



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 –December 2013

Chairman's Chat

by David Millin

Florida

Hello one and all. On a personal basis, I have been extremely busy this month. However, amid the bustle of work I have been fortunate enough to enjoy interludes of aviation interest. Business took me to Florida where I took the opportunity to visit Kermit Weeks' Fantasy of Flight Museum. I also met the man himself following his lunch time demonstration of his well-known, beautiful blue and polished aluminium P51 Mustang 'Kripes A'Mighty III'. For those of you who have not been to Fantasy of Flight, I can thoroughly recommend it. Apart from the many aircraft on display, most of which are in flying condition, there is plenty to see including the woodwork shop, engine store, maintenance hangar and the new exhibit comprising two hangars containing a huge number of future restoration projects. I also visited the Space Centre and saw the ultimate glider, Atlantis. The shuttle is a wonderful exhibit and provides an opportunity to learn and to put into perspective how space ships work.



Not far from the Kennedy Space Centre is the Valiant Air Command Warbird Museum, which is also well worth a visit; three hangars full of interesting aircraft. Enough of looking; it was time for "hands on" and together with my son James, I had half an hour in a Piper Cub at Jack Brown's Seaplane Base. This has got to be one of the best 'value for money' flying sessions you are likely to find. The time is spent in non-stop take-offs and landings and nothing above five hundred feet! This was my third visit to Winter Haven and I am beginning to pick up the skills of flying on floats; confined water and formation take offs; absolutely brilliant! If you are visiting Sun n' Fun next year and fancy flying seaplanes, Brown's advise that you book ahead as they expect to be extremely busy.

RNHF Visit

One of the Strut's charities is the Royal Navy Historic Flight based at Yeovilton. The crew at RNHF kindly arranged a 'behind the scenes' visit to their hangar on Friday 15th November when 16 Strut members enjoyed a detailed insight to some of their aircraft. Pride of place in the hangar were the Flight's Fairey Swordfish LS326 and Sea Fury FB.11 VR930, together with Chipmunk T.10 WK608 (full details at <http://www.royalnavyhistoricflight.org.uk/home>).

Prior to the hangar tour, we visited the Fleet Air Arm Museum and enjoyed lunch in the Swordfish Restaurant. It was so interesting to see and learn about the many aspects of the engines and other technical matters. Once our curiosity was satisfied and we'd had a good crawl over the aircraft, I had the pleasure of presenting a cheque for £200, as our donation for 2013, to the Fly Navy Heritage Trust CEO Mike Nixon. The RNHF needs all the funds it can possible get in order to keep these magnificent aircraft flying. Please support them by donating via the Fly Navy Heritage Trust charity website <http://www.fnht.co.uk>. Thanks go to CEO Mike Nixon; the RNHF Display Manager Katie Campbell who organised our visit and to the display pilots; Strut member and LAA Coach Lt Simon Wilson, Lt Cdr Mark Jameson and the HF CO Lt Cdr Chris Gotke, for their time and hospitality.



Devon Strut Chairman David Millin presents FNHT CEO Mike Nixon with a cheque for £200

Newquay Scramble

The high pressure weather system over the weekend of 23rd and 24th November allowed reasonable conditions for a Strut Scramble to Newquay to visit the Classic Air Force museum <http://www.classicairforce.com>. Thanks go to Peter Chapman for organising the event and to the other volunteers at the museum. Fourteen aircraft flew in and it was a great opportunity to have a cup of tea and a pasty with fellow Strut members. *[see photos below – Ed]*.

Looking ahead to the new year, Trevor Bailey, the CEO of CAF will be our guest speaker on **Thursday 9th January at the Ley Arms**. To follow Trevor's presentation, I propose we have another fly-out to Newquay for those of you who missed it the first time around.

LAA National Council

I attended the National Council meeting of the Light Aircraft Association at Turweston Aerodrome on Saturday 23rd November. Brian Lyford and I flew to Turweston in his Alpi Pioneer 200 to join our Strut NC representative, John Holden. The meeting was of interest and serves as a reminder of the significant amount of work taking place behind the scenes at all levels. Advocacy from the LAA keeps us all flying. Not just the Permit fleet but also the entire GA community benefits from all this work and in the future we will see more changes for the better with regard to airspace regulations, cutting red tape and making life easier in other areas.

Strut Award Nominations

We would like members to make nominations for the Strut's annual awards, to be presented at the AGM in February. Just to remind you, these are:

- The Devon Strut Cup (for services to the Strut)
- The Les Dray Cup (for flying achievement)
- The Mike Claydon Trophy (best project / restoration)

Please let me or any of the committee know if you would like to nominate anyone for one of these awards or if you have any comments, motions or would like to help out on the committee.

The Flying Show <http://www.theflyingshow.co.uk>

The Flying Show takes place at the NEC in Birmingham this coming weekend (30th November – 1st December). For those who can attend the exhibition, it will be a chance to view what is happening in the sport and recreational aviation scene and to catch up and chew the fat with pilots and fellow enthusiasts.

This is the last Newsletter before Christmas, so, on behalf of your committee, I will take the opportunity in advance to wish you all season's greeting and I look forward to joining some of you for the Strut Christmas dinner on Thursday 4th December at the Ley Arms.

Here's hoping for some clear days to meet in the skies over the South West.
Safe Flying, *David*.

Jack Brown's Seaplane Experience

by James Millin

If you are ever in Florida near Orlando or somewhere in that vicinity and fancy flying something a little different, visit Jack Brown's Seaplane Base. Here you will find very friendly and relaxed people who have a passion for flying. For those of you who have not heard about Jack Brown's, it's a place where you can fly a Piper Cub J-3 or even a Maule M-7 on floats!

My father and I [*David Millin*] were on a business trip to Florida and thought we would partake in something out of the ordinary which you do not really get to do in Britain so we booked a half hour flight each with Jack Browns on a Saturday afternoon in early November. My father had been before and highly recommended the experience.

When we arrived, we had a friendly greeting and were told to make ourselves at home. We were free to get some refreshments and wonder around the facilities. We chose to sit out on a decking overlooking Lake Jessie where the aircraft arrive and depart, which is right next to Winter Haven Airport, Gilbert Field, whilst we waited for the aircraft to return from other lessons. The weather was practically perfect for flying, with still air and UK summer temperatures.

Once the aircraft (*Piper Cubs with C85 and O-200 pots, giving 100hp*) returned and the instructors were ready, we clambered into the cockpits and familiarised ourselves with what lay in front of us. Luke, the instructor, was very relaxed, with a calming and confident attitude and ran through everything with me. The prop was hand swung and we were ready to go. After a fast taxi across to where we were going to start the take off run, we got underway. Luke led me through the take off step by step, explaining what was happening and what to do at each point and I followed him through every move. Once airborne, we flew over Winter Haven Airport and headed for one of the many lakes that litter the area. Within minutes of taking off, I was handed control of the aircraft and instructed on where to go. Dad was not far behind, experiencing exactly the same. I was told to keep it around 60mph and 500ft. The breeze was pleasant through the open cockpit door, which made the experience even more pleasurable.



We headed for a particular lake and I was told that when there is a slight breeze, you can see which direction the wind is coming from the ripples on the water surface. After lining up with the ripples, I was led through the landing procedure, which was pretty much throttle to idle, bringing it in nice and smooth and with a steady flair out, it settles onto the water! I had just landed a plane on water! The principles are that of flying a tail wheel aircraft. We then went straight into another take off and proceeded to do this process around another 5 times on different lakes.



I ran through a rough water landing and take off on one lake. For the landing, you apply a bit of throttle just before touching down to help it power through the chop. For the take off, you lift one float out of the water so it cuts through the water better. This principle can also be used when it is deadly calm to overcome the water tension. Luke then showed me how to perform a confined space take off, which involves heading in a direction and then turning the aircraft into wind whilst lifting one float out of the water so in essence doing a semi circle pattern take off, which is an

experience worth having!

On the final lake we landed and waited for my dad to join us. When we were both ready we did a synchronised take-off and flew in formation back to Lake Jessie. That was a lovely sight to see and both

instructors Luke and Tracy (the lovely young lady who was instructing my dad and so happens to be Luke's wife!) got out their iphones and took some pictures of us. The pictures will be a fond memory to look back on.

Upon landing, with smiles all round and log books signed, pleasantries and handshakes done, we bid Jack Brown's Seaplane Base a farewell, until next time anyway.....???

I would like to give a big thank you to Luke and Tracy Hamer for giving my dad and I an even better experience, for the way we were treated with the relaxed and friendly manner! In conclusion, if you are a pilot or even have an interest in aviation and are down near Winter Haven, book into Jack Brown's and have an experience that will not disappoint! <http://brownsseaplane.com>



For those of you who are going to Sun 'n' Fun, I would suggest you book now as the queue will be around the state of Florida to fly one of the seaplanes!

On another note if you have time and are in that area, the Kermit Weekes Fantasy of Flight aviation museum <http://www.fantasyofflight.com> has very rare and interesting aircraft, and is definitely worth a look too! - James Millin [non PPL, FlyBe Engineer]

Perranporth Update

"Perranporth Flying Club has experienced some turbulent times of late but the rumours of our demise are somewhat exaggerated. We have faced an uncertain future as the present owner goes through the process of marketing and eventually selling Perranporth Airfield but we are still open 7 days a week subject, as always, to PPR by telephone. Our café isn't operating during the winter at present but tea, coffee and biscuits are always available and Perranporth town is only a short walk/taxi ride away.

The Club is going through the process of attempting to raise enough money to buy the airfield by attracting shareholders to take a significant financial stake in order to guarantee its future."

Perranporth Flying Club

Photos from the Strut Scramble to Newquay, Sunday 24th November

Photos by June Webb and Derek Boyce

<http://www.classicairforce.com>



From Mike Challoner

I had a very smooth flight down to Newquay on Sunday and what was of particular interest to me was the BAC1-11 ex G-BGKE, as I last flew her on 3rd October 1988, Glasgow-Birmingham-Dusseldorf-Birmingham. She is recognisable inside as ex BA a/c with some remains of cabin sidewall trim and seats!

I was based at Birmingham with BA, on the 1-11 fleet. It was considered to be the thinking man's jet as it didn't exactly have much in the way of avionics and the autopilot had a habit of not working as well! Great times! Regards *Mike Challoner*, RV6 G-CFDI, RV6 Henstridge.



D-Day 2014 Commemoration Fly-By

by Reg McComish

I intend to honour the men that took part in the D-Day landings with a fly-by of the invasion beaches on Friday 6th June 2014. We have a number of both British and American liveried machines within the Strut that, I feel could do something to honour this momentous, freedom-inspiring event.

I am trying to make a sizeable event of this as a fitting tribute to the occasion but also as living entertainment for the younger generation from whom our aviation future must derive. I trust that the various educational authorities will want to participate by allowing their tutelages to attend at the appropriate time during what I hope will be a fitting loosely formed fleet fly-by.

I have had a number of requests from SW coastal Council reps asking if I could provide a fly-by to enhance their independent celebrations on 6th June. Having agreed to the first three requests and one passed to me from the Britannia RN College (HQ for the US invasion forces training ground at Slapton), I put together a rough programme and am looking for other UK or USA marked aircraft to join me in this extended tribute. I will make the arrangements with airfields and will negotiate for waivers to landing fees as contribution from them. Routes will be flown in loose formation and I will negotiate with CAA for a discreet RT frequency as a safety measure so that we are always in radio contact. (It may be that the LAA already has plans and if this is the case perhaps we could combine our efforts). Based as I am, a stones throw from the Slapton training ground, and being a member of the BRN College I am ideally placed to see this through so what do you think?

The outline plan is for those aircraft in the south west to muster at Bolt Head where avgas will be available in bowser form and depart to transit Salcombe, Kingsbridge, Slapton, Dartmouth (transit up the Dart to the RN College then across to Brixham, Paignton, Torquay, Exmouth and Budleigh Salterton, after which we transit to Dunkeswell for fuel and refreshment. After departure on to Branscombe, Seaton, Lyme Regis and follow the coast to Lee-on-Solent for fuel before extending to Lydd for our UK departure customs and fuel. Next stop will be Le Touquet for Customs clearance and liaison with any of our French aviator brothers who would like to join us for the trip along the entire length of the invasion beaches to Cherbourg where we overnight. Return will be at each pilot's own discretion. Aircraft may joint at any of the intermediate landing points. I have already received interest from the press and I have a contact at BBC SouthWest who is keen to learn more but promises nothing at this stage.

Acceptable aircraft are any that carry military marks up to 1960, to include Chipmunks. This is all very much in the planning stage, but I see this as a way of we aviators saluting a generation that did so much to preserve the freedom we now enjoy. As an aside, I did a fly past in May this year in tribute to US servicemen who had trained at Slapton. The US Ambassador was present, as were the last three

GI's who trained there and were able to travel - I am told that the 'Stars and bars' that I flew above my L3 brought tears to their eyes.

I am extending an invitation to other Devon Strut members to join me with their aircraft. I will contact the French authorities and organise what would be a UK salute from the Devon Strut.

All the best, *Reg McComish* rmcco38049@aol.com

Notes from the National Council meeting, Saturday 23rd November by John Holden

Role of the National Council

This was debated further, following a paper from your Devon Strut rep. to the previous NC meeting and the subsequent article in Light Aviation; and a challenge to this meeting from the LAA's new CEO, Philip Hall. There is as yet no clear consensus and the next NC meeting, on 29th March, will be a facilitated strategy session. A key issue will be finding enough individuals prepared to put their shoulders to the wheel to make things happen for the "Flying Fun" agenda, as differentiated from the Board's essential devolved regulatory, engineering and representational responsibilities.

Red Tape Challenge and Political Developments

Roger Hopkinson brought excellent news from the outcomes from Grant Chapps' Red Tape 2013 challenge and the 500 responses to that. A meeting with Ministers on November 6th had concluded:

1. Ministers want to make the UK the best country in the world for GA.
2. The CAA are to establish a focused GA unit to help promote that outcome.
3. The Red Tape Challenge outcomes are to be used to focus action plans.
4. There will be a short-duration independent Ministerial Challenge panel to oversee implementation.
5. There is a commitment to improve consultation and engagement.

The CAA agreed to deregulate where possible, to maximise delegation and to form the GA unit as above. They also posed a challenge to the LAA: will the LAA step up to the challenge? In other words, has LAA the capacity and will to take on a bigger role?

Airspace Developments

John Brady commented on the work going on to keep our skies as free as possible to fly in. Doncaster (Robin Hood) are operating only 25% of their expected traffic levels. The LAA (with the BGA) is to make a bid to have Doncaster's wider class D revert to class G. There is also to be an application to have the Class A airway to the Channel Islands, which extends down to 3,500ft. downgraded to Class D, up to a more sensible level. A similar approach is to be made for the airway to the west of Liverpool towards Ireland, also currently down to an unreasonably low 3,500ft. Of perhaps more interest to many of us, the LAA will question a seemingly redundant triangle of Southampton airspace above Portsmouth.

John Brady also floated the very interesting challenge that *all* controlled airspace below 10,000ft should be class D. He is looking at why military ATZs (as opposed to the wider MATZ) should be inaccessible when they are closed. There is concern over Farnborough's aspirations for an extended controlled zone.

There is an invitation to all to come up with particular areas where controlled airspace is a seemingly unnecessary imposition. Please advise me (John Holden) in the first instance of any thoughts on this.

Something for all of us to note: as a result of European legislation, after December, flight in class D must have 5km clear visibility and be 1,00ft above ground and 1,500ft clear of cloud. At the moment, it can take place with 5km. vis. and simply clear of cloud. This requirement will make much transit of class D problematic, without a special VFR.

Collisions

The mantra from the CAA and others has always been that their efforts are about reducing the risk of collisions in the air. John Brady had analysed the data over the last 37 years and found that there had been 89 collisions involving 178 aircraft, with 38 of those giving rise to 74 fatalities. Of the total, 72 collisions involved powered aircraft with 4 military aircraft in the cruise, 6 with gliders, 26 with powered

aircraft in the cruise and 36 with powered aircraft close to airfields. If it is assumed that 10% of flying time is spent in departure and arrival, then 90% of the risk is close to airfield and 10% in the cruise. Relating these to total accidents, it will be apparent that collisions in the cruise are a tiny percentage of total accidents, although a rather greater percentage of fatalities.

Governance Review

A review of the club and strut governance arrangements had been promised after the first year and this was now being put in motion. James Tannock and Graham Newby noted that many clubs and struts had not met the requirements which had been set for them if they are to remain LAA clubs/struts and potentially benefit from LAA insurance. Two actions flow from this. The deadline for compliance is being extended by 3 months and Graham Newby will write to all clubs and struts to seek feedback and find out where the problems lie. This will then form the input to the review. So, constructive thoughts please, to your Committee! (N.b. Devon is compliant.)

[John Holden, our Devon Strut rep at the NC, has been elected to be one of its Vice Chairmen – Ed]

Dunkeswell War Stories Video

A new film, which paints a moving and fascinating picture of Dunkeswell during the Second World war, has gone on sale.

Dunkeswell War Stories brings to life an extraordinary period when Dunkeswell was the site of the only US naval airbase on British soil. The film is full of the memories of both local people and American airmen, thrown together by the war. Recent interviews are interwoven with archive photographs, film and music to create a touching, surprising, funny and sad account of a time which is disappearing from our collective memory.

The hour long movie was produced by the Blackdown Hills Area of Outstanding Natural Beauty (AONB) Partnership and Dream machine Media as part of the *Dunkeswell War Stories* project, which also created a free online resource for schools and the public. It was funded by the Heritage Lottery Fund and local sources.

To order your copy, send your postal address and a cheque for £6 made payable to Devon County Council to: Blackdown Hills AONB Partnership, St Ivel House, Hemyock, Cullompton, EX15 3SE. To find out more about the project go to www.dunkeswellwarstories.com

Welcome to New Members

Richard Saw, Liskeard, Cornwall. Richard has the ex-Eggesford Auster J1 G-AIGD at Bodmin.



Adverts

Wind Sock For Sale 4ft x 15" x 8" Piggott best quality orange Wind Sock, unused and c/w swivel lanyard. £25. Jim Gale 07887906789

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



PA28 Share at Newquay Piper PA28-180, 1/5 share for sale, based at Newquay. Good availability and ideal for touring. Contact Rachel Ellis for details on 07855 219544 or rachelellis@tiscali.co.uk

Piel Emeraude CP301 Based at Eggesford. Recent top end overhaul, new stainless steel manifolds and exhaust, mode C transponder, ICOM IC A200 radio. 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.

If You're Serious About Your Flying ... You'll want to subscribe to **GASCo's Flight Safety Magazine**. Keep up with the latest developments towards better safety. Read about recent AirProxes, GA Occurrences and AAIB accident reports. Follow the well informed commentary in our articles and letters. Help us with our work at GASCo. Quarterly. Subscription only £16 p.a. including UK postage and a digital version, **plus: Flight Safety Extra:** Free email copy of this useful new monthly round up of the latest safety information is available to anyone. Go to www.gasco.org.uk or email info@gasco.org.uk or tel. 01634-200203. Editor: Nigel Everett.



Flyer Magazine The November issue of FLYER is now on sale and features free landings for Bagby, Bourn, Castle Kennedy, Fishburn, Retford Gamston and Sutton Bank. The magazine also comes complete with a free A5 Squawk card, updated to include the new code for Farnborough. Best regard, *Ian Waller* – Editor

Share Wanted

Hi, I am looking for an entry-level syndicate (circa 1/10th share) based at, or nearby Dunkeswell. I have trained on a C42 so that would be the ideal. However, I am open to suggestions and interested to see what is currently open with your members or people that they know. I could also make it to Halwell airfield if there was something suitable down there.

All the best, *Peter Bailey* www.peterwillbailey.co.uk 07970289709

BP Ultimate Ethanol-Free Mogas

For members still wanting to use mogas in their Permit aeroplanes, at the time of writing, BP Ultimate (super unleaded) mogas is still free from ethanol. With the caveat that each upload should be checked for ethanol (and we recommend using the LAA approved blue bud method from Airworld UK <http://shop.airworlduk.com/blue-bud-alcohol-test-kit-for-mogas-303381-1352-p.asp>, BP stations can be found on the locator map at <http://www.bp.com/retail/iframe.do?categoryId=9036626&contentId=7067802>

Winter Evening Meetings

Second Thursday of the month, October - April, at The Ley Arms, Kenn, Exeter starting at 7.30 pm (For evening meals, please make table bookings on 01392 832341).

December 12th

January 9th 2014

February 13th

March 13th

April 10th

John Lowe – The Hampden Boys

Trevor Bailey – CEO, Classic Air Force

AGM plus guest speaker Phil Hall, LAA CEO

Scott Todd – Chinooks in Afghanistan

Ken Craigie, LAA Chief Inspector

Additional events:

Nov 30th – Dec 1st

December 4th

The Flying Show, NEC

Strut Christmas Meal, Ley Arms.

But they're still out there.

Membership Subs Renewal Reminder

by John Hope

Other than for those members who have newly joined the Strut during October, November or December, or who already pay by Standing Order, the Strut membership subscription is due for renewal by 31st December and £18.00 is payable by cheque or direct bank transfer.

Cheques should be made payable to "LAA Devon Strut", and sent together with a completed copy of the form below to the Devon Strut Membership Secretary, John Hope, 6, North Avenue, Exeter EX1 2DU.

Direct bank payments should be made to "LAA Devon Strut", HSBC Bank Sort Code 40-40-48 Account No 80001678 quoting your name as a reference.

For those members opting to pay by bank transfer, please send a copy of the completed form confirming direct payment by email to John Hope john@exeflyer.eclipse.co.uk. This will avoid delay in sending you your membership card.

Name: Date

I enclose a cheque – OR - I have made a direct payment. *(Please delete the option that does not apply.)*

You are reminded that your contact and other details supplied now and previously are held on computer for disclosure within the LAA

Any changes to postal address, email, tel, mobile, aircraft & where kept?

YES/NO? Please give details of any changes and any other details relevant to the Strut.

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Thank you. On receipt of your cheque or confirmation of your bank transfer payment, your membership card will be sent to you.

