D012 sometimes changes at short notice and it's therefore worth a check with ATC for its latest status. As we approached D012, which is contiguous with the East Devon / Dorset coast from just south of Beer to Bridport, we were informed that the area was only active up to 1500 ft so, as we were above this, we were able to pass to the south of Seaton before turning north to Dunkeswell.

We then descended to below 1500 ft for the final leg, this being the altitude below which



avoidance of any conflict with Exeter traffic is assured. This is not the altitude I would normally choose over this terrain but it can be done without overflying dwellings so it's worth bearing in mind.

Although this area is class G airspace, it is sometimes busy with Exeter traffic and I feel we should try to avoid difficulty for ATC who provide a helpful free service but have a strict discipline to follow. Hence, we should always call to advise them (and any listening traffic) of our intentions and if we are transponder equipped, use it! This was a memorable flight which was much enjoyed by both of us - *John*

Hi John

I really enjoyed our flight. It gave me a rare chance to experience the service we provide from the other side! I hope it was useful for you too.

Well done for highlighting the benefit of flying at 1500ft or below to aid deconfliction from aircraft inbound on instrument approach to RW 26 at Exeter. I should point out that flying into D012 is OK when it's not active providing the aircraft is wearing an Exeter squawk, as that is an arrangement we have with the military. Thanks again for the flight, John. I might have to save up for a PPL myself! Regards, David
David.Burrows@Exeter-airport.co.uk

New Members

Geoff Roe, Norton St Philip, Bath. Geoff flies his Jabiru 2200 engined Jodel D18 G-OLEM from Garston Farm.

Nicholas Quintin, Wingfield, Wiltshire. Nicholas owns VANS RV7A G-RVEM based at Henstridge.

Paul Robichaud, Winton, Bournemouth, BH9 1NW. Paul is also based at Henstridge with his Pulsar G-BUYB.



Emergency Mandatory Permit Directive

Rotax 912 and 914 engines: Cylinder Head Inspection/Replacement: (Supersedes MPD 2013-001-E)
<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=5584>

A possible deviation in the manufacture of certain number 2 and number 3 cylinder heads has been identified. This condition, if not detected and corrected, could lead to an oil leak in the area of the valve guide and subsequent in-flight engine shutdown, forced landing, damage to the aircraft and injury to occupants.

This MPD therefore instructs inspection of potentially affected engines, (*as identified in the EMPD*), to check the integrity of the number 2 and number 3 cylinder heads and replacement of any unit which fails inspection. The MPD also prohibits installation of an engine with an affected cylinder head on an aircraft, unless the cylinder heads have satisfied the requirements of this MPD.

This MPD supersedes MPD No. 2013-001 and is raised because more engines than initially identified may have affected cylinder head assemblies fitted. In addition, affected cylinder head assemblies may have been supplied as spares between 31 January 2013 and 28 May 2013.

Young Aviators Events

<http://leiafee.wordpress.com/2013/06/13/bader-braves-at-haverfordwest/>

We're lucky to be able to fly. Every time I fly I know it and grin about it and promise myself I'll never ever forget it. Yes, there was more than just luck of course – we all worked hard at it, and often we scrimped and saved and gave up other things to be able to do it, but somewhere there was luck.

Whether luck, in the grand scheme of things, to be born into a time where flight is commonplace and within the reach of the ordinary person, or in having the financial security and means to do it (however 'only just' and on the rickety edge that might be!), and having friends and family who support us in it.

Luck plays a part. And somewhere, so does something more. All of us can point to someone who helped us. Someone who gave up their time and energy and often their aircraft and fuel to help us on the way.

Perhaps it was the person who first took us flying, or who thought "I bet so-and-so would like a trial flight", or a pilot, when we were learning, who showed us how to do something that was hard, or gave us the spare seat when they flew and reminded us what it was we were working towards as we flogged around the circuit for the millionth time.

Maybe they just said, "You can do it – I used to struggle with that bit too." And we no doubt said "Thank you" nicely at the time. Maybe we paid the landing fee or bought the cake, or chipped in for fuel. And yet none of that quite seems enough for enabling us to fly. Really fly and have the delight and freedom and joy of it. Not really. What sort of thank you, what sort of payback is enough for letting us fly?

Drifting around the sunset sky on a summer evening might *cost* a can of fuel – but that's not what it's *worth*. We can't pay back what the gift of flight is worth, but there is something we can do instead. We can share it. We can give someone else that opportunity that was given to us. Which is why you'll often find me enthusing about the youth aviation events I help with. Usually on the ground. Funds mean that I'm rarely current enough to meet the safety rules for flying the youngsters, but somehow that doesn't matter because I still see the massive grins they arrive down with, the nerves beforehand and the delight afterwards. Case in point, this week's Bader Brave's event at Haverfordwest.

These young people arrived with more challenges than usual, with a range of disabilities but all of them met them with courage and patient effort. Indeed, the ones who start out nervous are the most delightful because they are so *triumphant* afterwards – they did something which scared them and they didn't think they could do and they did it anyway and it turned out they *could* do it and in fact they loved it. What could be more inspirational for any young person in any field of endeavour? I can't name a highlight. Perhaps it was the lad who'd almost let nerves and doubt convince himself that he couldn't or didn't want to do it, but plucked up from courage and strength and helped get himself aboard the lovely old Cub and by all accounts spent the flight chatting away and asking clever, relevant questions. Or the young lad who was deaf and whose sister signed for their whole family with perfect aplomb and taught me to sign 'aeroplane'.

Or the excited girl whose nervous mother was so doubtful that her daughter would be able to wait her turn but who spent the wait zipping up and down the field in one of the vintage vehicles by the name of Miss Daisy.

My sense of the ridiculous was piqued by the fact I nearly got run-away-with by a motorised wheelchair whose owner manoeuvred it like a go-cart – I'd have failed the differences training on that one!



Good humour ran through the day and the weather was kind enough to let those awaiting their flight to wait, watch and picnic in the garden of the airfield cafe. Magic atmosphere!

I finished the day sunburned and tired and croaking from calling instructions over the sound of props and engines but so contented. And perhaps just a little bit less in karmic debt to all those who've helped me fly...

Devon and Cornwall Scout Aerocamps, Belle Vue and Bodmin

FOG organised another successful Devon Scout Aerocamp at Belle Vue over the weekend of 31st May to 2nd June and an event for Cornwall Scout at Bodmin on 29th and 30th June.

Derek Boyce has posted his usual excellent quality photographs on his Flickr website.

Belle Vue: <http://www.flickr.com/photos/16090262@N06/sets/72157634184025050>

Bodmin: <http://www.flickr.com/photos/16090262@N06/sets/72157634413907380/>

Presentation to CHICKS

At our Strut AGM in February we agree to support two charities during 2013, one being Country Holidays for Inner City Kids and the other, the RN Historic Flight. At the Cornwall Scout Aerocamp at Bodmin on 29th June, in the company of several other Strut and FOG members, Pete White was able to present a cheque for £200 from the Strut to CHICKS fund raising rep. Sarah Leverton.



For Sale

Evans VP1 G-BDTL Recently restored, new PtF, based at Dunkeswell. Details from Peter Gilmour petergilmour@hotmail.co.uk 01395-568502, 07814-931059.



Thruster Sprint T600T 450 G-DIDY Tailwheel, 85 hp 4 stroke Jabiru. Full permit, radio and headsets included. £18,000 ono. Hangar at Halwell and South Hams Flying Club membership also available. Contact Diddie Sims diddie@barleycombe1.plus.com 01364 73892, 07967-862323.



Piel Emeraude CP301 Based at Eggesford. Recent top end overhaul, new stainless steel manifolds and exhaust, mode C transponder, ICOM IC A200 radio. Forerunner of the CAP aerobatic mount and designed to be semi-aerobatic (but not allowed on LAA permit). None the less, great fun and responsive with superb all round vision. £12,000 For more information please contact Mel Gale mel.gale@uk.fujitsu.com



Taylor Monoplane £6,500 Taylor Mono with Acro 1835cc engine/elec start/Diehl alternator low engine hours since upgrade. Single seat fun & perfect for cheap hours building. Hangared South Devon strip. AF 716 hrs. Eng 136hrs since conversion. Permit to mid Sept 2013. MTOM increased to 735lbs. This a/c was built at RAF Kemble and was known as the 'red sparrow' at the time the Red Arrows were based there. Contact Reg McComish 07843-477302



Lancair 320. Rare opportunity due partner's retirement from flying. Constructed Sept. 1998. Engine rebuilt by Nicholson McLaren, new magnetos, new state of the art propeller by MT Prop, Sept 2012. Based Exeter and



offered with a new 12 months LAA permit. Training on type available by QFI owner. Full technical check out and servicing information/contacts all part of the package. Capable Day/Night/WR/IFR, fully aerobatic. Currently under LAA regulations Day/VFR. Cruises 160kts at 33 Litres per hour. Fuel capacity 190 Litres. Specs: 160 HP Lycoming C/S variable pitch propeller. VOR/ILS/DME, Mode C Transponder, Vision Micro panel with Skymap 3C colour GPS, two axis autopilot, strobes, leather interior. 601bs baggage, tailored covers. A fast, economical touring aircraft, meticulous build, flown successfully by two pilot partnership since Jan 2005, total engine time 595 hours. Always hangared. "Nothing flies further or faster on a gallon of gas" - fact! £59,950 ovno Contact paul8320gilroy@btinternet.com

Share Wanted

Following a visit to Watchford Farm the other day, while searching for a share, it was suggested I write to you in case you are aware of any for sale or can send out a message to other Strut members. I live in Weston-Super-Mare, so realistically Watchford Farm or Dunkeswell are my only options.

I have mainly been renting C152/C172s but flew a Rans S6 (Group A) for a couple of years. I have no real tailwheel experience other than a few hours in a Citabria and Chipmunk as part of my revalidation hours, and so never completed (or attempted to complete) tailwheel differences training; I realised that paying for tuition in a Citabria was a pretty expensive way of achieving this and so decided to wait until I had a share in a tailwheel aircraft. That said, it would have to be acceptable to other group members that I could use the aircraft to gain tailwheel experience. For the moment I am only looking for something reasonably docile - nothing too tricky! A nose wheel aircraft would also be acceptable. My budget has a limit of £4000. Many thanks for your attention, *Kevin Flook* (hometoo.flyer@gmail.com)

[If any Strut members can offer Kevin a share in their a/c, please contact him directly – Ed.]

Hangarage Available at Watchford Farm

Friendly East Devon strip has hangar space available. Enquiries to Brian Anning on 07779-143439

Calendar

August 4th	Lundy fly-in
August 24th	Henstridge Vintage fly-in
Aug 30th – Sept 1st	Sywell LAA rally
Sept 8th	Watchford Farm CANCELLED
Sept 13th – 14th	Belle Vue (Friday evening & Saturday)

Tailpiece

Ex Vulcan XH558 pilot Bob Ellis was recently re-united with his old mount. Bob, in his RV8 G-JBTR joined up with Andrew Hill in G-HILZ to formate with the Vulcan overhead Welshpool, when it was en-route to a display at Cosford on Sunday 9th June.



RV8 formates with Vulcan at Welshpool en-route Cosford