



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 – November 2014

Chairman's Chat

by David Millin

It would be reasonable to say that the summer of 2014, with its extension through September, gave us plenty of good flying days. However, the summer cannot last for ever and for me it ended in a wonderful day flying out to Brimpton with a number of other Devon Strut members on Sunday 5th October. The event was organised by our friends in the Andover Strut who put on an excellent barbeque and served endless cups of tea. Brimpton is a very pleasant grass strip and all things, weather included, came together to make this one of my best flying days of the year. It was not only me who appreciated the day as eighty aircraft turned up to enjoy the last of day of summer!



The first Strut evening of the winter session took place at the Ley Arms on Thursday 9th October with an interesting talk entitled "Robin Bowes – Not The Red Baron", presented by Geoffrey Pridmore. Geoff told the story of Robin (*left*), a former Devon Strut member and accomplished display pilot of The Great War Display Team. Although I did not know Robin, the contents of the talk joined some of the dots that I did not even know were there. Geoff eloquently revealed how he coincidentally, and at first unintentionally, became involved in writing the story of Robin's exploits in his Fokker Triplane, its rebuild following a crash landing in Germany and his tragic death whilst flying the aircraft in 1995. Geoff went on to describe more about the man - a true gentleman of the air. The full story

of Robin is available in the book which is available through Amazon <http://www.amazon.co.uk/Not-Red-Baron-Geoff-Pridmore/dp/0992823609>) and eBay <http://www.ebay.ie/itm/BIOGRAPHY-OF-ROBIN-BOWES-FOKKER-TRI-PLANE-DISPLAY-PILOT-AS-THE-RED-BARON-1ST-ED-/161437268846>

The Light Aircraft Association is constantly working behind the scenes both at National and European level to fight for our rights. The following link is a document describing what the LAA (and others) have done for us through 'The Red Tape Challenge' championed by Grant Shapps MP. This paper is just one such example of the work the LAA is involved with to help maintain and improve conditions for us as UK pilots. https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/363436/10255-DFT-Gov_Response_to_GA_Panel-ACCESSIBLE.pdf

Have you ever unintentionally flown into IMC? No, of course not, but here is a link about a pilot who did: <https://www.youtube.com/watch?v=B56DoPDd6BM>. Running into poor visibility can happen to any of us all the year round so it is wise to think this subject through and consider the 'what if' options open to you in such circumstances.

Many businesses and national organisations, including the LAA, CAA and the Met Office have embraced social media in order to broaden their reach to the public and interested parties. Now, so too has the Strut. You can find us and follow us on Facebook <https://www.facebook.com/devonstrut> and Twitter at <https://twitter.com/LAADevonStrut>

The next Strut Evening will be on Thursday 13th November when Dodge Bailey, Chief Pilot from the Shuttleworth Collection will entertain us on the subject of flying the collection's antique aircraft. I look forward to seeing you then or on a good scrambling day.

Until then, safe flying.
David.

Brimpton – Andover Strut Fly-In, Sunday 5th October

by Steve Robson

<http://www.mandiphotographic.co.uk/laa-fly-in-brimpton-2014>

We have enjoyed a very good summer with lots of opportunities to go flying. That is, of course subject to work, family, holiday commitments and the occasion weather front. This September was the warmest and driest on record or thereabouts, but I only managed a little over an hour for the whole month. As it is, this year I've done a lot less flying than I would have liked but what I have done has included some fantastic, challenging and totally fun flying, learning about aerobatics and formation flying, but that tale is for another day.

So, having yomped 12 miles over Exmoor on Saturday 4th October, once the cold front cleared through, 'HM the Wife' gave her blessing for me to go flying on Sunday 5th so I grabbed the chance, albeit at quite short notice.

The Andover Strut's fly-in at Brimpton was in my sights and having visited there before in the Condor several years earlier and enjoyed the experience, I thought it was time to go again. I met with John Anderson, Trevor Reed and Brian Anning at Watchford only to find that some 'wag' had put a 'Fire and Rescue' sticker on Trevor's new, big red 'Fire Plane' (right). The only things missing were the ladder on top of the wing and a blue flashing light☺!



John had arranged to meet David Millin (accompanied by Robin Hughes) overhead Watchford at 11.00 so as David joined overhead John took off and the two Jodels looked and sounded fabulous as they headed off. I launched a few minutes afterwards and enjoyed a blissfully smooth flight along the Vale of Pewsey, squeezing between the Salisbury Plain Danger Area and Keevil, and then north of the glider site at Rivar Hill. Newbury Racecourse and the old Greenham Common air base hove into view, now mostly dug up but still very visible [The old control tower has recently sold and is to be turned into a visitor centre <http://www.bbc.co.uk/news/uk-england-berkshire-29497284> -Ed], so I made a radio call to Brimpton and was answered by my old pal Bob Woolford. Shortly afterwards I joined downwind for RW25 RH and was hotly followed by David and John (well my RV4 is a bit quicker than their Jodels!).



The friendliness of the welcome was superb, as was the organisation, along with the chance to meet new people. The burgers were just the thing to fill the gap, all washed down with a nice cuppa.

After milling around and generally taking in the atmosphere, we watched John Hope arrive in his Jodel Ambassadeur in the early afternoon (he managed to land on the correct runway rather than the strip of grass between the parked aircraft as he did once on Lundy!) and later in the afternoon Brian Lyford also put in an appearance in his Pioneer 200. Overall, the Strut was well represented but, as always, we could have done with a few more!



There was a wonderful relaxed and friendly atmosphere throughout the day and it was great to catch up old friends and make some new one as well.

All too soon the time melted away and it was time to depart. There was some talk about when we would next be able to fly, in view of the impending bad weather. It seemed it was closer than I had imagined as there was a very large grey mass hanging over Exmoor when I got back to Watchford but it was well into the evening before the heavens opened. Ah, here's to the next flying day ☺.

Many thanks to all those who organised and ran the event at Brimpton, it was a great day out.

Crossing of the Alps with a "Tigrone" and 75 horses

Translated by Steve Robson

by Mila Misek

[A note about Mila, the author: I first met Mila several years ago whilst on holiday in Rhodes. Nikos Psaros, our man on the Greek island of Rhodes, told me he wanted to introduce me to a fellow pilot. We met, had a chat and got on from the first word. Mila is an enthusiastic 'dyeed in the wool' grass roots aviator and we've stayed in touch ever since.]

In his article Mila chronicles his epic trip over the Alps in a 1:1 scale Tiger Moth replica. The original article was written in Italian and, via Google Translate and a bit of crafting, I have put together the article below. You will notice that the English isn't quite "right" and that is deliberate so hopefully Mila's character will come through and you will enjoy reading it in the spirit in which it is offered. – Steve Robson].



Yes, Hannibal crossed the Alps with 37 elephants, but also with the support of a great army. I flew over those mountains alone, with my Tiger Moth UL biplane powered by a 75 HP Tigrone engine. After months of waiting, technical difficulties and the inspection documents, the time came to take her from Worms in

Germany via Muhldorf, through Austria (Gmunden, Mauterndorf and Notsch) and into Italy (Comina and Caorle) to my home airfield at Belricetto in north east Italy. I've dreamed of this for years, and now it is time. As the author Richard Bach says, "If you want something, you get it. If you didn't get it then you really didn't want it." It's true, the theory works well. What a coincidence, 20 years ago I bought a small model of Tiger Moth, identical to mine, same livery and same colours. I've always kept well in view on my desk. For 7 years I have had a sticker of Tiger Moth on the trunk of the car.

A few years ago a friend gave me for my birthday a keychain Tiger Moth and he forwarded me an email and then few months ago he sent me the advert of the aircraft for sale; a plane perhaps unique in the world, a replica UL 1:1 scale Tiger Moth built in 2001. It flew in the "Flying Circus" in the Canary Islands with a stunt pilot friend. I went to see it and as soon as I saw it, I knew it was for me. It almost seemed as if it was waiting for me for a long time, silent in a hangar, faraway in Germany. The previous owner had flown only 20 hours in 7 years but was in good technical condition.

Finally, the day of departure had arrived, 23rd September 2014. I wake up early and look out the window, fog! Okay, there is still time for it to clear. I have planned for today. I arrive at the airport at Worms in eastern Bavaria anticipating my 330 km flight of 4 hours duration with refuelling midway.

I check out of the hotel and return the rental car. I prepare the flight plan and work out how to tie the bags to the passenger seat. I also have a new battery for the starter, in case the old one breaks down. The fog clears around noon and the weather forecast indicates an improvement in the next two hours.



Mila's Tiger Moth Replica photographed at Worms by Viktor Horst

Pre-flight check, farewells said to the airport officials, full throttle and we are airborne. A farewell to old beating wings, a short 'smoke' [*the aircraft has a smoke system fitted, Ed*] and off we go. We are to be in flight for two hours with "Tigrone" but I feel like I am wearing a beautiful new suit, made to measure.

Routing 100 degrees, 3500 feet above the ground, no sun, and it's cold up here. Below me is an endless flow of fields, meadows and forests of dark green. I notice that the traditional red tiled roofs have nearly disappeared. Many houses are covered with solar panels, which is why many cities look grey. After an hour and a half the cold becomes overpowering and it is time to make a "pit stop". Behind a hill is a small grass strip with a few modellers. I did two circuits and landed. The local pilots came out of the hangar greeting me, smiling, then offer me a drink. They have never yet seen such a sight; a pilot in a camouflaged biplane in a fur jacket, leather helmet, goggles and white scarf, RAF style. They think I have come from a film of aviators in the 1930s.



I set off on my next leg and I made a radio call when I got close to my next destination. On finals I closed the throttle but the plane is too fast, does not go down! So I 'revved up, slide over the strip, but do not touch the wheels. Cabbages! I make a second approach but that broke the clip off throttle. Another second and I took emergency action. I declare via radio to the tower that I have engine problems, and put myself in a long final, turning off the motor with the magnetos, so I can decrease the speed and land. Here too, smiles, photos "and if you want to stop until Sunday, please, we have here a great aeronautics event." Thank you, but I cannot accept, I am in transit and I have to go back home in Italy. I make a temporarily

repair to the spring and hooray, it works! After take-off I think I did well to listen to my intuition and refuel at the previous stop. The airport fuel pump was broken and I would have had to wait 40 min for the fuel truck.



The sun is now low, but I can make it through to the "Gateway to the Alps, the airport at Mühldorf. But as sometimes happens, I find a headwind slows my progress. There are still only 20 km to go but now the sun is setting. To see the map I need a light in the cockpit but despite the darkness I see very well. Thank goodness I am trained to fly in the dark during the 750 hours of flight with my previous biplane! There is no response to the radio as they have already closed. I land in the dark, everything is fine. The grass area is pretty big and wide so I picket the plane, cover it with tarpaulin and I go to the restaurant. Tonight I can allow myself a nice dinner! I took a taxi to a hotel and don't even remember when I fell asleep.

Next day there's fog again but the forecasters assure me that conditions will improve by noon. After the adventure of yesterday, today I will calculate more time for the unexpected! I went to the workshop to get two spare clips for the throttle, because I do not trust the old clothes peg temporary repair. Around noon it started to clear and I could see the Alps, now nearer and nearer, the white peaks of the majestic mountains and glaciers gleaming silver, floating on fog and air is bluish. I do not know how high it can fly my "Tigrone" although it has already flown to the distant Canary Islands!



Well, if I could not go up, I can always go back, take it apart and transport it on a truck. This might be our last chance for the time being but we do not even think about it. We make a fuel stop in Gmunden, Austria then I continue on to Lake Traunsee to the pass Radstätter Tauernpass. I'm beginning to climb, following with eyes an imaginary golden thread projected from my mind into space, as I pass into unknown territory. I gradually climb to 9,000 feet and the biplane could climb even higher but it is unnecessary as I have enough altitude to pass safely. As I climb, the horizon opens up more and more revealing a splendid view of more than 200 km. The peaks grow from the valleys as if raised by a giant magic hand. The air is still here, as if there was nothing between the aircraft and the mountains ... amazingly calm after the turbulence in the plain, almost an unreal experience like in a movie. The time and the rocks slide under us almost independently and I am just a spectator ... that strange silence ... silence? ... wake up, time to check! Look at the instruments, route, speed, altitude, temperature of the heads and oil, fuel pressure. Listening to the music of the engine singing his good, glug - glug - glug 1-3-4-2 it seems ... happy to finally be on an

important flight and glad that the pilot remembers that planes are made to fly, not to gather dust in a hangar. As I approach "Tauernpass" I slowly descend from high altitude but remember that the nice mechanical engineer at the factory told me to cool the motor slowly. I approach the old town of Mauterndorf where, according to German folk history "Maut" is where the preserved cornerstone of the Roman emperor Septimius Severus lies.

At an altitude of 3640 feet Mauterndorf is in fact the highest airport in the Austrian Alps. I turn and land on a large and wide runway, like an English lawn, incredibly green and soft. Another warm welcome, yes, there is room in the hangar, and I find a boarding house to spend the night. I made a good choice to stop here, the weather is getting worse, it starts to rain, and low clouds slowly descend into the valley. Well, I have to wait two days! The third morning finally opens a glimmer of hope, a light blue handkerchief in the clouds that rises far beyond the mountain tops to announce an improvement in time. That's why their landscape is so green and soft, it is always well watered! I used the Austrian "AustroControl" general aviation weather forecast which is really accurate for the next 6 hours (a pity that in Italy there is no similar service). Time OK, checks, refueling, then in the sky I suddenly see a banner for a wedding. The groom is a pilot himself and when they see the biplane the newlyweds call the photographer and take photos, smiles and smiles ... congratulations! Finally, we take off. There is still a bit of wind, 9 knots from the north, but the wind quickly took me high above 8,000 feet, sailing with the biplane in front of the mountain "home" that the glider men share.



I quickly reach the next stop "Katschberg" but not without surprises. Suddenly I end up in a cloud that comes out of nowhere! Keeping my eye on the artificial horizon through the cloud, past the mountain and on the other side, the way is clear. We are in Carinthia, the Drau Valley. A long time ago I lived here and I know the area but on top it is very different, much nicer. I slip slowly toward the airport at Notsch, in the valley of Gail. Sandwich, gasoline and a "technical break" and onwards to Italy. I am just three kilometres from the border within the narrow valley of the Tagliamento, so climb to cut corners, then go down to the plains. A warm breeze and mist announce that I have arrived in Italy. The mountains disappear into the mist as if touched by a magic wand. I have to get down here to fly over the plains but I have the urge to return in the valleys and fly back over the snow-capped peaks. Going down, the air is getting warmer. Of course we are in Italy! Suddenly everything becomes flat and monotonous, no rivers or other navigational way points, I may be lost! At Comina, Pordenone a friend is waiting for me. He also has an old-fashioned biplane, a Bücker Jungmann. We fly together to Caorle, where I expect the very warm, open armed welcome from the manager, himself a biplane stunt pilot. I fly overhead and smoked a greeting then land. He comes over with a sparkling wine toast, even the biplane takes a few drops on the face!

I feel an indescribable joy, and then the relaxation after a flight of 850 km. But then, suddenly I feel the fatigue and tiredness of the long flight, as if to stop an internal engine inside of me, just like the ... glug - glug - glug 1-3-4-2 ... of the plane, which took me along on this journey through the Alps. Even though the weather is good I accept the invitation to leave the plane in the hangar and I go to retrieve my car.

The last 150 km took me another two days. But then I flew the direct route to the sea, a peaceful journey along the Venetian coast but in the light mist Venice was not visible, even though I passed within a few kilometres. I've given my flight a lot of thought; it was like a liberation, such as flapping its wings to get rid of the old dust, accumulated over years of neglect. With the last rays of the sun just above the horizon, we slowly descend toward the final goal of the journey that I will remember as the "Crossing of the Alps with a "Tigrone" and 75 horses."

Blue skies my friends

Mila Misek, Chairman BiplanoClubEU, www.biplanoclub.net info@biplanoclub.net

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Exeter Airport ATC Open Evening

by Chris Jackson

The Airspace Safety Initiative and NATS are hosting free open days at various ATC facilities across the country over the next few weeks. On Friday 17th October, Exeter ATC had an open evening. I heard about it on Twitter (*linking in nicely with the announcement about our own social media activity!*). There were six attendees; two chaps from Dunkeswell, three from the Exeter Robin Group and myself. I have to stress that I am a student pilot with a massive 1.4 hours in the logbook at the time of writing, so a lot of this stuff is completely new to me!

We had a good fifty minutes or so up in the control tower, talking to Matt and Jason about what they do and how they do it. What struck me is how much they enjoy doing their job and the amount of pride they take in it. They're really amiable guys too; all too happy to answer our questions and chat about various things. As well as controlling landings, departures, ground movements and all the lights and things, they're updating the weather every thirty minutes, feeding their observations directly to the Met Office and the ATIS system.

I can't remember the chap's name, but we spent another hour or so downstairs chatting to "Exeter Radar". They provide a de-confliction service in about a 40 mile radius; I use the word "service", as they were quite keen to stress that it's a benefit to all aviation, not just the commercial traffic. Clearly, one of their concerns is making sure that Commercial traffic is not "held up" by GA traffic. From talking to them, it's really just about communication. Having your transponder on ALT and talking to them is all they need. With no less than three radar screens, they have a fantastic view of what's going on in the airspace. They can see altitudes, headings and speeds, with the ability to "see" where each aircraft will be in 2 minutes time. They also have a "little book" where they log what happens each time they have to hold off inbound traffic "unnecessarily". Interesting reading!

Specific to anyone heading directly south out of Dunkeswell, the ILS approach to RWY 26 is only a few miles away and the inbound traffic is at a prescribed 2200 ft AMSL and descending. It's probably not that surprising if they get a bit "twitchy"!

Back to their general service, it's an impressive system when you see it work. Call from Bournemouth ATC; private jet just departed, inbound Exeter and squawk allocated. As soon as the flight plan is filed, the printer automatically prints a slip and the squawk ID is written on it before it's placed on an inbound flight management board. The aircraft is already on the radar screen. Some minutes later, the pilot calls in for a service from Exeter Radar. The radar op suggests a heading change as the radar shows the current vector is 7 degrees left of the ILS approach. Pilot confirms, changes heading and, sure enough, ends up bang on the ILS approach before being handed over the tower for the landing.

If I were that pilot, flying through the weather we had on Friday night, in the dark, I'd take great comfort in knowing there was someone at the end of the radio. Someone with 30 happy years' on the job and a great deal of information in front of them. As I drove home through the torrential rain, it struck me that this was the thing to take away from the evening. These people could end up saving your bacon one day, so it can't hurt to say "hello". Or at least "Exeter Radar, Golf Bravo November Sierra Mike, requesting basic service".

Chris Jackson 07792 853028

EASA Deadline Postponed

The full requirement to hold an EASA licence when operating as pilot-in-command of EASA aircraft will be postponed along with a number of other significant changes for UK licence holders and the pilot training industry. EASA Aircrew Regulation will require all pilots operating EASA aircraft to hold an EASA Part-FCL licence; the postponement applies to LAPL privileges - VFR only, private, up to 2000kg, with no more than 4 persons onboard, and no instructor privileges. Implementation of the full requirement to hold an EASA licence will now be deferred to at least April 2018 following a decision made on 9th October 2014 by the European regulator.

After representations from many in the general aviation community, including the Light Aircraft Association, the CAA has worked with EASA to extend the transition deadline. This will allow time to develop and adopt

a more proportionate ruleset for existing Registered Facilities which will assist in encouraging General Aviation across Europe to thrive. The amendment will have the following effect:

NPPL holders: Deferment of the full EASA requirement to hold an EASA licence to act as pilot in command of EASA aircraft. This means that a UK national licence holder, including UK PPL and NPPL holders, may continue to fly EASA aircraft until at least April 2018. This currently limits use of UK national licences to the privileges of a LAPL holder - VFR only, private, up to 2000kg, with no more than 4 persons onboard, and no instructor privileges - thereby having no effect on the privileges of a NPPL holder;

NPPL training: Pilots currently training towards a NPPL may continue to do. It will be possible to convert an NPPL issued prior to 08th April 2018 to a Part-FCL licence;

RTF to ATO transition: Deferment of Approved Training Organisation requirements for LAPL, PPL, SPL and BPL to 2018. Registered Facilities which already teach for the PPL will soon be permitted to teach for the LAPL in the same category;

Revalidation Examiners: Following a change to regulations in 2012 which prevented existing Revalidation Examiners from signing EASA licences, the LAA has worked with the CAA to develop a route which would provide these privileges to LAA coaches. As the largest user of Revalidation Examiner privileges within the United Kingdom, the LAA Pilot Coaching Scheme is pleased to announce that the recent decision includes EASA Revalidation Examiner privileges being issued. LAA coaches will soon be permitted to sign EASA licences for the purpose of Class Rating Revalidation. As a consequence, other current EASA CRIs or FIs will also be able to apply to the CAA for EASA Revalidation Examiner privileges.

These changes are the result of significant effort by GA to effect change. Representatives from the Light Aircraft Association have been working with the UK CAA and other associations to achieve a more proportionate approach to regulation of General Aviation within Europe. A number of other changes are also included in this decision which is due to be published by the CAA as an Information Notice shortly.

In pursuit of providing economical flying without undue regulation or restriction for you, the Light Aircraft Association will continue to work closely with the UK CAA and EASA to develop and deliver "Simpler, Lighter, and Better rules for General Aviation". More information on what you need to know about pilot licensing and training, plus current regulatory issues, is available on the Light Aircraft Association and National Private Pilots Licence website.

Jon Cooke, Pilot Coaching Scheme Chairman, Light Aircraft Association, 15th October 2014

Lee-on-Solent - Runway 17/35 Now Available

I would like to share the very welcome news that the 17/35 runway repairs and markings at Lee-on-Solent have now been completed, together with a very welcome taxiway centreline and new hold markings on the Eastern taxiway. The use of 17/35 to air traffic is subject to ATS making the decision on runway in use based on the appropriate weather and wind direction. Both runways will be available, permitting the opportunity (subject to weather) for operators to familiarise themselves with the procedures for use.

Our new Pilot Briefing is available to download from the official Airfield website www.daedalusairfield.co.uk We are on Version 20141021-1, with new circuit diagrams to reflect the Cherque Farm estate and roundabout as depicted on the overlay for the 'dogleg'. RW 05/23 will be officially closed and out of service from Sunday 26/10/2014 23:59, when it will be handed over to the contractors to start their works. 'X' will be placed at first light Monday morning over the 05/23 designators. 17/35 will then become the only runway in service until further notice.

We have not yet taken delivery of the new hold point signage for the 17/35. Therefore at the 35 end, there are painted hold bars but no signs so please bare with us and we will get these erected asap. These will be E3 on the intermediate hold point and E4 on the hold point closest to 35 threshold. We still have the 17-30 November 2014 weekdays as the only official closure dates for the airfield. For clarity the Argus Crash Gate is now only for emergency vehicle response and the new RVP is in the mouth of the North East Apron and not on the 17/35.

Bob Woolford - Private Pilot and CAA Examiner - Air Ground Communication Service.
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Members' News

Mike King has sent us a photo of his Robin DR400-140B (*right*) which he has restored with his son Robin. However, Mike says he already has a buyer for it and he is unlikely to do much more flying as he's getting old! [*Aren't we all? - Ed*]

Build-a-Plane 3 Update

Brian Lyford and Jim Gale would be grateful if any of our Strut members in the Torbay area could let them know of a secure workshop that they could use to finish the Zenair 701 BaP3 project. They think they have sufficient tools etc. to run two workshops (Whimble and Torbay). It has to be free of charge and have an electrical supply. Any size will do but if they could fit the wings and complete the assembly it would be a great bonus. Any help would be much appreciated. Please contact Jim 07887-906789 spdygale@btinternet.com or Brian on 07710-214414 brian.lyford@gmail.com

David Shrimpton is assembling his second Tipsy Nipper G-ARBG at Watchford Farm (*right*). This is likely to be the lightest Nipper and has Leburg ignition on the Ardem VW engine conversion. The wing has been mounted on the fuselage since the photograph was taken.

Dave Silsbury, although retired from his aircraft restoration business, is still available to provide services as an LAA and BMAA Inspector. Contact Dave on dave.silsbury@sky.com or 01752-690358 / 07743-487178.

Welcome to New Members

Andy Milton, Seaton, Devon. Andy owns the ex Les Dray Rollason Condor G-AVMB based at Watchford Farm. Photo (*right*) taken at Henstridge by Howard Curtis with Les at the controls.



Adverts

Jodel D117A G-AXAT For Sale

1958 factory built by S.A.N Bernay. Airframe 3023hrs TT. Continental C90-14F, 1585hrs TT. 4 new cylinders at 1065hrs, Carb overhauled 2014. B&C Lightweight Starter & Lightweight Alternator. Remote spin on Oil Filter. • Becker AR6201 Com + Intercom, 8.33khz compliant new in 2012. Trig TT21 Mode S transponder new in 2012. • New Evra prop 2014 (Spare EVRA prop available). New Leather seats and 4 point harnesses fitted in 2012. Many other new parts fitted in the past 2 years. A sought after and very capable touring aeroplane, 110 litres fuel capacity at 21 litres per hour. Reluctant sale due to purchase of larger aircraft– I'd love to keep it, but can't afford two aeroplanes! **£16,000** or VERY near offer. Dave Evans – ndaeros@gmail.com, 07798 825039 (More pictures available).



Jodel D11 G-BAZM For Sale

Beautiful homebuilt, A/F TT only 1400 hrs. 0-200 engine, 100 hrs. since top O/H. Electric starter. Cabin heat, hydraulic brakes, Evra prop, Narco radio. Only two owners from new. 100mph. cruise @ 4.5 half gallons per hr. Front and rear tanks, total 18 gallons. Fully refurbished 2007, new ceconite, paint and transparencies. Permit to Feb. 2015. Always hangared, fully sorted. Excellent touring aircraft. £12,000. View at Watchford Farm. Tony Simpson tony.heather@hotmail.co.uk



Rand KR2 G BRJX For Sale

Aircraft has approximately 50 logged hours since first built by C Willcocks in 1990. It has been dry stored since 1996. It has removable wings and can be trailer transported. It is built as a two seat version with dual controls but the LAA has a MTOW of 900lbs effectively limiting the aircraft to single seat operation. Revmaster 2100D 80hp engine, full top end overhaul 2006. Propeller Cowley 56D x 45P. New tyres and tubes. Icom handheld radio installed. Will need work for permit but is a complete and flown aircraft. £5000 ono. Based West Wales, buyer will need to arrange transport. Tel. John Bell on 01239 811679.

Also available Rand KR2 Project (PFA129 – 11298), Fuselage boat section, short version but could be adapted to longer S version, many mouldings, full set of Diehl pre moulded wing skins, ribs. Completed spar sections, wheels, tyres, brakes. Quantity of spruce and some birch ply. Tail section complete. Overhauled Revmaster 2100D engine plus many Revmaster parts including spare crank and prop hub, pistons and cylinders. Ken Fern 52D x 48P Propellor. £2500 ono. Please contact John Bell 01239 811679.

Evektor EV97A Eurostar – For Sale

Carefully built, conscientiously maintained, considerably flown, 4-year old, one-owner, one-pilot Eurostar, widely seen around the West Country. Mostly used for cross-country flights, for which it is an eminently practicable and attractive proposition, as well as being truly economical – 10.5 litres/hour over 325hrs so far with a comfortable 100mph cruise speed.

Registered as 480kg Group A machine but built to microlight weight limit, so could potentially be re-registered as a microlight by purchaser. Permit to May 2015. Always hangared. Attractively turned out and decent instrument fit. Price now reduced to £41,500. Professional inspection welcomed. Tel. John Holden 01225-862101.



Die Cast Metal Aircraft Models

For sale on behalf of Les Dray; a superb collection of die cast metal models from the 'Aircraft of the Aces' series.

These highly detailed display models are not toys and come complete in their original packaging. They have wingspans ranging from 3" to 6" depending on type. The models will appeal to serious collectors as

well as those looking for an attractive model to grace studies and offices. They also make ideal gifts. They are offered for sale at £10 each but a discount for a larger number would be considered. Serious enquires only to Steve Robson on 01823-680784.

Wanted: Workshop in Torbay area.

Please contact Jim Gale 07887906789 spdygale@btinternet.com or Brian Lyford on 07710214414 brian.lyford@gmail.com

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Evening Meetings Calendar 2014-2015

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 by phoning 01392 832 341)

13th November	"Dodge" Bailey - Flying the Shuttleworth Collection
11th December	Simon Wilson (Flying Skills Refresher)
8th January	Clive Davidson (tbc)
12th February	AGM & Malcolm McBride (LAA Engineering)
12th March	Bob Mather - The Berlin Airlift
9th April	John Beattie, RN Historic Flight, Yeovilton

**Next Meeting: Thursday 13th November, 7:30 pm, Ley Arms, Kenn:
 Dodge Bailey on Flying the Shuttleworth Collection Aircraft**

Tailpiece: Adding Lightness

When building, repairing or modifying our aircraft, we are taught to keep it light. This example is illuminating.

Shortly after Ed Heinemann of the Douglas Aircraft Company began the design of the XBT2D-1, a study was issued that showed for every 100 lb (45 kg) of weight reduction the takeoff run was decreased by 8 ft (2.4 m), the combat radius increased by 22 mi (35km) and the rate-of-climb increased by 18 ft/min (0.091 m/s).



Heinemann immediately had his design engineers begin a program for finding weight-saving on the XBT2D-1 design, no matter how small. Simplifying the fuel system resulted in a reduction of 270 lb (120 kg); 200 lb (91kg) by eliminating an internal bomb bay and hanging the bombs, drop tanks and rockets from the wings or fuselage; 70 lb (32 kg) by using a fuselage dive brake; and 100 lb by using an older tailwheel design. In the end, Heinemann and his design engineers found over 1,800 lb (820 kg) of weight savings on the original XBT2D-1 design which evolved into the Skyraider. http://en.m.wikipedia.org/wiki/Douglas_A-1_Skyraider

DEVON STRUT COMMITTEE 2014

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