



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 – May 2014

Chairman's Chat

by David Millin

Rounding off the month of March and kicking off the flying season, we had a tremendously successful Safety and Security Fly-In at Dunkeswell Aerodrome on 30th March. Thirty one aircraft flew in to this somewhat unusual event, co-hosted by Devon & Somerset Flight Training and the Strut. Cake icing came in the form of very welcome fine weather and excellent catering, provided by Jason Farrant and the staff of the Aviator Restaurant. - More about this event later from Steve Robson.



My personal attendance at the Safety and Security Fly-In was cut short by the need to position to Heathrow in readiness for departure to Florida and Sun 'n' Fun. Mike Mold and I headed up the A303 for afternoon tea at Popham Airfield before continuing to meet our Sun 'n' Fun companions, Brian Hope and John Jean of the Kent Strut. America's second largest fly-In, now celebrating its fortieth year, offers a great deal for the aviation enthusiast. Good food, like minded people, lots of aeroplanes, forums, workshops and to top it off, Florida sunshine! For those who have not been to this aviation extravaganza, I recommend adding it to your list.

The LAA's Chief Engineer, Ken Craigie, was our guest speaker at the last Strut meeting of the winter season on Thursday 10th April. Ken enlightened us about engineering and safety matters and provided useful information and statistics.

On 13th April the Strut scrambled to Popham where the annual Jodel fly-in was being held. The event is, of course, open to all types of aircraft and the fine weather enabled many to attend. Stuart MacConnacher's photo record of the fly-in can be viewed on the LAA Archive web pages <http://www.laa-archive.org.uk/photo-reports/The-Popham-Jodel-Fly-In-2014>



John Hope

The volume of traffic made negotiation of the circuit interesting and we had a Pan call thrown in for good measure. The unfortunate gentleman was Peter Gange who had smoke in the cockpit due to suffering total oil pressure failure in the overhead in his Jodel G-BIAH. He put out a PAN call and landed safely with a fractured oil pressure capillary and 4 quarts of oil in the engine compartment. After a brief repair

with the help of Dave Silsbury, a clean up and a test circuit, he returned home without further problems. Whilst he handled his threatening situation efficiently, the same cannot be said for some other pilots in the near vicinity of the airfield who continued their approaches and radio calls to Popham. Lest any of us be tarred with the same brush, it might be a good idea to review the procedure to follow when hearing emergency calls.

The Bank Holiday weekend offered some good flying weather which we made use of with a Strut Scramble to Henstridge, to coincide with the Wessex Strut's annual fly-In. There was good attendance and a decent number of Devon Strut members flew in.



John Hope

The weather demons have been in force recently and a couple of events were sadly postponed, including Jim Greenshield's record attempt to fly the most aircraft in one day, which will now be tried on 3rd May, and the Feet Off the Ground event intended for 26th April at Bodmin which was also cancelled. Hopefully, Pete White and his team will arrange another day.

"Bonjour Bodmin" on 3rd and 4th May, offers a little continental zest to the Westcountry but again, you don't have to have a French type to attend; a string of French onions draped nonchalantly about your empennage will do! Joining instructions are described below by Pete White.

On the evenings of 28th May and 5th June Strut members will have the opportunity to experience glider flying with the Devon and Somerset Gliding Club at North Hill near Dunkeswell. Details are included below and please contact Mike Mold if you would like to be involved.

The first LAA Roadshow of the year is at Goodwood over the weekend 24th & 25th May. <http://www.lightaircraftassociation.co.uk/goodwood%20roadshow.html> If you intend to go, please call for PPR so that they have an idea of numbers for aircraft parking. If you want to camp on the Friday and/or Saturday please tell them this as well, and let them know if you want to join in with the Bar-B-Q on the Saturday night, as this will help with food numbers etc. Goodwood's number is 01243-755087 and talk to Angela.

Looking ahead and supporting another local airfield, we will have a fly-in BBQ at Farway Common on 21st and 22nd of June. Terry Case is making his lovely field available to the Strut and Nigel and Robert Nicholson will be presiding over the food and refreshments.

My last word this month is to urge you to take a look at the overburdening proposals by TAG for new Controlled Airspace at Farnborough, described later in this newsletter. In short, our rights as private pilots are threatened in this area and **your objection is required by 12th May** to help prevent this dangerous absurdity from occurring.

Blue Skies and Safe Flying, *David*.

Safety & Security Fly-in at Dunkeswell, 30th March 2014

by Steve Robson

At last we are into the new flying season after an unusually long wet winter. I consider all aspects of flight safety and security to be vital and try to promote this within the Strut. However, the catalyst for this Strut

event was a discussion and meeting with Simon Denning, the Devon & Cornwall Police lead for Project Pegasus, and this brought all the ingredients together.

Simon is always keen to promote Project Pegasus so between us we hatched a plan for a safety and security event that would combine the two elements. Maybe we let our enthusiasm run away with us but neither of us twigged that the planned date of 30th March was also Mothering Sunday! I'm sure some of you will have already asked 'Which plonker chose that date?' Well, t'was I ! Events like Mothering Sunday don't really appear on my radar but the clash of dates was down to me – sorry boys and girls, but if you think you might be able to do a better job and or help out with the planning of our events, I'd love to hear from you.



The event had a wide range of safety and security themed elements, led of course by Project Pegasus. You can find out more about Project Pegasus from the link on our Devon Strut web site <http://www.devonstrut.co.uk/#/safety/4539777984> or the Devon and Cornwall Police's dedicated site <http://www.devon-cornwall.police.uk/SupportAdvice/Terrorism/Pages/Keepingourskiessafe.aspx> Adding to the mix were stands from GASCO Flight Safety manned by Nigel Everett, Sky Watch Civil Air Patrol (Bryan Harper and John Doswell) and the LAA Coaching Scheme represented by Simon Wilson.

The event was further enhanced with a flypast of the Search & Rescued Sea King helicopter based at RAF Chivenor. We also enjoyed a visit by the Police helicopter for which we owe thanks to Captain Nick Clark and the crew who did a superb PR job during the whole of their visit.



Alan Faupel



There was also a 'Spot the Fault' competition with a PA28 specially rigged for the occasion. Congratulations go to Terry Smith, Graham Clark and Brian Lyford who were winners of fuel vouchers kindly sponsored by Project Pegasus.

It's probably fair to say that clashing with Mothers' Day did affect visitor numbers but we still had a very healthy turnout from the Strut and further afield. In the end we had 31 aircraft arrive with 16 of those being from the Strut and benefitting from a free landing. The event ran with a very relaxed and informal atmosphere and great interest was shown in all the stands, not only from pilots but also the other non-aviating visitors who were equally welcomed to the exhibits and to the Aviator restaurant.

It is never easy to plan and run events and we are always very grateful for the help we receive and this event was no exception. Quite a few Strut members turning up to help run the check-in desk, marshal aircraft and act as ambassadors for the Strut. Many thanks to all those who helped with setting up, running and dismantling the event.

Thanks also go to Jason Farrant who runs the Dunkeswell based parachute school Skydive UK <http://www.skydiveukltd.com>. He kindly provided the marquee for the event as well as the catering from the 'Aviator' restaurant which ran a dedicated food and drinks counter inside the marquee, making sure that everyone was properly fed and watered.

Last but not least thanks for Brendan Proctor and Devon & Somerset Flight Training for hosting the event at Dunkeswell and providing the 'faulty aircraft' for the Spot the Fault competition. *[The faults were rectified – Ed!]*

Bristol Airspace Infringement

(Sent to Henstridge but shared by Wessex Strut Chairman, Vic Southan)

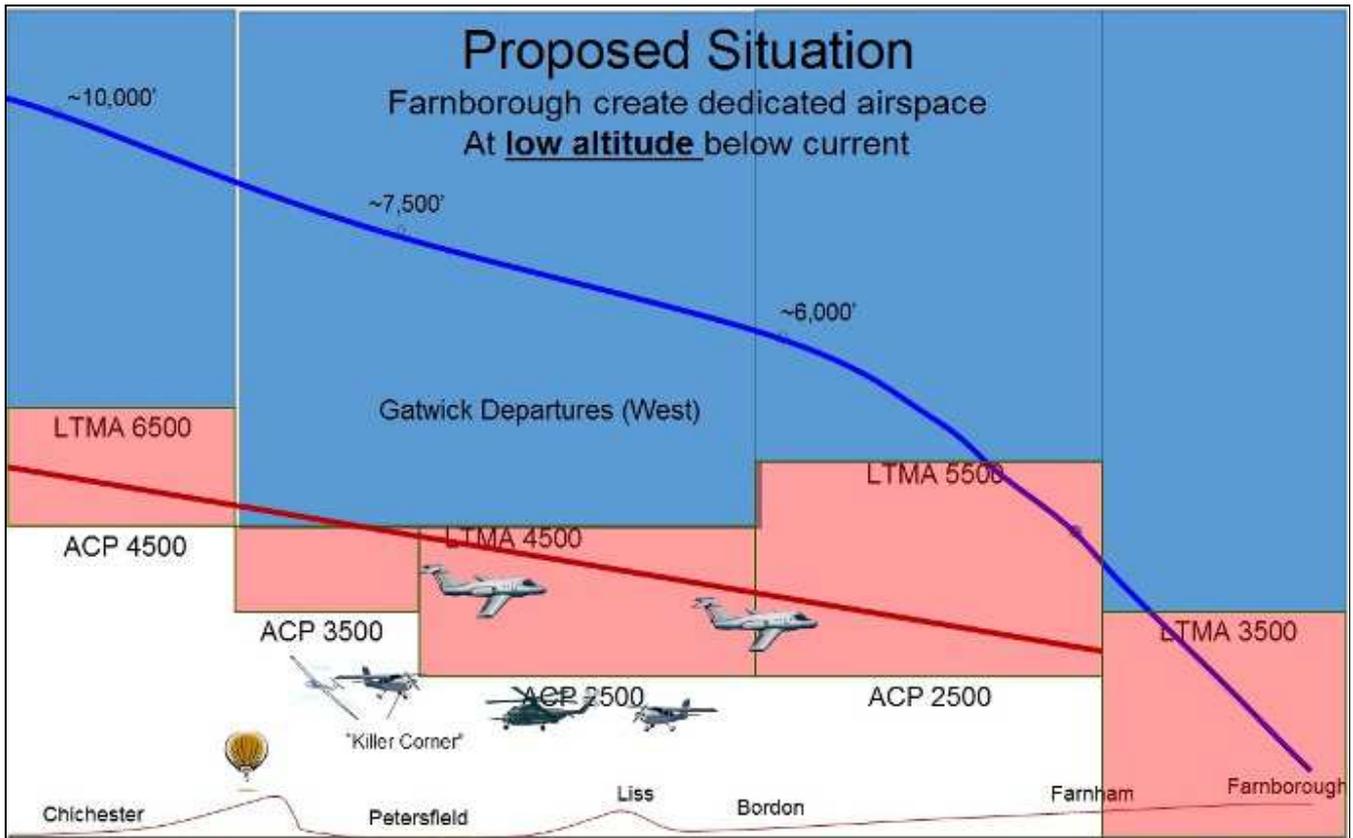
Good afternoon Henstridge Airfield, I hope all is well with you and that you have had a good Easter Weekend. I telephoned today to mention that for whatever reason some aircraft transiting close to Bristol Controlled Airspace (CAS) are contacting Brize Radar, rather than logically contacting Bristol Radar. For example, last Saturday a few departures from Henstridge were seen to be receiving a service from Brize Radar when they were in the Shepton Mallet – Frome area, routing north east bound. Unfortunately, one of these infringed Bristol controlled airspace, causing us to stop departures and take avoiding action on an IFR outbound jet airliner.

Simply, the message we would like to pass on to you is that we would encourage all aircraft routing near Bristol Controlled Airspace to call us for a service or possibly just to listen out on our frequency if it is very busy. The difference for us between a KNOWN aircraft and an UNKNOWN aircraft inside CAS is massive!!

Anything you can do to promulgate this message would be most welcome. With grateful thanks,
Sid Michelmores, Blue Watch Manager, Control Tower Building, Bristol Airport, BS48 3DY
01275 473857, 07969009725, sid.michelmores@nats.co.uk www.nats.co.uk

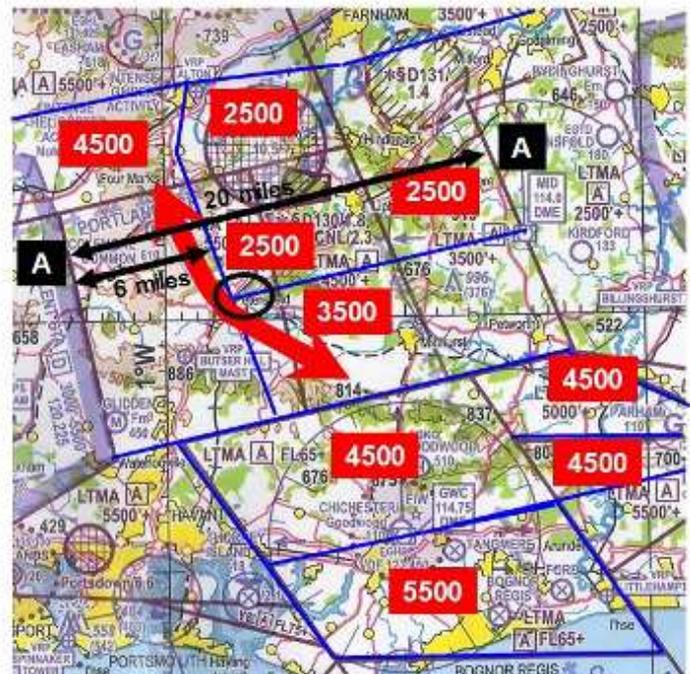
Farnborough Airspace Change Proposal (ACP) - Action Required by 12th May

The March issue of the LAA magazine 'Light Aviation' contained an article setting out the Class D controlled airspace proposed by TAG for Farnborough. This covers a very wide area, which is currently busy with all forms of GA, but Farnborough's own traffic forms but a small proportion of this. In particular, the proposed CTR, from ground up to the Class A TMA, sits across the two very busy transit routes, N-S to the west of Heathrow and E-W between Heathrow and Gatwick, plus a radio mandatory zone which completely prevents the use of the E-W route by non-radio aircraft. The Lasham Gliding Society will also be seriously affected by these proposals and has published its own press release and a presentation on the perceived impacts are described in a PowerPoint presentation which is viewable from a link on the Devon Strut's website homepage. Much has also been written in Flyer and Pilot magazines and on their Forums.



Impact of the Southerly 2500 corridor

- The proposed low level 2500 Airspace South of Farnborough creates a serious safety and environmental issues
- The creation of a Pinch-point over Petersfield where all GA traffic is forced around at much lower altitude than now
- A significant narrowing of the corridor between London TMA and the Southampton zone from over 20 miles to 6 miles
- Significant increase in noise / emissions over local towns



This Southerly corridor brings *mid-air collisions* to an unacceptable level
Whilst increasing *noise and emissions* over towns dramatically

The LAA has reviewed the proposals and published its own comprehensive technical objection <http://www.lightaircraftassociation.co.uk/2014/News/LAA%20Response%20TAG%20ACP.pdf>. However, **individual responses are needed** if we are to succeed. It is very important that you object to the proposal by TAG Farnborough (if indeed you do). Serious reasons for objection include:

- TAG says the CAS is needed for a forecast doubling of Farnborough traffic levels but no justification is given – this is entirely made up to suit their argument.
- Their traffic is entirely bizjet, with only an average of 2.5 passengers per flight. Far more people use the area in light aircraft and gliders and it is unreasonable to move them aside and give the whole area over to a small minority to use.
- No proper facts have been given of the total current volume and pattern of use of the airspace, nor the forecast effect of the proposed CAS on both safety and restriction of use.
- Crossing clearances will be limited by both the new SERA rules for VFR flight in Class D airspace and increase in Farnborough's own traffic for which this CAS is sought.
- The new rules coming into force later this year require VFR traffic to be 1000ft and 1500m clear of cloud in Class D, which effectively precludes crossing when cloud base is below 2500ft - very common.
- All practicable avoidance routes give serious safety concerns, particularly that the Lasham gliding site, one of the busiest in the world, is just to the West of the CTR and there is only a very narrow gap between the Farnborough and Gatwick zones through which much traffic will be funnelled.
- Outside the CTR, a large area of CAS is proposed which substantially lowers the current base of CAS, again reducing the available Class G airspace thus increasing traffic density.
- The proposal would isolate the SE of England and Europe from access by VFR GA in the rest of England.

Even if you live far away from this area, you should lodge your objection as this proposal could set a precedent for airspace grab by other airports. The full consultation is at www.consultation.tagfarnboroughairport.com but detail on how to respond is not clear. We recommend you follow this procedure:

1. Go to the TAG website and click on view consultation and leave feedback.
2. Scroll down to Part E which is the technical aviation section and either download the VFR chart or see the copy on Page 16 of the LAA magazine.
3. Write your views on this either in a document or email.
4. Click on Leave feedback for Part E and scroll down to Additional Comments near the end.
5. Cut and paste your comments into the Additional Comments box or you can upload a whole document using the browse button.
6. You may then like to go through the 17 questions in this section and give your view before inserting your details and the verification code and submitting.

That is the main aviation section but you may like to comment on the others:

Part B - Proposed changes below 4,000ft in the vicinity of Farnborough Airport.

Part C - Proposed changes between 4,000ft and 7,000ft further away from Farnborough Airport.

Part D - Proposed changes between 2,500ft and 7,000ft in the vicinity of Southampton and Bournemouth.

Note that your objection is not limited to the format given; they will accept any form of written objection.

This is really important so please ACT NOW and respond before 12th May!

Flyer Magazine Wants to Hear About Your Adventures

I'm also always on the lookout for new Flying Adventures for FLYER. Just in case you haven't seen one of these recently, Flying Adventures are extremely popular features in FLYER, basically five page, 2,500 word accounts of pilot's adventures. Previously these have ranged from a weekend away to Scotland, round Britain trips, tours across Europe and even round the world adventures.

I'm particularly keen to source more articles from pilots that have had adventures within the UK and was wondering if any of your Strut members have completed trips that they think might be suitable. If so, perhaps they would like to drop me a line about them and we could look at the possibility of turning them into a feature. Best regards, *Ian Waller* (Flyer Editor) ian.waller@seager.aero

Jim Greenshields – Make-A-Wish UK Challenge

Jim Greenshields, flying instructor at Somerset Microlights, Dunkeswell, will attempt to set 2 World records on **Saturday 3rd May**.



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

News From Perranporth

With another month drawing to a close we felt it appropriate to give you an update on the airfield purchase situation. Much has happened since our last EGM with many options being pursued. However we have not yet been able to secure a suitable deal that would give us the long term security that we need to safeguard and progress the airfield. To this end our negotiations with David Simmons of Riviera Produce have stalled but we are still pursuing other options.

With regard to our CAA licence, we are no longer in a position to maintain Perranporth Airfield as a licensed aerodrome and so the decision has been taken to revoke our license from the end of April. We no longer need a license to carry out our current activities and the funds saved will enable us to continue operating whilst a long term solution is found. Indeed, it seems that the CAA is actively encouraging smaller GA sites, such as ours, to de-licence. So, in essence, we are asking you to support the Club in any way that you can. We are desperate for more volunteer help, and to bear with us whilst we negotiate the best deal possible for the Airfield and the Club. It is envisaged that we will be calling another EGM before the end of May to update you further.

Best regards, *Perranporth Flying Club Committee*

Wake Up Call

by Mark Langford

I had a wake-up call last night. I was checking a scrap piece of carbon fiber to see if it was big enough to cover the belly board I'm making for my KR2 N891JF. After I'd decided it would do, I tossed it aside onto a pile of stuff that's slowly been gathering on the workbench. About ten seconds later I got this really big whiff of "the house is on fire", looked up and there was smoke everywhere, and a 6" diameter blaze on the workbench about three feet in front of me! The odd thing is that the fire was on top of the carbon fiber that I'd just had in my hand. I grabbed it and moved it to the clean spot on the bench to beat the fire out with some leather gloves that were also on the bench.

It didn't take long to figure out what happened...there's a little sealed lead acid (SLA) 4.5 Ahr UPS battery on the bench that I keep around for stuff like checking light bulbs, powering the flap motor to check direction and travel, etc. I'd thrown the carbon fiber right on top of that little battery and shorted the terminals. The fire was a combination of some coating that comes on the carbon fiber, and the battery case burning from the heat. What's left of the negative terminal was melted into a puddle. If I'd left the room after tossing that carbon fiber on the pile, I'd have had a battery explosion shortly after, not to mention a raging fire on my wooden bench, right under my bedroom! I do have a smoke detector that's hardwired in to the rest of the house, but narrowly missing a fire in the middle of my workshop (complete with oxygen and acetylene bottles) is not a pleasant thought.

Just a head's up...and a reminder to keep the positive terminal of your aircraft battery insulated so nothing can short it to ground. That would be even worse. I have a similar 8 Ahr battery as a backup battery installed in N891JF. This particular one is probably 10 years old, and it although I may charge it once a year, it's at 12.83 volts now, even after the direct short! [See photo right]. You can see the damaged carbon fiber off to the right. Something to consider....



Mark Langford, ML at N56ML.com <http://www.N56ML.com>

Welcome to New Members

Gurdal Mehmetcik, Exeter.

Jack Hough, Barnstaple, Devon.

Christopher Oakes, Newton Abbot, Devon. Chris is a retired engineer with experience of microlighting, paragliding and paramotoring. He currently flies Thruster T600N G-CCEB based at Dunkeswell.

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 3 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

Fibreglass Spats For Sale Similar to Robin / Jodel. Bought to modify an Emeraude undercarriage, but no longer required as original spats are being repaired. They are virgin layups ready for painting and there are currently no fixings or holes either in the top or the joggles. They cost about £200, but make me a sensible offer and they are yours. Picture of Robin for comparison only. Please contact Mel. Gale at mel.gale@uk.fujitsu.com phone 01805-804575 mobile 07867-832160.



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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Strut Fly-Out to 'Bonjour Bodmin' at Bodmin Airfield, 3rd and 4th May 2014

PPR on 01208 821419 , Bodmin Radio 122.700, RW 31/13 or 03/21 Grass. Fuel available. Arriving from the east, initially contact Newquay Radar on 133.400 and change to Bodmin 122.700 at Colyford Lake and then follow the A30 road, west to Bodmin Airfield. You may be asked to hold/orbit as we are anticipating a busy event.

It is vital that you PPR as soon as possible and state whether you are staying over so we have an idea of numbers to expect. Due to the size of our airfield we ask you to park neatly to ensure our taxiways are clear and everyone enjoys a safe and enjoyable event. We are all looking forward to seeing you...so pick up the phone now and let us know your intentions.
Pete White 01752 406660 07805 805679 pete@aeronca.co.uk

Strut Gliding Evenings at North Hill, 28th May and 5th June

Evenings for Strut members to experience the delights of gliding have been arranged at the Devon and Somerset Gliding Club, North Hill near Dunkeswell. Reservations have been made for Wednesday 28th May and Thursday 5th June with a fallback date of Wednesday 11th June if either of the earlier dates are weathered off.

Each evening session requires a minimum of 10 people wishing to fly but often friends and family also come along to watch and sometimes end up having a flight themselves. The evenings start at about 5.30-6.00pm and the flying carries on until everyone has had a flight or it gets too dark to fly!

The Strut discounted rate is £35 per person which includes membership of DSGC for three months and one winch launch. Should time allow, you may take additional flights at only £10. You can return during the three months and fly as a club member at club rates. There are some restrictions on pilot height and weight. Young people under the age of 18 will require a parent or guardian's written consent. If you are interested in taking part in either of the evenings, **please contact Mike Mold before Wednesday 7th May** mike.mold@tiscali.co.uk or 01404-891587.

Devon Strut Fly-Out Programme 2014

Month	Date	Venue
May	3rd & 4th	Bodmin - Cornwall FC fly-in 'Bonjour Bodmin'
	24th - 25th	Goodwood - LAA Roadshow fly-in
	30th May – 1st June	Sywell - AeroExpo
June	14th	Stow Maries - WW1 Centenary
	21st-22nd	Farway Common
	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

	<p>Chairman: David Millin, 6 Farm Close, Kingskerswell, Newton Abbot, TQ12 5BT 01803-875601 david.millin@sea-sea.com</p>
	<p>Newsletter & Web Editor: Mike Mold, 38 Catalina Close, Dunkeswell, Honiton, EX14 4QD 01404-891587 mike.mold@tiscali.co.uk</p>
	<p>Safety Officer: Steve Robson, 14 Pencross View, Hemyock, EX15 3XH, 01823- 680784 sb.robson@tiscali.co.uk</p>
	<p>Membership Secretary: John Hope, 6 North Avenue, Exeter, EX1 2DU 01392- 271932 john@exe.flyer.co.uk</p>
	<p>Treasurer: Tony Gibson, tony_gibson1@hotmail.com</p>
	<p>Meetings Secretary: Chris Bailey, 9 Tedders Close, Hollingarth Way, Hemyock, EX15 3XD 01884-34877 baileywaterloo@btinternet.com</p>
	<p>National Council Rep: John Holden, Holdenjandm@aol.com</p>
	<p>Brian Lyford, brian.lyford@gmail.com</p>