



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 – March 2015

Chairman's Chat

by David Millin

I am pleased to start with some good news in that St Merryn Airfield, just north of Newquay, is now open for business. There is however, a darker side. A wind turbine is being constructed within the circuit. As aviators, our rights to access airfields are continually threatened and eroded by those who wish to impose their wants above our needs. In order to preserve what we enjoy doing and what remains of our ravaged aviation heritage we must act now to support these airfields by using them and making our presence, as users and occupiers, know to those who seek to selfishly take them from us. [The Save St Merryn Airfield campaign details are on the Strut website homepage - News section –Ed].



Anyway, politics aside, a few of us from Dunkeswell, Watchford, Bodmin and Roche carried out a recce to St Merryn on 8th February at the invitation of the airfield operator and Strut member, Francis Moyle. Francis, who flies a Rallye and is also a gyro inspector, was there to give us a warm and enthusiastic welcome and provided us with cups of tea. He later transported us into St Merryn where we raided the village's pasty shop. (Best home-made pasty I can remember).



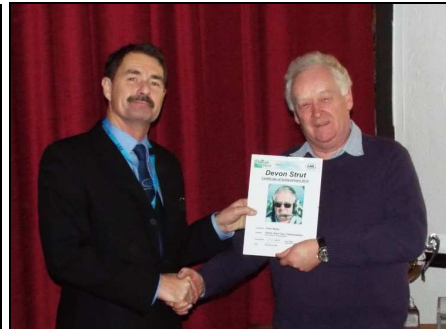
After consuming these local delights, we drove back to the airfield for an interesting hangar tour, which included some vintage gyros, and more tea. We departed St. Merryn in good time to get back before the sun set and the flight home was wonderful. With the sun behind us, we crossed southern Dartmoor, the prison at Princetown standing out and the soft contours lightly dusted with snow; a perfect day.

[See photos by Derek Boyce <https://www.flickr.com/photos/16090262@N06/sets/72157650707245601/> and Chris Jackson <https://plus.google.com/photos/111844736048963284804/albums/6113774855977713361> .

The Strut's Annual General Meeting passed smoothly and painlessly and was followed by the annual Strut awards presented by the LAA's Airworthiness Engineer, Malcolm McBride. Simon Wilson received the Strut Cup for his contribution to coaching and flight safety. Chris Bailey received a commendation for all the hard work he has contributed to the Strut as a member of the committee and for his active support setting up and marshalling at events. Thanks, Chris, for all your efforts. David Shrimpton was commended for the refurbishment of his Topsy Nipper and Steve and Andrew Williams was awarded the Mike Claydon Trophy for their superb rebuild of their Jodel Ambassadeur. The Les Dray Trophy for airmanship went to Mila Misek for his flight across the Alps in his replica Tiger Moth. Following the awards, Malcolm McBride gave an interesting, thought provoking and entertaining talk on LAA engineering and safety which led to an active question and answer session.



Simon Wilson



Chris Bailey



Steve Williams

May I remind you that our next Strut evening is on Thursday 12th March when Michael Benson of GASCo will be entertaining us with this season's presentation entitled "The Safety Six." As always, this safety meeting will be packed with useful information and advice which is directly applicable to us all. Remember to bring your log books for signature.

For those of you who have already renewed your Strut subscription, your support is much appreciated. For those few members who have not renewed but still intend to do so for 2015, you are invited to renew your membership with the form provided at the end of this newsletter.

Although we are still in the clutches of winter, the days are becoming a little longer and hopefully we might have some reasonable weather to take advantage of.

See you in the circuit, *David*.

Inspection Matters - Permit Renewal

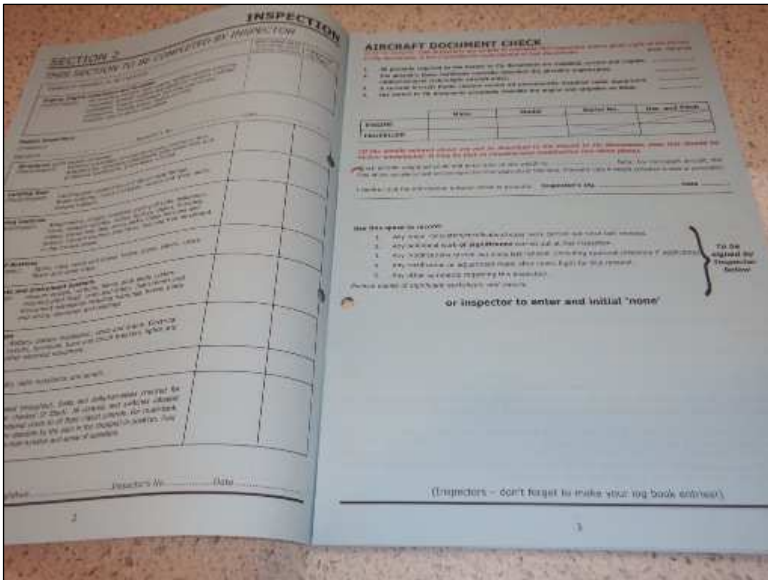
by Trevor Reed

Last month I talked about log books about which I had a few interesting responses. This time I am looking at one of the most significant moments in our flying calendar, permit renewal, more correctly called re-validation.

Often described as "like an MOT, but for an aeroplane", the permit renewal is a vital part of our maintenance programme. However, unlike our car, our aircraft is not something that you just give to the tester, your inspector in the aircraft's case, and hope it passes. And if it doesn't, the tester puts it right. No, the permit renewal is more than an MOT. It is a combination of maintenance, lubrication, condition monitoring and inspection. In his lecture to the strut, Malcolm McBride emphasised that the maintenance of your aircraft is a "shared responsibility" and this sharing involves you, your inspector and the LAA. This responsibility applies all year round but is clearly visible at permit renewal. You carry out the maintenance, the maintenance is overseen and the aircraft inspected by your inspector and LAA check the compliance and revalidate the permit. Yippee! We can carry on flying for another year.



And there is a feeling of elation. But for the process to work we must have trust between all the elements. LAA must have confidence in their inspectors (there is an audit process to ensure this) and your inspector must trust you. This is the LAA philosophy and it differs from that of CAA and EASA. Occasionally I am asked to carry out an inspection on an aircraft belonging to an owner new to me. This request always means a deeper inspection and I often question the change. Comments like “he was too strict” or “he didn’t understand my machine” make alarm bells ring, prompting further investigation. Certainly, it is better to stick with one inspector and build a relationship rather than swap around.



Before drawing to a close, I would like to add a comment on timing. You can bring forward your permit renewal by up to one month without penalty. It is a good idea to start the renewal early so that it can be completed and submitted with the concessionary month to ensure that there is no break in the validity of the permit and you can keep flying. Just remember that if you submit earlier than the start of the previous month, your new permit will start from then and you will not benefit from the concession.

I welcome your questions or comments. Please send them to me at trevor@baytrees.eclipse.co.uk

Members' News

Graham Clark has sold his Jodel DR1051M G-BHTC to Barry Hunter.

Trevor Wilcock's Canopy Replacement

Trevor Wilcock, based at Garston Farm, has sent us pictures of his Binder Smaragd (Emeraude) with a new windscreen and canopy, made on moulds which were produced from his original (and hardly crack-free!) components by Gary Siddall. A similar set is being made for Ron Perry's Smaragd. The cost for the moulds and the two sets of components was significantly less than parts from French sources, and the results are excellent.



Gary is on the LAA's list of service providers and his contact details are: Gary Siddall, Sandcroft Farm, Butterwick Road, Messington, Lincolnshire, DN17 3PR 01724-784954 gwsiddall1@gmail.com

Robin Charles' Vans RV9A Project

In January, I published some photos and a brief report on my RV9A build, and promised Mike a fuller article. Like lots of UK VANS builders, first came the LAA metalwork course, from which you come home as the proud owner of a VANS toolbox. Mike King from Sky4 Aviation (who I had worked for 3 months) agreed to be my inspector, and has supplied his expertise as necessary.

I bought the project in late 2010 from a Doctor in Yorkshire who had completed the empennage (to a high standard) and an unstarted wing kit, so about 1500 of the 12000 rivets were done! Doing a flat pack, slow-build does enable the builder to prime everything inside with decent 2- component zinc etch primer, and indeed to 'wet rivet' with primer in the rivet holes.

My first photo (*right*) shows the initial wing-fit on my lawn in 2013. The wing fit includes the dreaded rear spar drilling, as well as setting the control pushrods, shaping the holes for the flap pushrods etc. I was aiming to do as much as possible on my sunny lawn, rather than in a freezing hanger later. If you remember the summer of 2013, it rained lots, so there was a lot of man-hours to get ready for a gap in the weather to complete this milestone.



Since then, I had the disaster scenario of cracking the canopy whilst cutting it, about an hour after I said to my wife that this would be about the worst thing. At least I have had the fun bit of designing and building the panel and installing the engine. I am a Chartered Electrical Engineer, but even so, the LAA electrics course was invaluable to learn best practice on aircraft electrics. For those that don't know, aircraft wire usually comes in either white or white, so if you aren't very methodical, mistakes are inevitable and faulting impossible.

The metal parts of a VANS kit are superb. However, the fibreglass components need lots of work to fit right and get a decent finish. The wheel pants, cowl and baffles took most of the summer last year. All is now ready to do another canopy, about the time you read this!

The RV9 is a great aeroplane. It is only about 3Knts slower than an RV7 on the same power (which is a really hot performer with its short wings), but has a stall speed of 43 kts at gross and is on the right side of the drag-curve on a 65-70Knts approach, just like the Robins I am used to. It really doesn't want to slow down though; you use about 1700 rpm on the downwind leg. Stick forces are a little firmer than other VANS, but still mighty sporty for most of us. I had an inspirational trip last May co-flying Robin Taylor's RV9A to Rome and back. I flew the legs to Dinard, Rodez, and Le Mans on the way back. It took me half

way to Rodez to really relax, but landed at rear CG fine. We cruised at about 135 kts on 50% power. I hope to go back to France in my plane, using some of the learning from flying with Dermot Richardson's excellent Robin Group. – 'Golf Charleee 'Otel Sierra Tango vent arriere gauche la piste onze a Dinan' I think. - Robin Charles

[Robin is happy to take calls or emails from other prospective RV builders or accept visitors who just want to have a look at his project in West Hill, Ottery St Mary. Contact Robin on robinjcharles@btinternet.com or 01404-815204, 07850-726234 – Ed]

Welcome to New Members

Norman Abbott, 13 Helens Mead Close, Torquay, Devon, TQ2 8PB. nornan.abbott@2plan.com 01803-326801, 07770-391837.

Dr John Chapman, 8 Penlee Gardens, Stoke, Plymouth, PL3 4AN. johnmchapman@btinternet.com 01752-559366, 07885-065992 John has Grob 109B G-TACK at Exeter Airport (*right*).
Photo by Brian Turnham



CAA changes 90 day Recency Requirements

As part of its response to the Government's GA Red Tape Challenge, and its ongoing work to ensure regulation of GA is more proportionate, the CAA has changed the requirement for some private pilots to have completed three take offs and landings in the past 90 days before they can fly with a passenger.

A new exemption means that private pilots with a UK (not EASA) pilot licence or a National Private Pilot Licence (NPPL) can now fly as pilot in command with a single passenger, who is a suitably qualified pilot, without having completed three take offs and landings in the past 90 days.

To use the exemption the pilot must:

- be satisfied that the passenger is qualified to act as pilot in command on the intended flight but that they understand that they are onboard only as a passenger.
- In order for a pilot to use the flight to regain currency they must be the pilot in command for the flight. The pilot and passenger should be clear on this prior to the flight.
- inform the intended passenger that they do not have the recency which, without this exemption, would be required to fly with a passenger

Providing these criteria are met the exemption provides automatic approval with no need for any application to the CAA. Details of the full [exemption](#) are now available on the CAA website.

Storing / transporting Petrol

New regulations came into force last October which legalise the use of metal 20 litre containers to store petrol (was 10 litres). An unlimited numbers of containers (was 2) may be carried but the maximum quantity of petrol that can be carried is 30 litres in metal cans (was 10 litres), 10 litres in plastic, (was 5 litres). Up to 275 litres may be stored if you notify Petroleum enforcement authority (PEA).

<http://www.hse.gov.uk/fireandexplosion/petroleum-regulations-2014.pdf>

Adverts

Workshop Wanted by Jim Gale

We have completed most of the bulky assemblies of the Zenair 701 BaP3 project at the workshop in Whimble that we've had the use of over recent years but there soon won't be enough room for any more progress unless we can move the project to somewhere more spacious. We expect we will need to move in about 3-4 months time and we'd ideally like to have space in a hangar, barn or large workshop in the Exeter-Lyme Bay-Taunton triangle. It really is a serious challenge and I would like to explore all possibilities during the limited spare time I have at present, (being in temporary accommodation pending a permanent house move). If you can offer us any help or suggestions, please contact us: Jim Gale on spdygale@btinternet.com or 07887-906789 or Brian Lyford on brian.lyford@gmail.com

Pulsar Project For Sale

Graham Hawkins bought Mike Rudd's UL260 powered Tecnam Echo G-CCAL earlier in 2014 and is delighted with it so his Pulsar 582 rebuild project is up for sale. It had leaky tanks which Graham has stripped from the main spar. He has replaced one tank and the other is yet to be done. The aircraft is to Pulsar XP spec with hydraulic brakes, composite spar, SkyMap 111 gps and Becker radio. Graham will accept offers of around £10K as it is, or more as and when he completes the restoration. Contact Graham on hawksnest@talktalk.net 01929-462725 or 07789-754446.

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.



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Devon Strut Fly-In Programme for 2015

Month	Day	Venue
March	21	Perranporth (fall-back 28th)
April	12	Henstridge (Wessex Strut)
	18	Roserrow
May	2 & 3	Bodmin (Cornwall FC)
	9	Eaglescott
June	7	Porthtowan
	20 & 21	Farway Common
July	4 & 5	Dunkeswell
August	2	Lundy
	29	Henstridge fly-out (vintage day)
Sept	4 to 6	Sywell LAA rally
	12 & 13	Bodmin VE Day (Cornwall FC)
	19	Belle Vue

GA Sea Survival Course 2015

This is a one day conference being held at the Gipsy Hill Hotel in Exeter on 7th March 2015. The Sea Survival Conference 2015 is a one day conference for pilots of light aircraft wishing to learn more about how to maximise both their and their passengers' chances of survival should something go wrong while flying over water (or inhospitable terrain). Full details at <http://www.trotonevents.com>

Evening Meetings Calendar 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 reservations by phoning 01392-832341)

12th March

GASCo Safety Evening

9th April

John Beattie & Chris Gotke – Displaying Warbirds, RN Historic Flight.

Next Meeting: Thursday 12th March, 7:30 pm, Ley Arms, Kenn:

Michael Benson – GASCo Safety Evening

Tailpiece:



Aviation Week 2014 Photo Comp, Selfie Category, 1st place: Cessna Caravan, Yellowknife by Jason Pineau

DEVON STRUT COMMITTEE 2015



Chairman: David Millin, 6 Farm Close, Kingskerswell, Newton Abbot, TQ12 5BT
01803-875601 david.millin@sea-sea.com



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680784 sb.robson@tiscali.co.uk



Membership Secretary: John Hope, 6 North Avenue, Exeter, EX1 2DU 01392-
271932 john@exeflyer.eclipse.co.uk



Treasurer: Tony Gibson tony_gibson1@hotmail.com



National Council Rep: John Holden Holdenjandm@aol.com



Brian Lyford brian.lyford@gmail.com



Events & Social Media Organiser: Chris Jackson
thechristopherjackson@googlemail.com

Minutes of the LAA Devon Strut AGM 12th February 2015

1. Apologies for absence

Bill Thirtle, Peter Gilmour, Jim Gale, David Shrimpton, Andy Williams, John Moss, Richard Wainwright, Mel Gale, Dave Linney, Howard Fawkes, Ian Law, Pete White, Rachel Ellis, Steve Robson, John Tipton, Richard Hopkins, Nigel Skinner, Francis Moyle, Richard Gibson, James Gibson, Cliff Allison .

2. Adoption of new constitution.

MM summarised the main points of the new Strut constitution, adapted from the LAA model constitution. The main feature was the removal of Full Strut members needing to also be members of the LAA. This was to enable all existing Strut members to vote, irrespective of their LAA status. Proposer: Mike Wood, Seconder: John Hope, Voted unanimously.

3. Minutes of last AGM

Accepted as read. Proposed: Tony Gibson, Seconded: John Holden, Voted unanimously.

4. Matters Arising: None

5. Chairman's Report

David Millin's Chairman's Report summarized the objectives and achievements of the Strut. He described the Strut's activities during 2014, including 8 evening meetings, 13 fly-ins and fly-outs, the regional rally at Dunkeswell and 12 Strut scrambles. He also outlined the proposed fly-in programme for 2015, comprising 13 events.

6. Treasurer's Report

Tony Gibson gave his annual report, including a full breakdown of income and expenditure. Total expenditure was £2,647 and total income was £4,144 with a closing balance of £16,461. Acceptance of the accounts was proposed by Trevor Reed and seconded by Roger Helmore.

Proposals for the use of Strut funds during the coming year included adopting 3 new charities (see later), attracting prestigious keynote speakers and subsidizing landing fees for members on selected fly-ins, fly-outs and scrambles.

7. Election of Officers

7.1 Chris Bailey was retiring from the committee and David thanked him for his work in his roles as Safety Officer and Committee Secretary during recent years.

7.2 Chris Jackson had been co-opted onto the committee during the latter part of 2014 to organize the Strut social media presence. He had also volunteered to be nominated for the role of Event Organiser and was asked to introduce himself to the meeting before being formally proposed. Proposer: Brian Lyford; Seconder: Chris Bailey; Voted unanimously.

7.3 Existing Officers

Post	Nominations	All Proposed by	All Seconded by
Chairman	David Millin	Simon Wilson	Roger Helmore
Treasurer	Tony Gibson		
NC Representative	John Holden		
Newsletter & Web Editor	Mike Mold		
Membership Secretary	John Hope		
Safety Officer	Steve Robson		
Without portfolio	Brian Lyford		

8. Election of Accounts Examiner: John Holden

Proposer: Chris Jackson, Seconder: Francine Tullis, Voted unanimously.

9. Motions

Adopting the Strut charities (Each to be awarded £200):

- RNHS Sea Fury T20 Restoration: Simon Wilson gave an update on the restoration of the Sea Fury and the two Swordfish. Proposer Steve Robson, Seconder: Nigel Everett
- Devon Air Ambulance: Proposer Tony Gibson, Seconder: Mike Wood
- Armstrong-Isaacs Scholarship: Recommendation read by Brian Lyford
Proposer Brian Lyford, Seconder: Trevor Reed
All voted unanimously.

10. Any Other Business

Simon Wilson announced a GASCo Safety Evening to be held at RNAS Yeovilton on Tuesday 24th March and a Military Civil Air Safety Day, also at Yeovilton, on Thursday 30th April to which pilots could fly in, limited to the first 25 local applicants and ca. 100 attendees by road.

Strut Membership Renewal

Dear Devon Strut Member

For those of you who have already renewed, your support is much appreciated. For those few members who have not renewed but still intend to do so for 2015, I now invite you to renew your membership. The fee is unchanged at £18.00. New members who joined after 30th September 2014 already have membership for 2015, as have standing order payees. However, for most members a separate payment is needed and the options are as follows:

Cash or a cheque made payable to "LAA Devon Strut" should be sent or handed to the undersigned. Please include a copy of this form with the requested information.

Direct bank payments can be made to "LAA Devon Strut", HSBC Bank Sort Code 40-40-48 Account No 80001678. *Please quote your name as a reference.* If you pay by bank transfer, please return this form after adding the information requested. This will avoid possible delay in sending your new membership card.

If you pay by bank standing order, no further action is necessary unless there is any change of your details.

Please note that member's contact and other details supplied now or previously, continue to be held on computer for disclosure only within the LAA.

Name:

Please list any change of address, email, tel, mobile, aircraft & where based.

.....

Direct payees, please confirm that you have arranged payment. Yes / No. This ensures prompt issue of your new card.

John Hope, Devon Strut Membership Secretary, 6 North Avenue, Exeter EX1 2DU. T: 01392-271932
 M: 07979-815498 john@exeflyer.eclipse.co.uk