



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 Australia

DEVON STRUT NEWS – October 2015

Chairman's Chat

by David Millin

I don't know what you think about the collective consciousness but it seemed to be evident at the LAA Rally in the buoyant feeling that everyone was in good spirits and enjoying the show in a very positive manner. One might say that the Rallies are all the same but that would be a simplistic statement falling short of fact. Our rallies have the same core theme which embraces all the good reasons we attend year after year. However, in addition to this, there is always something new to see and this year's rally was no exception. The weekend certainly had an optimistic buzz about it, the details of which you can read for yourself in the next copy of our Light Aviation magazine.



The LAA AGM takes place on 10th October at Sywell. This is another chance to see and hear for yourself the latest development within our Association. If anyone is interested in going to Sywell, please let a committee member know and we can help arrange lift shares.

Back to Devon, our first winter talk is on the evening of Thursday 8th October at the Ley Arms, Kenn. The subject is the Polish 307 Squadron Project, presented by Michael Parrott. 307 Squadron was based at Exeter during the war. We hope to see you there for a catch up and to kick off our winter season. Do please remember to bring a friend along. Everyone is welcome.

We were delighted to hear from Jim Greenshields that the Dunkeswell take-off challenge of 106 aircraft in an hour on 8th August has now been confirmed as Guinness World Record. Well done to all involved! A video of the record was posted on YouTube https://youtu.be/7yaFD2_38D4

Bodmin recently enjoyed another successful event with the VE Day Fly-in and 1940's Party on Saturday 12th September. Well done to the Bodmin team who never fail to bring fun and variety to the Cornish scene. Photos by Derek Boyce <https://www.flickr.com/photos/16090262@N06/sets/72157656421317523>



Graham Newby, Pete White & Reg McComish



Reg arriving in his Aeronca



Military vehicles

Belle-Vue also had a busy weekend on 19th & 20th September for the Howard Cox Memorial Fly-In. Fifty five aircraft arrived on the Saturday which kept the catering volunteers fully occupied, plus 4 on the Sunday. Particular thanks go to Jim Gale and Brian Lyford for their outstanding effort in feeding the visitors. Also thanks go to Don Easterbrook and the Wingnuts (Mark Potter, Bill Thirtle and Ray Trute in particular) for making it all possible. Two of the aircraft came from Ireland on Saturday including Gerry

Humphries who entertained the crowd in his RV7. Howard would have enjoyed the event! Thanks to Derek Boyce for his photos <https://www.flickr.com/photos/16090262@N06/sets/72157658552199330>



(Howard's Cub - Missing man – rt)

The world of aviation hears the sad news that Brian Lecomber has passed away. Brian, who was World Aerobatics Champion and famous for his displays with Microlease, once gave our Strut a humorous and inspiring talk. A YouTube clip illustrating Brian's prowess can be seen here <https://www.youtube.com/watch?v=Znkii0BUEko>



Branscombe Airfield is once again experiencing objections from the nearby village with regard to its latest planning application, intended to vary the existing restriction on aircraft movements. An opportunity existed for opinions to be expressed during the consultation period which ended on 29th September. We now await the results in the hope that we may see the preservation of this lovely Devon grass strip and the benefits it brings to the area.

Recent national news has featured the Battle of Britain Day fly-pasts. I have heard that Keith Lawrence, one of "The Few," who has from time to time attended Strut meeting with his son Geoff, is currently unwell. I am sure you will join with me in wishing him a full and speedy recovery.

Thankfully, we have benefitted from some reasonable weather lately and although some of us have spent a lot of the season grounded (for various reasons), I have been heartened to see so many of you flying. It is wonderful to see the spreading of wings in all aspects such as trips to different destinations, including across the Channel, different aircraft types, projects progressing, and skills developing. This brings me to congratulate our Events and Fly-In Co-ordinator, Chris Jackson, who recently went solo with Devon & Somerset Flight Training at Dunkeswell Aerodrome.

That's all from me! Enjoy the rest of the Newsletter. Wishing you good weather and great flying, *David*.

Aviation Heritage Centre Opens at Newquay

When the Newquay Airport end of Coventry-based Classic Air Force announced it was closing earlier this year, enthusiasts, engineers and pilots who had contributed to the venture were left with a huge void. Someone suggested, "Why don't we start a new place ourselves? And that was how the idea of the Cornwall Aviation Heritage Centre (CAHC) was born.

The Heritage Centre opened to the public for the first time on Sunday 20th September. "It's not Duxford or Fantasy of Flight," said CAHC, "but it is a testimony to the determination

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of a small group of people here in Newquay that wanted to keep this going. We are now outdoors as well as indoors. We are concentrating on restoration projects. And we are working on creating an education and learning environment and including local schools."

The Cornwall Aviation Heritage Centre is set among the massive former RAF Hardened Aircraft Shelter (HAS) buildings at Newquay which was designated as a forward operating base for the Buccaneer Maritime Strike force and later used by Typhoons, Jaguars, F16s and finally, in 2008, Harriers and Tornados.

Among the iconic British aircraft on display are two Hawker Hunters, a Hawker Siddeley Harrier, a BAC 1-11, Vickers VC-10 and a Vickers Varsity. *(as reported by Flyer Magazine)*

Contacting Emergency Services with Your Mobile Phone

Important information about contacting emergency services using your mobile phone in the UK has been posted on Facebook. This includes gaining access to the most powerful available signal, even if it's not from you're your own provider, and how to request help by SMS.

<https://www.facebook.com/TamworthInformed/videos/vb.170334033136041/486825278153580/?type=2&theater>

Inspection Matters - Changing Your Engine Oil

by Trevor Reed

Hi folks

It is often said that oil is the cheapest insurance policy. That may or may not be true. Certainly an oil change is the most cost effective maintenance procedure. Of that there is no doubt and you can do it yourself, as it is one of the items on the permitted pilot maintenance list (LAA leaflet TL 2.05). As it is a subject in its own right, I am going to leave discussion on the choice of oil to a later date and just talk this month about changing it.

Before you start, make sure you have all you need, including of course a sufficient quantity of the right oil, new filters and the necessary washers. Do not forget that used oil is a nasty product so you need overalls, gloves and eye protection. Let's break the job down into three stages. Draining the old oil, doing a few things while the sump or tank is empty and finally putting in the new, clean fluid.

Draining sounds simple and so it is. But do not rush it and follow a few simple steps to get out as much of the old fluid as you can. Definitely drain it when the oil is hot and the hotter the better. When you get back from a trip is ideal. Draining after a short flight to warm it up is not quite so good and after a ground run the worst option. Above all do not even consider draining it after the aircraft has been standing for a long time in the hangar, as you will not get out all the contaminated oil, or the free or entrapped water. If I carried out an oil change on my Jungmann in winter it was difficult to get the oil hot enough, particularly as it had an external oil tank containing 6.3 litres. In such conditions, with the oil at 70c at best, the first thing to flow out was water! Quite frightening the first time you see that. Failing to drain the oil with the engine hot will reduce the efficacy of the oil change and your new super clean oil will be contaminated from the moment you pour it in. Leave the plug out for at least 30 minute and raise the tail or lift a wing to get the sump plug at the lowest point. You can always have a poke around with a gloved finger to hook out any reluctant sludge.



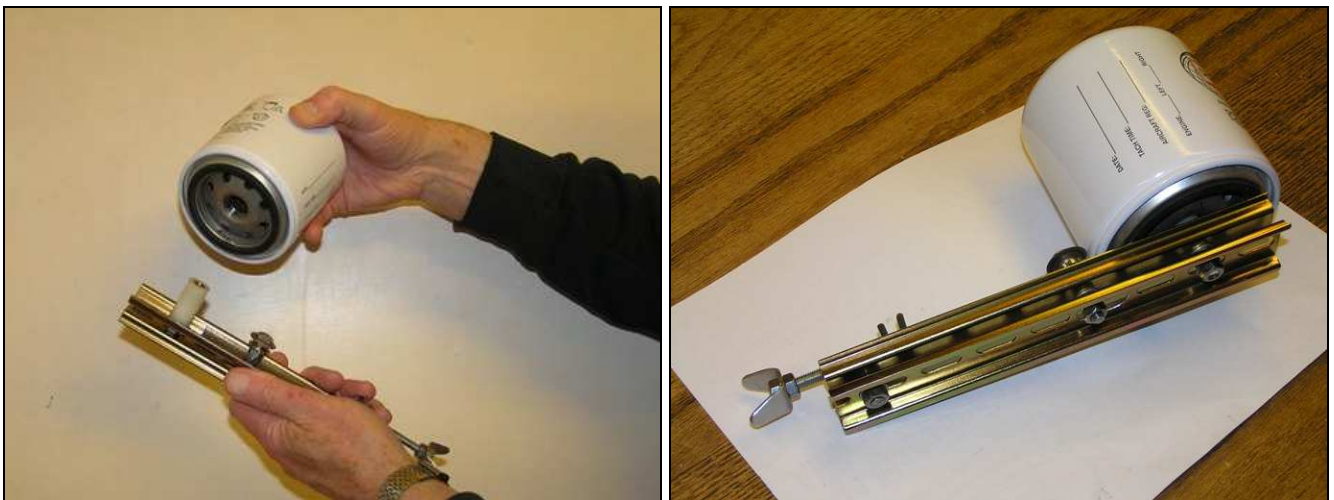
While it is dripping, its time to clean the oil screen or change the filter. Wash the screen in petrol in a jam jar. Take it out and inspect the gauze for damage. Then pour the contents of the jar through a paper filter

into a second container. Have a close look at the debris on the paper and make a note on what you find. A magnifying glass helps in this inspection. Keep the paper in a polythene bag together with your notes in your aircraft records. By comparing with previous filter washings you can spot changes in the health of your engine.

I had some interesting experiences with oil sampling in the mid 70's when I was working with the RAF Vulcan fleet. We introduced an engine oil monitoring system for the Olympus engines. We regularly collected engine oil samples from the flight line and carried out visual examination of the debris using microscopes. Experienced tradesmen could identify the source of the particles and, by using laboratory scales, we could monitor the deterioration of a component. This procedure not only reduced engine failures in flight but extended engine service life by avoiding premature engine removal. The Royal Navy adopted a similar procedure with their gas turbine powered ships. It is interesting that the comparatively simpler visual method proved to be more effective than spectromagnetic oil analysis in early failure detection.

Ok, back to your dripping tank. If you have a spin-on filter, cut it open and carry out the procedure above.

[Commercial filter cutters can be expensive but a simple cutter made by John Hope from a couple of pieces of DIN rail, a few nuts and bolts and the blade assembly from a can opener, is shown below - Ed].



Clean the sump plug, again using petrol, and record the debris. If you have a magnetic plug you may find ferrous particles. I don't think it is a good idea to try to flush the tank. Unless it is removed from the engine or out of the airframe, the flushing fluid will be left in the corners of the tank and add to the contamination. Refit the nice clean screen using a new copper washer or screw on a new spin-on filter. In each case wire lock the assembly. Clean the oil filler cap, particularly on the inside where sludge can accumulate. Wipe the dipstick clean. When the drips from the drain hole have stopped, refit and wire lock the sump plug, again using a new copper washer.

Now for the best bit of the job. Pour in the lovely, new, clean, honey coloured oil. Make sure it is the correct approved type and viscosity for your engine. You must not use motor oils unless approved for your engine. Keep adding oil until it reaches the correct level on the dipstick. Do not be tempted to overfill it just to finish the bottle as overfilling can damage you engine and anyway the excess will just be vented out and make the aircraft mucky. Now do an engine run to spread the new oil around the engine and to fill up the filters. Let the engine rest for a few minutes then check the level on the dipstick and top it up if necessary. Finally don't forget to make an entry in the engine logbook giving the make, quantity and type of oil. Sign and date the entry together with your pilot's license number.

And there you have it. The best maintenance you can do!

Members' News

Congratulations to **Chris Jackson** on his first solo, on 23rd September at Dunkeswell.

John Holden has acquired a new Eurostar G-CIWI, an SL microlight model (*right*), based at Wadswick Farm near Corsham.



Welcome to New Members

Chris Keeping, Wheatcroft Farm, Cullompton, Devon, EX15 1RA. snoopycoy@netvigator.com 01884-33219. Chris has a Taylor Monoplane under construction.

Adverts

Garmin Virb and a D2 pilot watch combination for sale (*right*). Un-used Xmas present. Selling for £300. Keith Wingate keithwinga@aol.com



Hangar For Sale at Halwell, South Devon. Suitable for a light aircraft or microlight. Halwell has a 450m grass strip and is operated by South Hams Flying Club. Membership of the club is required to use the airfield and this sale includes membership for the new owner of the hangar. There is a planning limitation on the number of members so this is a rarity. Aircraft are limited to 100hp and must be flown P1 by the member of SHFC. The hangar has just been completed and is of all metal construction. It is a modified T shape and should accommodate most small light aircraft. Offers in excess of £10K to include membership of SHFC. Contact Mike Summers 07867 841561.

Cessna 172N G-BHUG 1/10th Share Available

Based and hangared at Dunkeswell, G-BHUG is an ideal touring aircraft and is comprehensively equipped with recently acquired Garmin 340 Audio Panel and 1x Garmin GNC 255 navcom and 1 x Narco MK12D navcom as backup, both fm immune, with GS, ADF, King KN64 DME, GTX327 transponder with mode C, 5 inch aware box, four place intercom, long range tanks, Cambrai cockpit cover, PLB, 4 x Lifejackets, life raft and 2 Headsets. Engine around 650 hours with fully paid up engine and prop fund. This is a well-managed group with good financial reserves for on-going maintenance. Aircraft fully maintained at Iscavia with Annual recently completed. There is only 1 share available at £3,600, basic costs are £100 pcm and now reduced to £85 per hour wet. (This rate is partly due to the drop in Avgas prices). For more information telephone Richard on 01395 597464 or Adrian on 01823 601086.



TECNAM ECHO P92 AIRCRAFT G-CBAX (*right*), built 2001, JAB2200 solid lifter engine, autopilot 3 axis linked to Garmin colour GPS296, electric gyro turn indicator, radio, transponder, compass, new prop, EEI fuel flow indicator, permit valid Apr 2016, always hangared at Dunkeswell £32,000 Contact Leo Collier 01404-831195.



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.



G-BBKZ - Cessna 172M – Hangared at Exeter. Non-Equity share available. Engine and propeller (approx. 400hrs) – Excellent performer. 2 Com/Nav, ADF, Transponder A/C, Life jackets, lightweight life raft, McMurdo GPS locator. Monthly standing charge: £120.00. Flying: £84.00hr wet, Commitment deposit: £495.00 (fully refundable with 6 months' notice). Further info - contact: john@tiptonuk.eu – 07591 588226.

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

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, rjctay@btinternet.com

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Build-a-Plane 3 - Urgent Request from Jim Gale

Ken Basterfield has asked us to move the project out of the workshop at the Honey Farm within the next 2 weeks. Apparently, they are going to be very busy with production during the winter months, using fork-lifts in the process and he's concerned that damage to the Zenair might take place but he is quite happy for the project to return in late spring 2016. Despite trying several contacts, I have not had any success in relocation. Could an urgent plea go out to the Strut membership, please, for a new home with workshop space or as a longstop, temporary storage until we can return to the Honey Farm? Thanks. Jim Gale spdygale@btinternet.com

Evening Meetings

2nd Thursday of the month, Oct – April at The Ley Arms, Kenn from 7.30pm

8th October	Michael Parrott - 307 Polish Exeter Sqdn Project
12th November	Sir Christopher Colvile - The Red Arrows
10th December	Bryan Pill - The Mission Aviation Fellowship
14th January	tbc
11th February	Strut AGM plus LAA Chairman, Brian Davies
10th March	tbc
14th April	tbc









Tailpiece: Historic Flight at Watchford Farm witnessed by Trevor Reed

On Saturday 26th September there was an interesting event at Watchford Farm when Martin Holloway and John Hopkins had arranged to take a lady flying in their Pobjoy Niagara engine 1938 BA Swallow. The passenger turned out to be Douglas Pobjoy's daughter, Shirley-Ann Manser aged 86 (and two of his grandchildren). Pobjoy died in a commercial mid-air flying accident (nothing to do with his engines) in 1948 when she was 17 and her ride at Watchford with John was the first time she'd ever flown behind one of her father's engines. https://en.wikipedia.org/wiki/Pobjoy_Airmotors

Cheers, Trevor Reed



DEVON STRUT COMMITTEE 2015

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