



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 – April 2014

Chairman's Chat

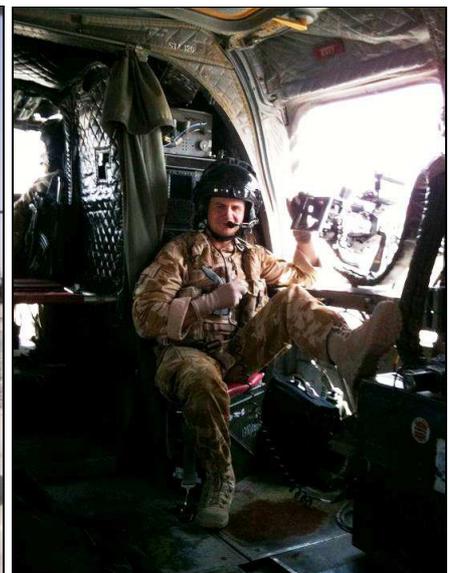
by David Millin

Things are looking up. It *has* stopped raining and the grass strips are drying out. That said, have you flown over the Somerset Levels recently? Although the water is receding, the lowlands are still flooded and the residents continue to suffer. At least we have longer days and better weather afoot for flying.



I mentioned last month that we had the opportunity to visit Rupert Wasey's Hercules Propeller works. Ten of us had a good day out, feasting at a pub in Stroud prior to meeting Rupert at his workshop. The visit proved to be technically interesting and we now have an insight into some factors governing propeller design and into the skill and craftsmanship expended upon the Hercules product.

Our last Strut meeting saw a large audience of members and guests enthralled by Scott Todd's presentation on his background of growing up in Northern Ireland, joining the British army and serving there during the "Troubles". Later, he transferred to the Royal Air Force which led to helicopter operations in Afghanistan and his talk was a starkly brilliant illustration of day-to-day life of the Chinook crew facing a hostile enemy whilst delivering support, troop movements and medevac services. We are grateful to Toddy for his contribution, both to the British Forces effort and the Strut's appreciation of it.



As a follow on to Toddy's part of the evening, we presented the Mike Claydon Trophy to the Build-a-Plane 3 project. Unfortunately Jim Gale, the project leader, was unable to join us due to a business commitment but the trophy was received by Brian Lyford and four of the Air Scouts; Naomi Green, Nathan Burrough, Ollie Stone and Ben Tilley. The BAP3 is an ambitious project, instigated by the late Alec Janaway, who envisaged a superior project through which participants would develop skills and

experience at metalwork and engineering practices. This undertaking, unlike previous BAPs is a long term project, demanding a high skill level. The Scouts, and indeed the supervisors, have not only risen to this challenge but have tenaciously and consistently strived to deliver a very high quality of work. In recognition of their efforts, two of the Air Scouts, Naomi and Nathan have been recognised by the Royal Aero Club for their outstanding contribution to the project. Alec would have been proud of them all.



Picture: Mike Claydon award presentation to the Build-a-Plane 3 Zenair 701 project (l to rt: Nathan Burrough, David Millin, Ollie Stone, Ben Tilley, Naomi Green and Brian Lyford) Absent: Jim Gale & David Cottingham.

On Sunday 30th March we have the Project Pegasus Safety & Security Fly-in at Dunkeswell. Simon Denning of Devon & Cornwall Police Special Branch will provide information which will help us all contribute toward making airfields a no-go area for the bad guys. Nigel Everett of GASCo and Bryan Harper of the Skywatch Civil Air Patrol will also be exhibiting and illustrating their recent activities. I would encourage you all to support these organisations for our mutual benefit. Strut members flying in will benefit from free landings.

Also on the afternoon of the 30th March, Mike Mold and I will be positioning to Heathrow for departure to Sun 'n' Fun in the company of the LAA's Light Aviation Magazine Editor Brian Hope and the LAA Forum Moderator, John Dean, both of the Kent Strut. Other members of the Devon Strut such as Terry Miller and Peter Gilmore are also making the pilgrimage to America's second largest fly-in and we will be meeting up with them at some point during the week of the show to share our experiences. If you have never been to Sun 'n' Fun, it is certainly worth considering for its warm weather, good food, lots of aeroplanes and an abundance of good mates.

Our last speaker for the winter season will be the Light Aircraft Association's Chief Inspector, Ken Craigie who, on Thursday 10th April, will update us on the LAA's Engineering Department together with a resume of recent approvals, airworthiness issues, notable mechanical failures and subsequent modifications.

Remember to check the Strut website 'Events' page <http://www.devonstrut.co.uk/#/events/4536727634> for our diarised fly-outs, the first of which is the Wessex Strut's Henstridge event on the Saturday 19th April. http://www.wessexstrut.org.uk/?page_id=92

In addition, watch your emails for drop of the hat 'scramble' notices. The Devon Strut intends to visit some interesting and varied destinations during the coming months.

Here's looking forward to seeing you in the circuit.
David.

Member's Profile – Brian Lyford

[A timely profile of Brian as he was elected to the Strut committee at our AGM in February – Ed]

All my working life I have been involved in engineering mostly with the design and building of special purpose machines. It all began a long time ago in workshops, then offices as a draughtsman. In the mid-seventies I stopped working altogether and took a degree in mechanical engineering as a mature student. This allowed me to become variously a freelance design engineer, production engineer, and project manager. Now I'm retired and find that my life is slipping gently into aviation.



This is a subject I have always been interested in, but thought it was a rich man's sport that I would never be able to pursue. I have five sons, one of which still lives with me. However, on a few occasions when funds permitted over the years, I have managed to get into the air.

For me it is not only the freedom of flying and going places, but the engineering involved in the aircraft itself. This may seem a little strange but with my background, I find beauty and elegance in design. Design, good design is an art form and aircraft are one of the most interesting things to contemplate. So many disciplines are involved. Must stop here or I will appear too strange!

The flying bug first crawled under my skin during my college days. As a member of the students' union, we could go gliding at Davidstow for about 50p. Then the SU acquired a hang glider. I recall four of us taking the contraption to Mothecombe. With zero knowledge between us, it was decided that I, being the smallest, should go first. Within 5 minutes of assembly I had stalled, crashed and bent the main spar. No more flying for me until 1985.

At Davidstow, under the guidance of Ian Stokes and Jim Murphy, I began receiving microlight instruction and got as far as 4 hours solo but sadly, lack of funds stopped me from completing my licence.

Whilst I was at Davidstow, it became very apparent that the MX2 Quicksilver was not going anywhere fast and even then, "anywhere" was only on a good day when there was no wind. I was discussing this with a real gentleman called Tony Philpott. A week or two later he arrived at Davidstow in his gyrocopter. Now this was a machine to be admired, with a very large weather and speed envelope. Tony then introduced me to Chris Julian at St Merryn, the then Cornish home of gyrocopters. Most weekends saw me there over several years and eventually I acquired a Bensen gyrocopter of my own. By the time I got the thing up to muster, the licensing rules changed and I couldn't learn on my own single seater. Then problems with the engine began; an air-cooled VW as a pusher is not a good configuration. So finally I had to bite the bullet and go "fixed wing". This turned out to be a good move as gyrocopters are not efficient flyers in that they consume lots of fuel for few miles and I like to go places, not stay within site of the wind sock. One of my contracts put me on the Isle of Wight for four years. There isn't much to do on the IoW for four years, but they do have a flying school so I finally got a fixed wing licence. This then begged the question "what to fly?". Being of a DIY disposition, I plumped for a kitplane and after much consideration, in 2009 I purchased a Pioneer 200 kit. Whilst working on the Island during the week I



managed to assemble it in a single garage at home in Devon at weekends, taking about 10 months in all. It can be done! Try it.

When I registered the project with the LAA they advised me to contact the Devon Strut for help and guidance. It was the best thing I did! Any aviation related problems can be resolved through the network of Strut members and of course, there is the follow up; what to do and where to go when you can fly? There are all the events organised by the Strut, summer and winter, but then you all know that. With the help of the Strut members I have managed to clock up 150 hours in this aeroplane, including flying it to France.

The Pioneer 200 is a really good “billy basic” design but I would like to try something else. Recently, I had the opportunity to fly shotgun in the back of Russ Marshall’s Vans RV4. This is an order of magnitude better than anything I have flown in before. Fast, aerobatic, relatively cheap to run, it could be finding its way onto my wish list. But there is another which I would like to investigate further and that’s the Australian Ultrabat (*right*) It’s something I could build or maybe design a “similar to” using the LAA design guides and Darryl Stinton’s excellent books. It’s something for the future, say two years away, should anyone want to join in. <http://theultrabat.com/#/the-ultrabat-story/4578373011>.



Just now I’m a little tied up with the BAP3 project! I won’t go into the details here but when you have time, please visit the BAP3 page on the Strut website [*in need of update – Ed*]; it’s another bit of what individual Strut members can choose to do.

Devon Strut Visit to Hercules Propeller, Stroud, Saturday 8th March by Mike Mold

After an enjoyable pub lunch at the Clothier’s Arms in Stroud, Gloucestershire, ten Devon Strut members visited Rupert Wasey’s Hercules Propeller workshop in nearby Brimscombe on the afternoon of Saturday 8th March.

Rupert is gaining an excellent reputation for producing quality, bespoke wooden propellers for a wide range of homebuilt, vintage and contemporary aeroplanes. His origins in aviation, his prop design philosophy and business development are well described on his website www.hercprops.com and in articles in Light Aviation, Flyer and Pilot magazines.

Rupert also provides a repair and overhaul service for wooden propellers from other manufacturers so if any Strut members wish to discuss their needs with Rupert, he can be contacted via his website or by telephone on 01453-885853.

The following photographs illustrate his prop building process.



Prop design parameters input to design software



Beech planks laminated with Aerodux glue



Glued blanks in clamping jig



Urethane leading edge glued and cramped in prop blank



Heater box to help cure leading edge glue



Rupert with his CNC Router



Router machine cutting prop profile (acknowledgements to Pilot magazine from the hercprop website)



Routing process completed



Prop ready for final hand profiling



Rupert with his prop balancing jig



Selection of props prepared for customers

Preaching to the Converted

by Nigel Everett

Last Wednesday night, after a jolly day gliding at North Hill, I trundled down to the Cornwall Flying Club at Bodmin to sing for my supper. In the event, I decided not to test their tolerance with song, considered doing a tune on the trusty mouth organ but opted in the end to stick to speech, augmented with some heart in the mouth style video clips borrowed from Michael Benson. He is the GASCo Regional Safety Officer who gave the spiel at the GASCo evening meeting at Dunkeswell recently. Not being a Regional Safety Officer myself means that I know not what the official GASCo Safety Evening line is on anything and can make up any old rubbish as I drone on, making my pitch for *Flight Safety Magazine*, our new app and the new free monthly *Flight Safety Extra*.

They're a friendly bunch of aviators down at Bodmin. We kicked off at 1800 hrs with a supper kindly prepared by Michelle and this was what I had come to sing for. Pete White was Head of Commissariat that evening and I approached him tentatively to ask if the menu ran to anything gluten free. Without hesitation he responded, "What you should have is the baked potato with mince and then meringue, fruit and cream". The more usual response is, "Gluten, did you say? Wossat then?" I immediately recognised a fellow Coeliac and he must be the fourth gluten intolerant aviator whom I have encountered recently, there being two others at the gliding club. Both of them are instructors so you will understand that we Coeliacs move in exalted circles. Perhaps we might form a rather exclusive sub section of the Royal Aeronautical Society or something. We might call it 'Precision Performance without Pastry'.

Eating supper at Bodmin reminded me of the most virulent dressing down that I have ever received on any airfield. It concerned PPR. I flew in one sunny Sunday to Bodmin with two passengers and having paid our dues to the affable functionaries in the control tower/ administrative headquarters/ informal observation lounge, we wandered into the clubhouse and inquired if we might have lunch. Michelle's predecessor at the time, promptly went into orbit. In those days, it seems, Sunday lunch at Bodmin was something sacrosanct. You might join the circuit, lob in and mosey off again however you pleased, but if you imagined that you could just roll up to Sunday lunch without PPR, you clearly were too irresponsible even to be allowed in the clubhouse, whatever you might get up to on the rest of the airfield. When, eventually, she had descended to earth, she agreed to scrape together three more roast dinners, provided we agreed to go short on roast potatoes. We humbly assented and were then served with at least five potatoes each! Perhaps the Cornish eat enormous quantities of roast potatoes at every Sunday lunch. Could that be their appropriate sequel to lusty hymn singing of *Eternal Father, Strong to Save* at Sunday worship at any of the numerous chapels to be found in almost every Cornish village?

However, there was absolutely no suspicion of complaint, upbraiding or revulsion last Wednesday and even though I came from Devon, over the border, I was treated with every courtesy. That was more than I deserved, really. You see, I once stayed the night at a hotel on the Helford estuary and at dinner the waiter asked us whether we should prefer Cornish or Devon cream with our pud. "What's the difference?" asked my partner. Quick as a flash (I was younger then) I chipped in with, "It's the same as the people. The Cornish version is thicker." That night I was roused from deep slumber at 0300 hours when the phone in our room rang. I picked it up and a sneering voice said, "English fool".

Howard, a club member who possesses IT skills well above my pay grade worked the magic lantern for my video clips, nobody fell asleep, or if they did nobody snored and a reasonably pleasant post prandial experience it was for me, if not for the rest.

If you were listening, Bodmin, thank you for that.
Nigel Everett

D-Day 70th Anniversary Commemoration Flight

by Reg McComish

It is intended that a selected group of aircraft will carry out a loose formation flight along most of the D-Day invasion departure beaches on Friday 6th June 2014, then across the channel to transit all of the the

Welcome to New Member

Michael Elliott, Crewkerne, Somerset. Michael, a retired airline pilot and air traffic controller, is building a Zenair 601HD and also an Alpi Pioneer 300.

FOG - Making Memories

This is a request to pilots and helpers who would like to join the FOG team at Bodmin Airfield on Saturday 26th April, to help young people from Little Harbour Children's Hospice (CHSW) to enjoy an aviation experience including a flight in a light aircraft. Please contact Pete White, Chairman, Feet Off the Ground (FOG), 01752 406660, 07805 805679

pete@aeronca.co.uk

CFS Aero - Prop Overhaul

Whilst we've given a favourable account of Hercules Propeller's service in manufacturing and overhauling wooden propellers earlier in this newsletter, Pete White reports that the metal Sensenich propeller from Aeronca Chief G-IVOR has been inspected, overhauled, repainted and balanced by CFS Aero at Coventry (Bagington) and has dramatically transformed IVOR's performance. Pete said, "The finish is superb and it is like looking at a new prop so I checked the serial number in case there was a mistake but no, it is ours! Excellent service and a fantastic job." See details of CFS at <http://www.cfsaero.com/propellers.php>

Jim Greenshields – Make-A-Wish UK Challenge

Jim Greenshields, flying instructor at Somerset Microlights, Dunkeswell, will attempt to set 2 World records on **Saturday 26th April** (with Saturday 3rd May as an alternative if the weather is bad).



The first record will be for the most fixed wing aircraft flown solo in one day by one person. The second record is for the most tailwheel aircraft flown solo in one day.

Jim's hope is to fly over 30 aircraft, each flown up to 2,000 ft and back, and will mean flying from dawn to dusk. The attempt is to be made to raise awareness and funds for the Make-a-Wish Foundation UK, the charity that grants magical wishes to children and young people fighting life threatening conditions. There are currently 20,000 children and young people in the UK in such circumstances. In 2014 Make-a-Wish UK wants to grant over 1,000 wishes and needs £7 million in order to achieve this. Make-a-Wish receives no government funding or lottery grants, so every donation really does count.

Jim decided to help Make-a-Wish after being overwhelmed when watching some wishes being granted on YouTube and felt he had to do something to help. Jim has flown over 80 types of aircraft from vintage biplanes to modern touring and aerobatic aircraft and has around 9,000 hours of flying time, but needs the help and goodwill of local aircraft owners to lend him aeroplanes to set the record(s). "We have 20 aeroplanes already promised but still need some more. Between 30 and 40 would be ideal, and that's more than some air forces!"

For more details contact Jim on 01404-891880 or jimgreenshields@gmail.com or visit Jim's Just Giving page online at www.justgiving.com/jim-greenshields

Adverts

Europa Classic Monowheel for Sale - F/F March 1997, Airframe TT 443 hrs, Rotax 912 UL, 80 hp 443 hrs, Permit to Fly Valid to 26th August 2014, Arplast PV50 constant speed prop (damaged) 195 hrs, Terra radio and mode C txpdr, Skymap 111C GPS updated and new internal battery Sept 2013, Additional equipment: Icom IC-A3E handheld radio with charger, 2



lifejackets, 3 screw tie-downs with ropes and turning bar, 2 spare nylon outrigger legs, spare inner tube, fuselage jack (enabling wings to be removed or undercarriage to be tested) plus various other items to ease maintenance. Some minor damage requiring repair. Hence price £20,000. More photos at <http://tinyurl.com/nx3xc7f> Contact Frank Mycroft frankm@clara.net

Piel Emeraude CP301 4 Shares for sale. 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. Price negotiable but nominally £1,000 per share. 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. To be sold with new Permit to Fly. MTOM increased to 735lbs. Contact Reg McComish 07843-477302.

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Devon Strut Fly-Out Programme 2014

| Month | Date | Venue |
|------------------|---------------------|--|
| March | 30th | Dunkeswell - Project Pegasus fly-in |
| April | 19th | Henstridge (Wessex Strut) |
| | tbc | Newquay / CAF Museum fly-out |
| May | 3rd & 4th | Bodmin - Cornwall FC fly-in 'Bonjour Bodmin' |
| | 17th | Popham - Aircooled Classics |
| | 24th - 25th | Goodwood - LAA Roadshow fly-in |
| | 30th May – 1st June | Sywell - AeroExpo |
| June | 14th | Stow Maries - WW1 Centenary |
| | 28th-29th | Shobdon Foodfest |
| July | 5th - 6th | Dunkeswell fly-in & LAA Roadshow |
| | 18th - 20th | Vichy - RSA Rally |
| August | 2nd - 3rd | Lundy - Anglo-Welsh fly-in |
| | 29th-31st | Sywell - LAA Rally |
| September | 7th | Bodmin - Cornwall FC Arnhem fly-in |

Next Evening Meeting

Thursday 10th April

Ken Craigie, LAA Chief Inspector (at the Ley Arms, starting at 7.30)

DEVON STRUT COMMITTEE 2014

| | |
|---|--|
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