



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 – April 2016

Chairman's Chat

by David Millin

Thankfully the days are getting longer now and we can look forward to the better spring weather. That said, as I am writing this, the weather is "unsuitable" for flying so I'm satisfying myself by planning and thinking about the flying to come. To that end, Trevor Reed's Inspector Matters article this month focuses on preparing your aircraft for the new season.



Some of you have suggested we could do more mid-week fly-outs. For those fortunate enough to have the time, please contact Strut Committee members Tony Gibson and Brian Lyford, who are both very keen to explore the skies during the week and in particular to venture across the sea to the land of hospitality, red wine and good food. Keep an eye on our Facebook page <https://www.facebook.com/devonstrut/timeline> and for those of you planning to venture north of our local patch, please check the new airspace guide for the Bristol area <http://flyontrack.co.uk/wp-content/uploads/2016/02/BristolGuide2016.pdf>

In previous years the Strut has enjoyed guided tours of the radar facility at Exeter Airport c/o the Exeter Air Traffic Services Manager, David Burrows and of the Thomson Airlines operation at the airport c/o their captain and Strut member Peter Gilmour. More recently, FlyBe kindly offered the Strut a hangar tour of their facilities at the airport.

FlyBe started life in 1979 as Jersey European Airways following the merger of Intra Airways and Express Air Services. In 1983 the airline was sold to Walker Steel Group, which also owned Spacegrand Aviation, and the two airlines were merged under the Jersey European name in 1985. Jersey European was renamed British European in 2000 (shortened to "BE"), and received its current name, FlyBe, in 2002.

An introduction to the company can be found at <http://www.flybe.com/corporate/about-flybe> and <https://en.wikipedia.org/wiki/Flybe>. The current fleet includes 50 Bombardier (ne DHC) Dash 8-Q400 and 11 Embraer E-175 and 9 E-195. The company also operates ATR 72-600 & Fokker 50.



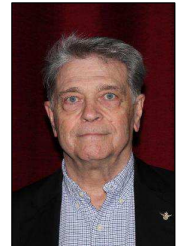
Our visit occurred on the evening of 3rd March and was organised by FlyBe engineer James Millin (*above rt*) together with his apprentice colleague and Devon Strut member James Gibson. After the Flybe dayshift had finished, 14 of us collected our passes and we were split into two groups. The visit lasted a good couple of hours and we chatted in detail about various aircraft in the three hangars.

In Hanger 1, we viewed a De Havilland Dash 8-100, a Bombardier Multi-Role Fire Bomber / Passenger Q400, and an Embraer 175. In Hangar 2, there was a BAe RJ85 plus two Q400s and in Hangar 21, a fully stripped down BAe 146-300 undergoing non-destructive testing in the form of extensive X-raying.

The time spent was extremely interesting and an excellent opportunity to see the inside workings of what we fly commercially. Thanks to the management and staff of FlyBe for having us and thank you to the two Jameses for giving up their time on the back of a twelve hour shift.



Our last month's guest speaker, Steve Ladd (Colonel USAF- Retired), told us of his experiences in Vietnam, flying the McDonnell Douglas Phantom F4. Steve's presentation was illuminating in that it revealed some of the more unusual facets of the conflict. This, together with Steve's entertaining presentation style, made for a memorable evening, culminating in a lively question time. We will ask Steve (*right*) to return next season to describe his adventures in the A10 Warthog.



The extended period of high pressure we experienced in the middle of last month afforded us some stable weather, although the matured weather pattern left us with characteristically hazy conditions. This poor visibility became apparent when we scrambled to Perranporth on Saturday 13th March. Chris Bailey accompanied me in Charlie Golf and the flight to Perranporth was silky smooth at 4000 ft with reasonable visibility. Around the Bodmin area we descended past cloud with the visibility reduced although still tolerable. Newquay Radar kindly offered me passage through their overhead and I held off, over the sea, while the parachutists at Perranporth completed their descent.



We had the usual friendly welcome at the Perranporth Flying Club <http://www.perranporthflyingclub.co.uk> and after an enjoyable lunch of burger and chips, we set off to explore the cliff path with its magnificent views northward across the sea and came across one of the WW2 blast pens (*above right*). Unfortunately, due to the hazy conditions, only 11 Strut visitors called for PPR but it was nice to see a few familiar faces including Dave Silsbury, Trish and John Kempton and Steve Williams and his wife.

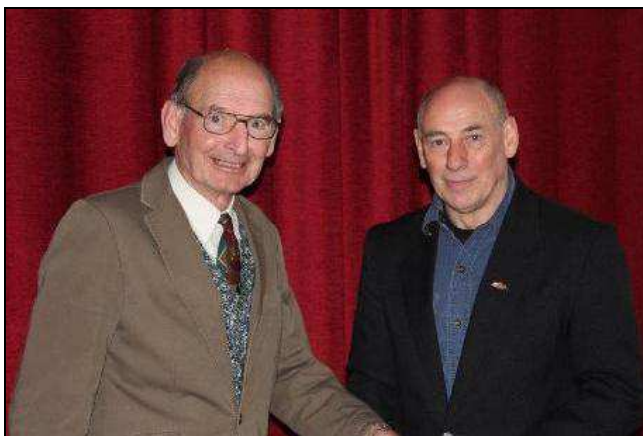
The weather over the Easter Bank Holiday was disappointing and our planned fly-out to Bembridge on Bank Holiday Monday had to be cancelled, being rescheduled for the following Saturday. However, the

Good Friday was better than predicted and whilst committed to earthy duties, I saw a good few aircraft overhead.

I have had feed-back from Exeter Radar that Devon Strut members are now regularly calling them for a basic service when transiting the area but there are still some potential conflicts, mainly involving visitors to the region. So, if you are reading this and it strikes a chord, please pass the message on and talk to the guys at Exeter Radar to assist them in keeping us all safe and avoiding costly and time consuming diversions for commercial traffic.

Back in January the Devon Strut hosted a General Aviation Safety Council Evening at the Ley Arms. Michael Benson, GASCo's regional representative, presided over another Safety Evening on March 12th at Dunkeswell. Whilst the contents of Michael's presentation was similar to our January version, I found it to be enormously helpful the second time around and I was able to take in more useful and potentially life-saving information. Make yourself a cup of coffee and have a look at the CAA Infringements tutorial at <http://infringements.caa.co.uk/tutorial>

At our AGM in February we agreed to donate £200 each to GASCo and to the LAA- Educational Trust's Armstrong-Isaacs Fund. We presented GASCo's cheque to Flight Safety Editor and Strut member Nigel Everett at our March meeting and the LAA President Roger Hopkinson presented the one for the Armstrong-Isaacs Trust to LAA-ET trustee Jack Milnes at the recent ET's AGM at Doncaster on 19th March.



GASCo Flight Safety Editor Nigel Everett (left) receives the Strut's donation from David Millin



Roger Hopkinson (LAA President) presents the Devon Strut donation to LAA-ET trustee Jack Milnes (rt)

Amongst the events being run again at Bodmin this year is one of the Royal Institute of Navigation's (RIN) TopNav competitions (*see poster on p9 of this newsletter*). This will take place on Saturday 7th May and we've had confirmation from the LAA HQ that participation in this competition will qualify as an achievement for the Wings Award Scheme.

Our next Strut Evening will be a safety seminar led by LAA Coach Simon Wilson. If you have attended Simon's previous presentations you will be aware of his unique and all-encompassing way of looking at airmanship and his skills in encouraging us to discuss topics of our choosing. For those of you who have yet to experience Simon's approach to safety related matters, I look forward to your company on Thursday April 14th at the Ley Arms. If you are intending to dine with us beforehand, it is advisable to book a table. Until then, I wish you good flying weather. *David.*

Airmail News from FlyPlymouth

FlyPlymouth, the group hoping to reopen Plymouth Airport to commercial air traffic, has introduced an email newsletter to which you can subscribe via their website www.flyplymouth.com. They also have public meetings planned for 29th March, 28th June and 27th September at the Future Inn, all starting at 18.15 and to which everyone is welcome.

Inspector Matters - Getting your aircraft ready

by Trevor Reed

Hi folks,

At the end of my piece last month I promised less politics and more practicalities, so I am going to concentrate on getting your pride and joy out of its long hibernation and ready for this year's adventures.



But first an update on the GoPro situation. You will remember that CAA has delegated the policy on installing cameras on permit aircraft to LAA. Early in March, LAA published Technical Leaflet 3.24. (See [link below](#)). It describes how camera installations are dealt with in the LAA system. It is a comprehensive document that gives clear advice and is well worth a read if you are considering fitting a camera or perhaps have one fitted already. There are no "grandfather" clauses. If you use a camera in or on your aircraft you must follow the instructions. If in doubt, have a chat with your

inspector.

<http://www.lightaircraftassociation.co.uk/engineering/TechnicalLeaflets/Mods%20and%20Repairs/TL%203.24%20Camera%20installations.pdf>

Now let's get our aircraft fit and ready for fun flying.

I know a few of you have tried to keep your aircraft in commission all winter. However, I am guessing that in practice you have managed little or no flying. For those of you on strips, it has been mud, mud and more mud. And from the comments from owners with their aircraft on airfields with hard runways, it has not been much better. We are all desperate to fly again, but take a couple of hours to get your machine ready. It is time well spent. Apart from a general inspection, I am going to encourage you to look at the battery, fuel, oil, tyres and spats.

But first give your aircraft a good wash with warm water if you can get it, and a few drops of car shampoo. Avoid washing up liquid as it contains salt and go easy on the hosepipe. Next, take off the panels and have a good look inside. We are not so much looking for structural problems as infestations. Mice love making winter homes in our aircraft, particularly if you are kind enough to keep them warm with a light bulb! Look in the corners of the structure for nests. If you find one, clean out the area and have a good look for aircraft materials within the structure of the nest. If you find string, most popular with mice, you need to look further as the fabric lacing may be damaged and need replacing. An expert in vermin infestations tells me that a single mouse can produce up to 80 droppings a day plus a lot of urine. If the droppings are soft and the area smells of "pet shop pee" then there is a "moose loose". Get rid of him pronto!

Next, charge the battery, clean the terminals, (both positive and negative) and have a good look for corrosion on the connections at the terminals. Don't forget that these cables carry the full current for the starter motor so any corrosion will degrade the starting torque. If you changed the oil at the end of the season, you have done the right thing and the best to prevent corrosion within the engine. If you did not bother, carry out an oil and filter change now. It really is the cheapest form of preventative maintenance.



When it comes to fuel, the accepted advice is to top up your tanks at the end of the season to reduce water getting into the fuel from the air space within the tanks. With Avgas there seem to be fewer problems and a good water drain check is sufficient. However, if you are using mogas, I would suggest that you drain your tanks, throw away the fuel, or put it in the lawnmower, and refill the tanks with fresh unleaded, having carried out the ethanol checks, of course. It is well documented that mogas deteriorates quickly with time, making starting difficult.

Pump up your tyres and check for deterioration of the rubber, particularly the sidewalls which may have been compressed with the aircraft sitting in one place all winter. Classic car owners, with similarly valuable machines put their cars on blocks to avoid this problem. Examining your tyres is more difficult if you have

spats but take the trouble to take them off so that you can have a good look at the whole tyre. While they are off, give the spats a clean inside as mud can double their weight!



Lastly, check the prop bolts, particularly if you are in the fine habit of slacking them at the end of the season. Our wooden props swell and shrink considerably with changes of humidity and it is possible that the torque setting is outside limits after a wet winter compressing the timber and damaging the fibres.

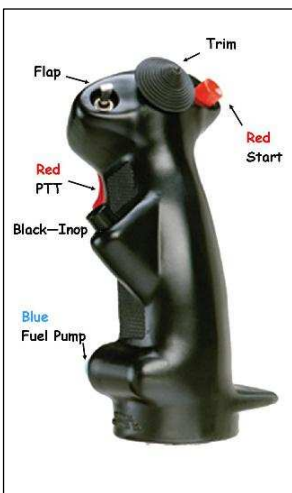
Well there it is. These jobs should not take too long to carry out and they are well worth doing for the airworthiness of your aircraft and a bit of personal piece of mind.

Cheers, *Trevor*

RV8 Progress

by Peter Gilmour

Despite the best efforts of the Scottish winter, we finally completed the air test and aerobatic schedule for our RV8, G-CIKP ON 24 February 2016. This process actually started last October, but due to a combination of poor weather, availability and on two occasions, the closure of Leuchars airfield, it has taken us 5 'Permits to Test Fly' to complete the process! Following the initial application to test fly we experienced a minor delay due to a modification that Francis wanted incorporated, prior to flying the aerobatic clearance. The aircraft is fitted with 'stick top' controls, including the flap selector switch.



Although the VPX power management system provides airspeed protection to avoid inadvertent selection above the flap limiting speed, Francis felt that there was a risk the flaps could be operated at low speed during certain aerobatic manoeuvres.

A discussion ensued, but we decided to take the course of least resistance and fit a flap isolation switch! While we were at it, we also fitted a trim isolation switch as the trim is electrically operated from the stick top as well. Obviously these changes delayed the commencement of the test programme, but, we believed it

would be best to check these systems prior to any test flying rather than fit them part way through the programme. On 1st March I got the email back from the LAA saying that they had received my paperwork, so I am hoping I can beat the spring rush!!

A Sting in the Tail

by Mark Langford

On the way back from flying down to my father's farm in my KR2S last week, I was almost home when I suddenly felt like I'd been stung in the butt, but it just kept on burning. It was bad enough that I immediately popped the seat belt and started trying to figure out what was going on, especially after I started smelling an electrical fire! My first thought was "I don't smoke E-cigarettes, but this seems eerily familiar".



Once off the seat, I found the cause...the "Lightning" charge cord for my iPhone 6, which I had used to charge my phone on the way down, was smoking hot! Apparently I was sitting on the edge of the passenger seat belt, and the end of the cord was sandwiched between the buckle and my butt, shorting it out and eventually blowing up the little voltage regulator that's embedded in the iPhone end, after it got hot enough to get my attention!. Something else to worry about...NOT sent from my iPhone!

Mark Langford, ML@N56ML.com <http://www.n56ml.com>

Adverts

Emeraude Share for Sale at Eggesford. One of the DFG members has moved out of the area and hence a 1/8th share is available in G-BKFR, a Piel Emeraude that flies out of Eggesford farm strip. (See Devon Strut website airfields page if you are unsure where Eggesford is). The share is available for £1,500. Running costs are currently a monthly payment of £35 and per hour wet cost of £40. A pilot with tail wheel experience preferred but not essential. Please contact Mel Gale in the first instance on 01805-804575.



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: £105.00 per month £72.00 per hour wet. Commitment deposit: £495.00 (fully refundable with 6 months' notice). For further info contact: john@tiptonuk.eu – 07591-588226.



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.



A Share in the Finest PA-28-180 in the UK I might be exaggerating here a bit, but maybe not. Consider the beautiful Romeo Kilo's many virtues: Just repainted in retro style by Trevor Carnell, a former apprentice at Aston Martin. Refurbished interior. Engine less than 1000 hours. Fully IFR and Airways equipped. Mode S, 8.33 KHz radio and NS800 RNAV. Spats that enable 110 Kts IAS at 75% power (that's 120 Kts TAS at 5000 ft), Dunkeswell based. Monthly cost £125. Flying charge £30 per tacho hour. One sixth share: £4,500. More details from Nigel Everett 07918 685420, Mervyn Hill 01626 773754 or Brian Baylis 07740 380236



Wanted – share in 3 axis microlight. I have recently moved to Torquay from Cambridgeshire where I had a 6th share in an EV97 syndicate. I'm now looking for a share in a 3 axis microlight. Many thanks, Peter Cox 07802 290471, peter@moonpython.com

Build-a-Plane 3 needs a workshop/hangar in the East Devon area. At present it's stored outside and we can't work on it. Can you help us please? We are at the stage where the fuselage needs finishing so that the wings and tailplane can be mated with it. Initially we will only require enough room to work around the fuselage so a space about 5x10 is required. This is an educational charity project and it is important to

keep up the youngsters' interest in aviation and continue to introduce new young people to the world of airframe mechanics. If you can help please call Jim Gale on 07887906789 or Brian Lyford on 07710214414. Many thanks in anticipation.

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



If You're Serious About Your Flying ... You'll want to subscribe to **GASCo's Flight Safety Magazine**. Keep up with the latest developments towards better safety. Read about recent AirProxes, GA Occurrences and AAIB accident reports. Follow the well informed commentary in our articles and letters. Help us with our work at GASCo. Quarterly. Subscription only £16 p.a. including UK postage and a digital version, **plus: Flight Safety Extra**: Free email copy of this useful new monthly round up of the latest safety information is available to anyone. Go to www.gasco.org.uk or email info@gasco.org.uk or tel. 01634-200203. Editor: Nigel Everett.



St Merryn Fly-In, Saturday 9th April (Sunday 10th reserve)

Procedures for St Merryn Airfield

Check airfield details at www.stmerrynairfield.co.uk and obtain PPR on 07970-595920

Arrivals

Advise NQY Approach on 133.40 that you are inbound to St Merryn and arriving (from any direction) to be at Wadebridge not above 2000 ft.

Follow the River Camel towards Padstow and tell NQY that you are changing to St Merryn on SafetyCom 135.475

When you see the Iron Bridge just SE of Padstow (*on your port side, photo below rt*) call St Merryn for runway info. We will be operating on the NQY QNH. Your heading from the bridge will be 230 degrees, 2.4 nm for an overhead join.



In the overhead, look for a/c back tracking on the runway in use. If required, lengthen your downwind leg. If the wind is from S or SW you will approach to the right of the campsite for runway 18 or to the left of it for runway 23.

No landing fee but donations will be accepted on the day.

Departures

Before entering the runway in use, call NQY App on 133.40 for clearance and if appropriate, they will give you a xpdr squawk code.

All aircraft taking off and departing to the south must make a quick turn to port and stay below 2000ft unless advised by NQY.

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

14th April Simon Wilson - Pilot Coaching Seminar
12th May David Thomson - World Advanced Aerobatic Championships * NEW *

Strut 2016 fly-in events (and a link to those at Bodmin) <http://www.devonstrut.co.uk/#/events/4536727634>

Date	Venue
28th March	Bembridge, Isle of Wight (cancelled, rescheduled for Sat. 2nd April.)
9th April	St Merryn (<i>see arrival & departure details above</i>)
23rd	Lee-on-Solent
30th	Bodmin Ladies' Day
14th May	Eaglescott
21st	Porthtowan
30th	Bidford-on-Avon Wings & Wheels
4th & 5th June	St Mary's, Scilly Isles
18th & 19th	Farway Common
9th & 10th July	Dunkeswell Regional fly-in
31st	Lundy (PPR essential from Pete White 07805 805679)
2nd - 4th September	Sywell - LAA Rally
10th	Roserrow (& Bodmin)
17th	Belle Vue

Mid-Week Scrambles A new initiative on mid-week scrambles for the benefit of members who aren't reliant on weekends for their flying, will be announced by email and Facebook postings, so keep an eye on our Facebook page <https://www.facebook.com/devonstrut/timeline>

Exercise Griffin Strike

Exercise Griffin Strike is a large scale Combined Joint Expeditionary Force maritime, air and land exercise. Intense aerial activity and will take place predominantly in South West England, South Wales, North East England (including Spadeadam EWTR) and over the North Sea from Monday 11th April to Friday 22nd April 2016.

The exercise will incorporate maritime and land attack operations along with air defence operations involving large formations of fast jet aircraft in tactical packages. Up to 40 aircraft may take part simultaneously, some of which will launch and recover from maritime units (ships).

Air-to-Air Refuelling, Maritime Patrol, Electronic Warfare, Airborne Early Warning, Tactical Air Transport and Rotary Wing aircraft will all operate in support of both exercises. Air to Surface and Surface to Air weaponry, Air to Air tactics training, electronic warfare measures, dispensing of chaff and firing of illuminates will also take place.

Check the Notam and don't be somewhere you shouldn't be! Jamming of radio and GPS signals is also a possibility. The Combined Joint Expeditionary Force (CJEF) is the result of five years of preparation between the UK and France. 'Griffin Strike' will be the first time it has reached full operational capability. The relevant AIC Yellow 008/2016 is available on the NATS AIS website: <http://tinyurl.com/jqnpvhw>



Royal Institute of Navigation

Science Technology Practice

Have you heard of TopNav?

The competition is sponsored by: **POOLEYS**
FLIGHT EQUIPMENT

TOPNAV is a **VFR navigation competition for PPLs** organised by GANG (the RIN's General Aviation Navigation Group) held every year in **May**. This year there are 4 venues, one in the North (Peterborough Conington), one in the South (Goodwood) one in the West (Bodmin) and White Waltham on Saturday 7th May (weather reserve 14th). It's for a two-person crew, **pilot and navigator**. Your aircraft will be **fitted with a GPS tracker** to check where you "actually" flew. We start with a briefing. The route, which is about one and a half hours, is handed out. You'll have enough time to plan it in detail. You'll be marked for:

Timing and accuracy of tracking, finding the waypoints

(usually about 8). You'll take **photographs**, to prove you were there.

There are various categories:

Aeroplane / Helicopter / Microlight / SLMG (Motor Gliders)

There are also separate categories for:









Youth / Military Entries / Separate routes for slower aircraft

Winners are invited to the RIN Annual Meeting and Reception to receive their prizes.

Come and enjoy it. Yes, it's competitive, but it's also aimed to be inclusive. There genuinely are categories for everybody. Depending on your background, it will probably raise your standards of VFR (non-GPS) navigation beyond belief. And, most importantly, **it will be fun**.

Find out more at **www.topnav.co.uk**

DEVON STRUT COMMITTEE

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