



**A BRANCH OF THE LIGHT AIRCRAFT ASSOCIATION PROMOTING RECREATIONAL AVIATION IN THE SOUTHWEST**  
[www.devonstrut.co.uk](http://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 – November 2015

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### Chairman's Chat

by David Millin

The Light Aircraft Association's Annual General Meeting held at Sywell Aerodrome on 10th October was very well attended in comparison with the recent years and featured two interesting presentations which provided plenty of added value to the day. Read more about the AGM and the newly elected board members on the LAA Website:  
<http://www.lightaircraftassociation.co.uk/2015/News/agm2015.html>



Following the dissolution of the National Council in its original form, the LAA Board of Directors is evaluating recommendations based upon a discussion paper written by Devon Strut committee member John Holden. A number of options are being considered and a strategy of ongoing development will focus primarily upon the high value/easily executed objectives. The first suggestion was actioned at the AGM with the inclusion of a members' forum whereby Association members had the opportunity to converse directly with the Board members present. Further suggestions include:

1. An annual conference for which planning is to be started, with a target for next year.
2. Develop the existing e-newsletter to include Board communication. This has been actioned, with a summary of Board discussions posted on the LAA website.
3. To broaden communication to include all members the Board, simultaneously maintaining contact with, and developing, the links with the Clubs & Struts.
4. Brian Davies and Steve Slater to spend time visiting the clubs and Struts to discuss how LAA HQ can help them grow and attract new membership.

As always, support and contributions are required from us as members. Therefore, if you have any points for discussion or consideration, please let us know through any of the Strut committee.

The process of administering modification applications to LAA Engineering has greatly improved with the introduction of a new traffic light prioritisation system and a greater awareness of the need for speed when processing applications to ensure aircraft are not grounded for unnecessary periods. However, it must be emphasised that communication is a two way process and experience has demonstrated that delays in approval could be reduced if the applicant provides as much information as possible and responds to questions from engineering in a timely fashion.

Some years ago several Strut members purchased a batch of McMurdo FastFind 210 Personal Locator Beacons. These units are now due for a battery change and should not be relied upon for use in an emergency until the battery has been replaced and the unit tested satisfactory. Since the date of purchase, technology has moved on and prices have fallen in an ever competitive market. Arguably, the cost of the factory battery replacement may go well toward the purchase of the later FastFind 220. *[But see the article later in this newsletter – Ed]*

I must make mention of the excellent 'customer service' provided by Geoff Jarvis and his team at Henstridge Airfield. Recently, Devon Strut member Robin Hughes was en-route from Fishburn to Dunkswell when, after a particularly demanding flight, he opted to cut his journey short to ensure he

stayed within daylight hours. Geoff not only waited for Robin to arrive at Henstridge but fed and watered him and then gave him a lift into Sherborne to make it easier for his wife, Carol, to come and pick him up. Good neighbours are a wonderful thing!

The clocks have gone back, the days are becoming shorter and colder, and we will be in the depths of winter before long. Now is a good time to review our preparations for the imminent seasonal deterioration in the weather. To help you review your procedures, refer to the CAA Safety Sense Leaflet, Winter Flying: <https://www.caa.co.uk/docs/33/20130121SSL03.pdf>

For those interested in a trip northwards, Flyer Live, Britain's largest indoor aviation event, will be held at the International Centre, Telford on 28th and 29th November. Check out the Flyer Live website for details: <http://www.flyerlive.co.uk>

Looking forward, we have our Strut Christmas Dinner at the Ley Arms on **Wednesday 16th December**. Don't leave it to the last minute; make your reservation and menu choices with Chris Jackson to ensure of your place at the table for what is always a great evening!

I look forward to seeing you at our next monthly meeting at the Ley Arms on **Thursday 12th November** when Air Marshall Sir Christopher Coville KCB, will be talking about the Red Arrows. In the past we have been fortunate to have enjoyed excellent topics and presenters and I can assure you that this talk will be no exception. In the meantime I wish you blue skies.

*David.*

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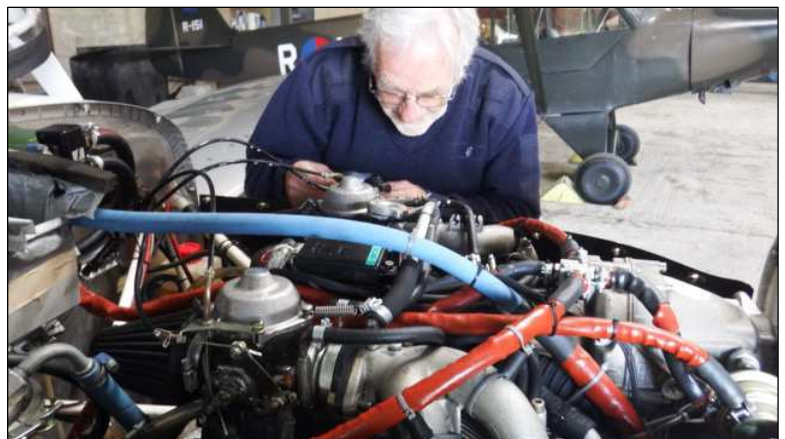
## Inspection Matters - Pilot Maintenance

by Trevor Reed

Hi folks

Last month I looked at changing our engine oil, one of the maintenance operations that we can carry out as pilots. A complete list of the functions we can perform is contained in LAA leaflet TL 2.05 (Pilot Authorised Maintenance) together with the rules for compliance. The list is comprehensive, with 22 operations included, giving owners great scope for keeping their aircraft serviceable without recourse to an inspector. This is not to say that you have to go it alone. You can, of course, carry out the work and then ask your inspector to check it and make the necessary logbook entries. The point is that, if you are happy that you are competent to do the work, TL2.05 lets you do it. See the LAA website for the full document. [http://www.lightaircraftassociation.co.uk/engineering/technical\\_leaflets.html](http://www.lightaircraftassociation.co.uk/engineering/technical_leaflets.html)

The rules are simple and straightforward. To carry out the work you must be a member of the LAA, have a pilot's license and be the owner of the aircraft. Having completed the work, it must be recorded in the aircraft or engine logbook, or on worksheets, signed and dated by the pilot, together with his or her pilot's license number. No matter how tempting, what you can't do is get a friend to do the work for you! The concession applies only to the aircraft owner.



In an era of over regulation in most aspects of life, it is refreshing to find that the scope of operations included in the document is so large. I have to say that I welcome this and hope that it can be expanded to cover more of our routine maintenance operations. This would, in my opinion, be a good move. It would relieve inspectors of the task of checking the work of pilot owners and at the same time encourage owners to undertake more of the servicing functions associated with their aircraft. Furthermore, and I am sticking my neck out here, it might just help to reduce the instances of un-recorded work on LAA aircraft. I have talked before about the logbooks needing to be a

true representation of the aircraft. Often, when carrying out inspections, I find that work has been done but not recorded. *Never*” I hear you say! But it is a fact that crops up time and time again. Clearly it is illegal, whether the work comes under TL 2.05 or not and I do not in any way condone it. However, I have some sympathy with the errant owners. It must be tempting to do the work, not record it and just go flying.

Perhaps what we need is an investigation into adding more items to the list of approved pilot maintenance operations. Alongside these changes, LAA could introduce a training programme, implemented at club and Strut level, to give pilots the necessary skills and confidence to undertake the work. I think that we should look on any such expansion positively. This should not be construed as watering down the authority of LAA and the inspector network. Far from it; it should be looked on as a positive move to improve the integrity of the LAA fleet.

TL 2.05 is a grand document that gives real concessions to pilots and owners. I just think it could benefit from revision. Cheers, *Trevor*

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## Members' News

### Project Update – RV8 G-CIKP

by Peter Gilmour

Well, to cut a long story short, my aircraft is finished! Having said that, the actual completion phase and fitting out took *much* longer than anticipated. The adage of 90% done with 90% to go was never truer. I will not bore you with the politics of the situation, but, the final phase was somewhat distorted by a couple of factors. The first being that we had to paint the aircraft before we were absolutely ready and then we had to move the painted component parts to a remote site for final assembly.

Both these factors were instrumental in delaying the completion, primarily due to the amount of 'fettling' required for the absolute final fit, compounded by time lost because we did not have the correct tools on site. In the end, however, it all came together and I hope you will agree she looks the part! The



engine, a Superior IO-360, has now been test run on the ground with no problems.

So we are now awaiting the paperwork from the LAA granting us permission to commence test flying. Following recent correspondence with Francis Donaldson, I am hopeful that we will receive permission by the end of this week (2nd week of October) and start test flying as soon as possible. A very exciting time!!

Having said that, the emotions are strangely mixed at the moment. In some ways it is hard to believe that the aircraft is finished and although I am eagerly anticipating flying her, our thoughts are already turning to; what next? Maybe I have caught the 'building bug' after all! I will keep you informed of developments but keep a look out for 'First Flights' in the LAA magazine including RV8, G-CIKP.

As soon as we have our full permit I will be down to see you all at Dunkeswell!

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## Van's Aircraft Seen As Attack On Kit Industry

(as reported by AvWeb)

Van's Aircraft is warning that a \$35 million lawsuit filed against it in Oregon might actually be an indictment of the whole kit aircraft business. The family of a four-year-old girl who died in an RV-10 flown by her step-grandfather claims the kit manufacturer creates the unreasonable expectation that people who lack skills and training can successfully build safe aircraft. In an interview with Reuters, Van's president, Scott Risan, said it's not just Van's that will be on trial. "We do a really good job with the safety of the airplanes," Risan told Reuters. "It's up to the builder to use good judgment when they are building and maintaining the airplane. The lawsuit seems to be kind of attacking the industry in general and that's unfortunate." The NTSB blamed the accident on a blocked fuel line followed by a stall.



Doug Nebert, a well-known and experienced RV builder from Newport, Oregon, was taking off from Toledo, Oregon, when the aircraft had engine trouble on May 31, 2014, and crashed in the parking lot of a paper mill. Nebert and his four-year-old step-granddaughter, Zoe Wahl, died. Wahl's mother, April Gleason, was severely injured. Gleason's lawyer, Matthew Clarke, told Reuters the building instructions are inadequate and it also named Floscan Instruments in the suit, claiming the fuel flow transducer it supplied was unsafe.

The NTSB blamed Nebert, however. It said the accident was caused by a loss of engine power due to fuel starvation from the blocked fuel line, likely from a bead of silicone in a recently installed fuel flow transducer. It blamed the blocked fuel line on Nebert's "improper maintenance practices" and the accident on his "subsequent failure to maintain adequate airspeed while attempting a forced landing." The suit says there should have been a bypass around the transducer to prevent a blockage.

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## McMurdo Fastfind PLBs

by Mike Mold

If you're fortunate enough to survive ditching in the sea or coming down in challenging terrain, a McMurdo Fastfind Personal Locator Beacon, when activated, will put out a 406MHz signal to the COSPAS-SARSAT (Search and Rescue Satellite) system to pinpoint your location anywhere on the Earth's surface. The built-in 50-channel GPS includes your coordinates in the emergency satellite transmission to identify your exact position. The signal identifies your unique PLB and gives Search and Rescue your aircraft and personal data and family contacts that you've previously registered with the Maritime and Coastguard Agency. The beacon simultaneously transmits a 121.5MHz homing signal to help rescuers speed up the local response time. Once activated, the Fast Find signals will continue to transmit for at least 24 hours.

Since 2008, it has been a legal requirement that aircraft flying in France should carry an Emergency Locator Beacon (ELT) or a PLB, although this is a recommendation, not a requirement, for homebuilt, vintage and experimental aircraft, under the relevant French definitions. PLBs are referred to in the CAA's GA Safety Sense Leaflet No.21 on Ditching. <http://www.caa.co.uk/docs/33/20130121SSL21.pdf>

Back in 2009, the Strut organised the bulk purchase of McMurdo Fastfind 210 PLBs for its then current members. The beacons came with a 5 year battery life with the recommendation that after that period, the batteries should be replaced to ensure their ongoing serviceability. Well, 6 years have since elapsed and although mine is still giving 3 bright flashes when subjected to its routine test, I'll not be happy to rely on it for much longer. Hence, I'm investigating options for the most cost effective and convenient way of getting the units' Lithium batteries replaced and I'll be happy to share my findings with any Strut members who still have their original beacons and want to continue to use them. - Mike



## Ports of Entry into France

Many thanks to David Chambers of the Bristol Strut for this very useful link and information.

The link below is to an interactive map which provides PNR requirements for many of the French airports when you click on a marker. <https://batchgeo.com/map/ce6712cc0c8cd4eb32308a0f487f1d9b>



## Welcome to New Members

Mike Swallow, 43 Barnfield Close, Galmpton, Brixham, TQ5 0LY. [swallow@broadsands.plus.com](mailto:swallow@broadsands.plus.com)  
01803- 846264, 07887-888427

Peter Cox, Lyncourt Lodge, Middle Lincombe Road, Torquay, TQ1 2NE [peter@moonpython.com](mailto:peter@moonpython.com) 07802-290471. Peter has recently retired to Torquay from Cambridgeshire where he was in a Eurostar syndicate and is now looking for a share in a 3 axis microlight in Devon.

## Adverts

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



**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](mailto: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, [rjctay@btinternet.com](mailto:rjctay@btinternet.com)

**GNS 2000 GPS Bluetooth Receiver** for sale (*right*). Little used from new £65.00 including postage. Please call or text Chris Howell on 07970-251386 or email [howell@ashworth5.orangehome.co.uk](mailto:howell@ashworth5.orangehome.co.uk)



**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](mailto:john@tiptonuk.eu) – 07591 588226.

**Aeronca Champ Restoration Project for sale** Contact Jim Gale [spdygale@btinternet.com](mailto:spdygale@btinternet.com)

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### **Urgent Request - Build-a-Plane 3**

Ken Basterfield has asked us to move the project out of the workshop at the Honey Farm. Apparently, they are going to be very busy with honey production during the winter months, using fork-lifts in the process and he's concerned that damage to the Zenair might occur 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](mailto:spdygale@btinternet.com)

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

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|----------------------|---|
| <b>12th November</b> | <b>Sir Christopher Coville - The Red Arrows</b>   |
| 10th December        | Bryan Pill - The Mission Aviation Fellowship      |
| 16th December        | Strut Christmas Dinner                            |
| 14th January         | tbc   |
| 11th February        | Strut AGM plus LAA Chairman, Brian Davies         |
| 10th March           | Steve Ladd – ex USAF – Military flying in SE Asia |
| 14th April           | tbc   |

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### **Tailpiece**

In the C-141 Starlifter there was a three-position switch on the right side of the yoke. Up was interphone, neutral was off, and down was transmit on the active radio. In a USAF "crew-served" aircraft, you identify yourself by position when responding to a question or checklist item. (e.g. "Ready for take-off?" "Pilot ready." "Co-pilot ready." etc. In order of precedence: pilot, co-pilot, navigator, flight engineer, load master).

Many years ago, a new co-pilot on his first operational MAC trip to Hawaii out of McChord Air Force Base had just finished the after-take-off-climb checklist and: ...

Loadmaster: "Who wants coffee?"









Pilot: "Pilot will take Black"

Co-Pilot: "Co-pilot will take cream and sugar."

ATC: "Seattle Center will take two black and one with sugar."

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## DEVON STRUT COMMITTEE 2015

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|---|--|
|    | <p><b>Chairman:</b><br/>David Millin, 6 Farm Close, Kingskerswell, Newton Abbot, TQ12 5BT<br/>01803-875601<br/><a href="mailto:david.millin@sea-sea.com">david.millin@sea-sea.com</a></p>            |
|    | <p><b>Newsletter &amp; Web Editor:</b><br/>Mike Mold, 38 Catalina Close, Dunkeswell, Honiton, EX14 4QD<br/>01404-891587<br/><a href="mailto:mike.mold@tiscali.co.uk">mike.mold@tiscali.co.uk</a></p> |
|    | <p><b>Safety Officer:</b><br/>Steve Robson, 14 Pencross View, Hemyock, EX15 3XH<br/>01823-680784<br/><a href="mailto:sb.robson@tiscali.co.uk">sb.robson@tiscali.co.uk</a></p>                        |
|    | <p><b>Membership Secretary:</b><br/>John Hope, 6 North Avenue, Exeter, EX1 2DU<br/>01392-271932<br/><a href="mailto:john@exeflyer.eclipse.co.uk">john@exeflyer.eclipse.co.uk</a></p>                 |
|   | <p><b>Treasurer:</b><br/>Tony Gibson<br/><a href="mailto:tony_gibson1@hotmail.com">tony_gibson1@hotmail.com</a></p>  |
|  | <p><b>LAA Strut Rep:</b><br/>John Holden<br/><a href="mailto:Holdenjandm@aol.com">Holdenjandm@aol.com</a></p>  |
|  | <p>Brian Lyford<br/><a href="mailto:brian.lyford@gmail.com">brian.lyford@gmail.com</a></p>   |
|  | <p><b>Events &amp; Social Media Organiser:</b><br/>Chris Jackson<br/><a href="mailto:thechristopherjackson@googlemail.com">thechristopherjackson@googlemail.com</a></p>                              |