



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 – July 2015

Chairman's Chat

by David Millin

Poor weather can't last forever and finally we got our chance. Our Porthtowan fly-in on 7th June turned out to be a wonderful event. The countenance of the weather Gods looked favourable upon us for once, allowing a good number of people to fly but that was not all. Our hosts Rupert and Tim Major demonstrated unparalleled hospitality at their beautiful 550 metre grass strip. They also provided a veritable feast that left no one wanting. On behalf of the Strut, may I say a hearty thank you to Rupert and Tim for welcoming our members in such a friendly manner. I am certain that the next event at Porthtowan (*date tbc*) will also be well supported.



Unfortunately, I was unable to visit Porthtowan as Christine and I attended the LAA's Party in the Park at Old Warden Aerodrome, the home of the Shuttleworth collection. We too enjoyed superb weather and watched many of the collection's aircraft flown whilst we consumed tea and cakes. The event was attended by representatives of the world of aviation including our patron, His Royal Highness Prince Michael of Kent. Old Warden is a good destination to visit by air as the landing fee includes admission to the museum and The Swiss Gardens.

On 21st and 22nd June the Farway Common fly-in took place. The weather was back to its old tricks with low cloud and breezy conditions keeping people away on the Saturday during which we had only five arrivals. The Sunday was much better with twenty aircraft turning up. Mark Albert and his wife Sheena of EAA Chapter 14 from San Diego, who were holidaying in the UK, drove down from Bath to pay us a visit.



Brian Lyford took Mark for a brief flight in his Alpi Pioneer 200 which proved to be the highlight of Mark's day (*left*). Mark commented that we have as much green as they have desert. It was really good to see overseas visitors and we look forward to further visits. Thanks go firstly to Terry Case for making his beautifully manicured strip available to the Devon Strut for this event. Thanks also go to Nigel Nicholson for providing and setting up his BBQ, Chris Jackson, Bryan Lyford, Jim and Joyce Gale and Christine Millin for manning the BBQ. Mention must also be paid to Exeter Radar who handled the traffic and finally thanks to all the pilots who contacted Exeter to notify their intentions, contributing to the safety of the surrounding airspace and to the convenience of commercial traffic.

John Holden and I attended the LAA National Council meeting on behalf of the Strut, lift-sharing with Trevor Wilcock of the Bristol Wing which made the four hour journey from Devon to Turweston a pleasure rather than a chore. Emerging from the meeting was the encouraging news that processes are evolving within the LAA Engineering Department in that minor mods or applications affecting AOG situations will be expedited, whilst long term applications will be dealt with in turn but with a traffic light system to keep Engineering staff alerted to the duration of time since the application was submitted. It was also mentioned that a significant amount of mod applications are delayed because the applicant either fails to provide

appropriate information or more commonly delays submission of further information require to complete the process.

The meeting was also of historic importance in the history of the LAA as the National Council (in its current form) was suspended pending the instigation of a more effective regime. For some time, concerns have been expressed that the NC could play a more useful role in communication between the LAA Board of Directors, the Struts/Clubs and the individual members. A small working party lead by John Holden will put forward alternative solutions for an improved NC by the next sitting of the LAA Board in early September. The working party will be developing an overall approach, not only to communications within the organisation but to the possibility of arranging events such as national or regional conferences and the implementation of specialist sub groups to deal with matters concerning grass roots issues and any other areas of concern deemed appropriate by the Board. The objective is to improve the efficiency and effectiveness of the NC for the direct benefit of LAA members. In the spirit of improving our lot, if you have any constructive ideas, please contribute your suggestions to the debate.

On Saturday 11th July we'll be having a fly-out to the Scillies, co-ordinated by Steve Robson and Nigel Stevens, (Strut member and Assistant ATCO at St Mary's). See details later in this newsletter.

Finally, the Dunkeswell Fly-In is planned for next weekend - 4th and 5th July, so I look forward to seeing you all then. If you can spare an hour or to assist in the set up on Friday 3rd and the running of the event, please give me a call or drop me an email as your help will be greatly appreciated. *David.*

Porthtowan, 7th June - Photos by John Hope, Chris Jackson and Steve Rendle

Our Strut Treasurer, Tony Gibson, was one of 35 visitors to our fly-in at Tim and Rupert Major's Porthtowan strip on Sunday 7th June and echoed many who have been in contact with the Strut to say that it was superb. We owe Rupert a vote of thanks not only for letting us use his strip but also for a superb welcome and for the free food he provided for all visitors.

Our Event Organiser, Chris Jackson, (who is doing his PPL at Dunkeswell), hitched a ride to Porthtowan with Tony Gibson in his Murphy Rebel whilst Chris's girlfriend Anita had her first experience of "our kind" of flying with Brian Lyford in his Pioneer 200, both from Watchford Farm. Chris commented *"It was a fantastic day. The weather helped, obviously, but I have to mirror other people's comments that we received a really warm welcome and the lunch they provided was brilliant. It's a lovely strip too; very picturesque with views down to the sea. I certainly want to go back, especially if camping could be an option."*



On a more personal note, thanks so much again Brian and Tony for taking Anita and myself along. Anita absolutely loved it and is fully converted to a life of aviation now, so that's made my job much easier!"





More photos from the Porthtowan fly-in are on Steve Rendle's Flickr web album including those below. <https://www.flickr.com/photos/55101137@N02/sets/72157651859004504>.



Chris Fitton arriving in his Jodel DR1051 from Bolt Head



Tim Major's recently completed Jurca Spitfire.

Immediately after the fly-in Rupert's wife Lorraine wrote to the Strut via Steve Robson (Who had made the initial contact for the fly-in):

Dear Strut / Steve, We've just got back from the airstrip and we've had a fabulous day. The conditions were perfect; such a shame you couldn't have been with us [Steve was on work duty – Ed]. We had 35 planes in plus a display from the Spitfire. All the Strut members were lovely people and although everything was supposed to be free, many of them insisted on giving us donations which totalled £213.50 and which I'm donating to "The Brooke" charity [An equine charity <http://www.thebrooke.org/about-us> - Ed]. Hope that meets with your approval. Yours, Lorraine Major.

Inspection Matters - Mods, hoses and loose articles

by Trevor Reed

Hi Folks

Last month I mentioned my reservations over the new LAA modification procedures. You will remember I had ordered a new prop for my Glastar and, as it was not on the approved list for my aircraft, I had to use LAA mod form 4 to apply for approval. Well, I have to say that I have been pleasantly surprised!



The whole procedure, apart from the final issue of the authorization, was conducted electronically and took just over two weeks. I applied by completing the downloaded form on my laptop and emailing it to LAA. I received an acknowledgement next day. After one week I received a reply from Andy Draper asking a couple of questions and requesting payment of sixty pounds. I duly responded and received the permit to test authorization about a week later. Throughout the process I could monitor the

progress on the "My Aircraft" section of the LAA website. It seems that the engineers review mod applications on Tuesdays as I received my responses on Tuesday afternoons or Wednesday mornings and then, if I replied straight away, I got my next response a week later. I should collect my new prop from Hercules early in July and will let you know how it performs.

As a follow-up to my comments on our aircraft hoses last month, I must mention a recent problem with Semperit fuel hoses. The full details can be viewed from the defect alert link posted by the BMAA http://bmaa.org/files/defect_alert_0052_-_semperit_fuel_hose_fub_386_3q-2014.pdf but here is a brief synopsis. It seems that, although Semperit hoses have been used satisfactorily in aircraft installations for many years, a batch manufactured in 2014 labelled 3Q/2014 is defective in that it deteriorates when used with unleaded fuels. The inner layer of the pipe breaks down giving rise to leaks and particles getting into the fuel system components. If you are using Semperit hoses please have a good look at the Service Bulletin.

During my early time in aviation I was in the military, looking after maintenance of RAF fast jet aircraft. We always worried about the dangers of loose articles finding their way into the aircraft and we had checks as part of the servicing schedules. For small aircraft we would routinely x-ray the airframe in sections to find the items. For larger types it was a comprehensive visual search. Over time we found a varied collection of unwanted items. They ranged from ubiquitous pieces of locking wire through to tools and extra components. Some were bizarre. At one advanced flying training school the turn-round crew found a student pilot's metal name tag in the ejector seat mechanism. The technician who found it held the worried student to ransom for cash for a couple of packs of beers and aircraft washing duties for a week! Another time we found a chair in a Vulcan fuel tank bay! I was reminded of those days when I recently carried out permit revalidation inspections on a couple of aircraft. As is not unusual in our aircraft, the controls in each of these aircraft ran under the cockpit floor. Although it took considerable dismantling to get access to the area, the effort was certainly worthwhile as loose articles were revealed. In one aircraft a new electrical component was lying loose under the elevator control rod and in the other a half-inch drive socket set extension bar about six inches long was lodged behind a strobe control box. Both owners were somewhat shocked, claiming that they had not introduced the items into the airframe and I believed them. However somebody, perhaps a past owner had, and the consequences could have been serious to say the least.

The message is simple; be aware of the dangers of loose articles. To reduce the risks, I suggest it is wise to empty your pockets when you are working on your aircraft, have a robust tool checking procedure in place and if you drop something, no matter how small, make sure you do not give up until you find it.

Keep vigilant,
Trevor Reed

Bidford-on-Avon Wings and Wheels, Monday 25th May

by Peter Gristwood

I just thought I'd let you know about my recent trip to the gliding site at Bidford on Avon in my Robin DR220 'TH. Each year they have a Wings and Wheels event so this year I decided to go. David (*Millin*) will remember Bidford as it's where we picked up TH's new windscreen.

The event was excellent and very reminiscent of the old Branscombe events - lots of cars and about 40 aircraft, including a Dragon Rapide.



They really would like more to turn up so can I suggest the Strut adds this event to our 2016 programme? It's only an hour away from Dunkeswell so, for all but the slowest of the Strut fleet, it is very doable and it will be good to show the flag en-masse, out of the county.

I've got a few other nice destinations 'TH will be going to this year and some of the Dunkeswell based aircraft have already expressed an interest in visiting. If you are interested, I'll let you know more details as potential Scrambles. Regards, *Peter Gristwood*

Flying to France

(With additional comments by Tony Gibson)

by Brian Lyford

The Strut Newsletter is a great way to get information around our fraternity and I think that it's worthwhile recounting a trip that I (in my Pioneer 200) and fellow Strutter Tony Gibson (in his Murphy Rebel) took earlier in May. Hopefully, there will be some useful information for you to glean from our tale.

For sometime we had spoken about the possibility of going somewhere different; the west coast of Scotland, Orkney, the North York Moors, a trip around Wales, and France. I have always wanted to go to France, to have real French food on the seafront with the sun just sinking down out of a clear blue sky..... For me that would fulfil one of my long held dreams, which may well be one of yours too. Well, this is how we did just that and show that you too can do it, but without the hassle!

First you will need a flight plan. If you haven't already done so, you could go onto Google and type in **flightplanningonline**, all one word. That will take you to the NATS website where you can register for a free account for the Aeronautical Flight Planning Exchange Service (AFPEX) [*Or go straight to <https://ts1.flightplanningonline.co.uk>*]. Once registered, you can follow the online guides on how to fill in and submit your flight plan.

You will have to register about 2 weeks before you intend going as it takes that long for NATS to vet you and allocate you a password. Keep the password with you as you will need it to login on other computers abroad in order to get home. It is also a good time to investigate the mysteries of the General Aviation Report (GAR) form submission. You will be required to make a GAR submission to HM Customs only on your return to the UK. On your trip out you are required to land first at a customs equipped airport.

A quick word about flight plans. Four times now I have tried and failed to complete one. They are full of cryptic and ambiguous questions, set out in a most illogical manner. Fortunately, the NATS site has a 24 hour helpline where you may become friendly with Gary, as I did. However when abroad this site is near impossible to find on a French computer. Fortunately, in my case some very friendly and helpful French fellow flyers have tried to accommodate me on their version of the wretched form. In both cases they had to resorted to telephoning their providers to make a submission on my behalf as sometimes their forms don't work either. So, now your flight plan is in, all you have to do is find a UK government website to submit a GAR form, from again from a foreign computer. I wasted in excess of six hours trying to fill in these two forms on this one trip alone. Tony used SkyDemon; just a couple of clicks and everything was done. Therefore, I recommend it and it will also do flight plans for multiple aircraft flights.

[Tony commented: I'd only flown to France once before and on that occasion someone else had done all the paper work for me. As I now have SkyDemon, I wanted to try it out but like most of us, I kept putting it off. It was only after agreeing to go with Brian that the idea became real. We had agreed a date to go so when the weather was bad there was someone to talk to about making a back-up plan].

We originally intended to go on Monday 18th May but the weather put pay to that! The next opportunity was on Wednesday 20th so with the paperwork done and subject to all the usual checks and a small relief, we were off at 11 am (UK time). Our route was from Watchford Farm to Swanage, then south to Rennes (LFRN), going between the Cherbourg and Cap De La Hague zones. Once airborne from Watchford, Tony called Dunkeswell and asked them to activate the flight plan so when we called London Info it was already open.

We chose Rennes as it is about one comfort brake away, 2.7 hours from engine start to engine stop and 2.5 hours flying time. It has customs and fuel (cheaper than here). Cherbourg only has jet fuel and when I went there a couple of years ago it cost 12 Euros/litre whereas Rennes is free to land and park.

Having arrived we signed in and asked a lovely French lady where we might find the customs official. After some confusion we tried all the buildings we could, finally finding a lass in the Arrivals Hall who said the Customs Officer had gone home and wouldn't be back until noon the following day. So off we went to Rennes by taxi (20 euro)! Later we found out that a #57 bus goes from the end of the road to the centre of town for 1.5 euro and there are plenty of hotels once you are there. However, it's best to book before you go. We didn't and had to try half a dozen before we found one, "The Atlantic" which is a member of a grouping of hotels www.contact-hotel.com. On your behalf we sampled the local tapas and a few hostelries. The better one we found was La Cite O'ys bar; very reasonable prices and a free sausage!

Now free of officialdom and forms, we could continue further into France at our leisure so looking at the *contact-hotel* book and SkyDemon we found a hotel near an airfield another 2.5 hours south and the nice lady in our hotel booked two rooms for us at Royan. We called the PPR number and was told all OK before 3pm. So, after a 1.5 euro bus ride later we topped up with fuel at 2 euro per litre. In my case 25 lt. Then to Royan. Having both tried to call on 118.8 with no response we landed. I used the hard runway and Tony the grass one which had not been cut for some time and so he needed lots of power to keep moving!

With the luxury of the hotel being pre-booked, we lingered a while in the Royan club house bar. Then to my surprise meat bombs began to fall at 3pm! We had a slow wander down into town and found a very suitable restaurant on the seafront. Had far too much seafood and a little wine! *[Right-Ed]* Over dinner we discussed the possibility of another short hop down to Biarritz. However, the final decision was that a two hop trip home was best as Tony had left his mobile back at Rennes. Flight plans can be submitted from an iPhone when there is no wi-fi.



At 11 am the next day we took off for Rennes, flying up the coast at 2000 feet. All had been so straight forward, just like home but warmer. We dropped into Rennes, collected Tony's phone, signed in and out, filled up with fuel before setting off for home.

[Tony added: We intended to refuel but you need a special fuel carnet card, for which you also need a French bank account. It appears that at most small French airfields the fuel facility is provided by Total. Luckily, the local flying club used their card for us and I paid them in cash as they had no credit card facilities.]

By this time the weather was looking a bit iffy. For most of this flight Rennes couldn't see us on their radar and regularly called us for position reports. We flew lower and lower until we were over Granville airfield at about 600 feet and decided to call it a day and landed there. It's a very pleasant town which I would never have otherwise visited. The following morning the weather forecast showed better conditions as we were to go north, however Granville was still in low cloud. We thought that if we could get to 500 feet and contact Rennes or Brest we would go, otherwise land back. As it happened, we were able to get up to 1000 feet and could see things were better to the north, so north we went. We were home at Watchford in a couple of hours and looking forward to a cuppa!

Regards, *Brian Lyford* (Plummet International) tel. 07710 214 414

Some final points to remember from Tony: DO IT but:

1. Take a reasonable amount cash as not everywhere takes credit cards.
2. Take electrical plug adapters and chargers.
3. Update your software. At one stage I had a problem with my SkyDemon refusing to run. I have since found out that I was running on old version and that an update had been available!
4. Don't worry if there is no reply to your radio calls. The three places we went were all very helpful.
5. If using SkyDemon, check the route at different heights. I would not have worried about the French Air Force low level corridors that appeared when we descended due to poor weather, if I'd already done a check at 1000 ft and found them.
6. Take the *latest* French maps with you!

By the time you read this we hope to have done at least two more trips to the continent. *[Read their next episode in our August issue – Ed]*. We would be happy if anyone would like to join us. Let's see how many places the Strut can visit this year.

Dave White, a Jodel owner based at Wing Farm, has compiled a comprehensive guide to the admin needed to fly to France, including a checklist of actions and documents you need to take. It's entitled "Send Three Web Submissions, Wait An Hour And Fly To France" and is available to download from his Dropbox site. [https://dl.dropboxusercontent.com/u/66162937/Posted Files/Why Not Fly to France 2015-v4.3.pdf](https://dl.dropboxusercontent.com/u/66162937/Posted%20Files/Why%20Not%20Fly%20to%20France%202015-v4.3.pdf)

Follow @FASVIG on Twitter

by Steve Hutt

If you are a Twitter user you can now follow the Future Airspace Strategy VFR Implementation Group on Twitter. Please follow us @FASVIG - <http://twitter.com/FASVIG> . The FASVIG website - <http://fasvig.org> - is now setup to support tweeting of posts and pages so do please spread the word on aspects of the Programme dear to your heart. For the best information on the FASVIG you can still sign-up for email Newsletters at <http://fasvig.org/subscribe>. If you want an inside track on what's going on and to help contribute to the VFR Airspace cause then please volunteer to become a FASVIG Champion at <http://fasvig.org/volunteer>. We still need more Champions, especially in Scotland, Wales and Northern Ireland.

The consultation periods for the first two Airspace Change Proposals (Solent CTA-6 and Airway Q41) have now closed and we've had a good response. Look out for further news on these ACPs in due course. There will be more ACPs being sponsored in the future once the FASVIG Champion Teams get up and running. Please support these by sending in an email in response to the consultations when they are announced. *Steve Hutt*, FASVIG Programme Coordinator (<http://www.fasvig.org> <http://www.twitter.com/FASVIG>)

Devon Strut Fly-out to the Scilly Isles - Saturday 11th July 2015 by Steve Robson

The Strut will be holding a fly out to the Scillies on Saturday 11th July with a rain-off date of Saturday 18th July. Devon Strut member Nigel Stevens who lives on St Mary's and is also an Assistant Air Traffic Controller at the airport has kindly organised the event. PPR is essential. Please see the link below for further information. The General Aviation page covers all the requirements plus a host of other useful information including landing / parking fees. <http://www.scilly.gov.uk/environment-transport/isles-scilly-airport> Amendments not yet included on the website are that the Sunday departure slot is now 13.00 – 16.00 local. There is no camping on the airfield. The main camp site is located on the Garrison <http://garrisonholidays.com> The IOS Tourist Information site also give details of accommodation <http://www.visitislesofscilly.com>

If you are planning to make a stopover on Saturday and depart on Sunday you will need to provide a copy of your aircraft insurance certificate to enable a Sunday departure (see info above). All pilots / passengers attending are strongly advised to ensure that they are properly equipped for an over water flight. For those who haven't been, it is well worth the experience!

Devon Strut 'Make a Wish' Charity Fly-In, Saturday 8th August

Why not take part leaving your own mark on aviation history? Now is your opportunity. Jim Greenshields of Somerset Microlights is instigating yet another world record attempt from Dunkeswell Aerodrome. The objective will be to set a new world record for the most aircraft to take off from an airfield in one hour. The record currently stands at 87, a figure that pilots of our calibre and determination should easily beat! The event will be recorded by Guinness and all proceeds will go to the "Make a Wish Foundation."

Here is a chance to participate in a significant fly-in, meet your mates, dine well and take part in a structured departure which will set a new record for you all to share. The record attempt is supported by the Devon Strut and already has the commitment of a large number of participants from near and far. So come along and join in for a good cause. Weather permitting, the record attempt will take place on Saturday 8th August with a back-up on Sunday 9th. Volunteers and marshallers will be needed to assist in the departure schedule. If you are able to help, either on the ground or by flying out of Dunkeswell, please contact Jim Greenshields at Somerset Microlights on 01404 891880 or David Millin (Devon Strut Chairman) on 01803 663012 during office hours or 07985 984 144 or e-mail david.millin@sea-sea.com

Adverts

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Fournier RF5 G-BACE. (right) one sixth share for sale. New engine, 10-12 litres per hour at 80-90 knots, well run group, good access for a weekend flyer. SLMG/TMG instructor available. On-line booking. Hangared Dunkeswell. £3,500. Contact Mike Wells on mike.wells11@btinternet.com 07836 272233



Aircraft Cover, Survival Suits and Training Manuals for Sale by John Cuming

Velas Aeroplane cover (blue) for a Cessna 182Q
<http://www.velas.co.uk/planecov.htm> reasonable condition, offers. (similar to one shown right)



Two Survival Suits, Multifabs Survival suits, (right) ex Conoco ?? all in one, size med/large, they fit me & wife, 6ft, wife 5.4ft. Feet enclosed, wrists have rubber cuffs, chest zip, & tight fitting hood, orange/red colour. Serviceable, kept in wardrobe indoors. Offers considered.

Air Pilots Manuals by Trevor Thom Series 1 to 5 as new. Offers. Contact John Cuming 01548 842157, 07732 190070, rictay@btinternet.com

Wanted: 3 Axis Microlight Share

I'm a PPL A converted to microlight pilot currently living in Cambridgeshire but planning a move to Torquay later this year (in the process of buying a house at the moment). Currently I'm in a Eurostar syndicate based at Sutton Meadows and greatly enjoying economical flying and the time that retirement allows for this pastime. I'm going to be looking for a way to continue flying when I get to Devon and thought that contacting the strut would be a good first move as a way to get to know how things work in the area.

I wonder if there might be a Strut member who is looking for someone to share the cost of a 3 axis microlight? Peter Cox peter@moonpython.com

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Fly-Ins, 2015

Month	Day	Venue
July	Sat 4th & Sun 5th Sat 11th (or 18th) Sat 25th	Dunkeswell Regional Fly-In Scillies Fly-out (PPR Essential - details above) Bodmin (CFC's Pasty & Ice Cream Fly-In)
August	Sun 2nd Sat 8th Sat 29th	Lundy (PPR and verbal briefing essential from Pete White 01752-406660, 07805-805679) Dunkeswell Make-a-Wish Take-Off Challenge Henstridge fly-out (vintage day)
Sept	Fri 4th to Sun 6th Sat 12th & Sun 13th Sat 19th	Sywell LAA rally Bodmin VE Day (Cornwall FC) Belle Vue

Tailpiece:



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