



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 – August 2016

### Chairman's Chat

by David Millin

It has to be said that our flagship event at Dunkeswell Aerodrome, as a fly-in, was disastrously affected by weather. Low clouds and high winds on Saturday 9th July resulted in only three arrivals. On the Sunday the cloud base went up and so did the wind speed. This was hugely disappointing as much preparation had been put into this face-lifted event.



Thanks and recognition must go to all those of you kindly gave your time to erect the marquee, fencing and associated paraphernalia and thanks to the (non-Strut) volunteers who assisted John Hope to efficiently erect the SW Lindy Hoppers dance gazebo on the Thursday afternoon. Very fortunately, it did not rain during the course of the set up and Chris Jackson and I, under our respective canvases were the only witnesses to a heavy downpour during the Saturday night.

Late Sunday morning did see a few more arrivals including some of our friends from Henstridge, but by that time our attentions were drawn toward damage limitation. At around 10.30 on the Sunday morning it became obvious that any visitors would be either the bold and experienced types or those flying more robust aircraft. A decision was therefore made to steadily start the site breakdown. The dismantling process began by the very few of us on site at the time and it was whilst we were putting some of the equipment into the Strut's store on the other side of the airfield that we were informed that the marquee was blowing away. Due to the prop blast from the parachute aeroplane, the marquee was lifted off the ground, structurally damaged and its contents blasted across the grass. (thank you for that!). It was not all bad however, as when we arrived back to rescue the marquee we found some chaps there already pitching in to help of their own volition. So, with the assistance of visiting pilots we packed away without further damage. Despite the adversities already described, there was a brighter side to the weekend. In general, we enjoyed a social occasion, meeting and chatting with everyone and a special mention has to go to John Hope and the SW Lindy Hoppers <http://www.swlindyhoppers.org.uk> for adding an extra dimension to the blustery Saturday with their thirties and forties swing music and dancing. Well done, guys.



*John Holden's Eurostar*



*John Hope's Jodel and other vintage items!*



*Guy Smith's Fred and Mark Collett's Jodel Mascaret*



*South West Lindy Hoppers in action*



We will rethink next year's Dunkeswell event and certainly invite the dancers back. Thanks go to Brendan Proctor and the team at Devon & Somerset Flight Training for allowing us to use Dunkeswell Aerodrome and for affording us so much assistance. Thanks also go to all the Strut members and non-Strut members who came along and gave freely of their time and to those who kindly pitched in at our times of need. I have not mentioned you by name here but your help was gratefully received. Finally, in pursuance of fine weather and an improved Dunkeswell event, we will try something different for 2017.

I am sorry to tell you that Roger Helmore sadly passed away on 5th July after a short illness. Roger was a very keen member of our Strut and was a student pilot. We will miss his jolly presence at Strut meetings and our thoughts are with Lynn at this time. A few of us attended his funeral on Thursday 21st July at Torquay Crematorium.



There has been further discussion relating to Class D airspace around Exeter. May I remind all pilots to talk to Exeter air traffic controllers if you are operating within the Exeter Airport area. It is felt that most local pilots are engaging with Exeter, so I therefore appeal to airspace users outside the West Country who might be reading this to spread the word.

Adams Aviation is offering discounts to LAA members. Adams is to launch a new website in the near future where all detail may be found. <https://www.adamsaviation.com/en/>

For those members who are contemplating visiting Bembridge on the Isle of Wight, we've heard that the Propeller Inn on the airfield has recently been re-vamped and is open between 11.00 and 23.00 but check with them before you go <http://thepropellerinn.wix.com/the-propeller-inn>.

There are a couple of events coming up within our region, with the famous Lundy Island fly-in on Sunday 31st July. Camping will be available if you are able to make a weekend of it. PPR is essential via Pete White on 01752 406660 or 07805 805679. During the same weekend, there is the Howard Cox Memorial fly-in at Belle Vue, details on the Belle Vue website <http://bellevueairfield.co.uk>.

SkyDemon is not a new product but I have just started using it for flight planning and as a navigation aid in conjunction with a PilotAware collision avoidance system. In an interesting and thought provoking article last month, Terry Wilson discussed the merits and pitfalls of using such navigational aids and clearly, a pragmatic approach needs to be taken so as to embrace the advantages of contemporary technology without losing sight of the values of traditional methods and above all the application of the Mk 1 Eyeball.

Our regular contributor on Inspector Matters, Trevor Reed, has recently suffered loss of sight in one eye. This has affected his ability to drive and hence has disrupted his inspector activities for Strut members but the prognosis is good and we wish him a speedy recovery.

Wishing You Blue Skies.  
*David.*

## I Learned About Engine Overhauls From That

IAOPA Europe ENews April 2016 relating to an EASA aircraft engine overhaul

by Martin Wellings

We are probably unique in the aviation fraternity in not only admitting our mistakes, but publicising them to help others avoid the same errors. This can be a big contributor to safety and sometimes saves on costs as well. So it is with this in mind that, having learned the hard way of the pitfalls that can befall the unwary when it comes to TBO time, I relay this little cautionary tale of what can go wrong.

The story starts back in the summer of 2010 when the engine of my Cessna 182 had passed the recommended TBO time. During the course of a routine inspection by my usual maintenance organisation, they advised that the compressions were getting low and that in the very near future I needed to make arrangements for either a new engine or an overhaul.



This was not a surprise, as I knew the time was coming, so I decided to plan the overhaul during the summer so that it could be carried out over the coming winter period. I might add that, being based at Shoreham and doing frequent sorties across the Channel, it does tend to make one that bit more interested in engine reliability!

So at this point you are faced with three choices – buy a brand new engine; get a factory overhauled one; or have your own overhauled. There are pros and cons for each: the new one is obviously the most expensive although, surprisingly, not a great deal more than the factory overhauled one (at around 20 percent extra). Either new or overhauled has the obvious advantage of being the quickest, with minimum down-time, whereas overhauling your own will probably take around three months.

The other point to consider is that, when buying a factory overhauled engine, there is a one-in-three chance that it has already been overhauled twice, so having your own overhauled does mean that you are working on a known engine.

Due to both the lower price and because I preferred to have my own engine overhauled, I chose this option. I duly contacted a small firm at my local airfield that I had previously used, agreed a price (or so I thought) and arranged to deliver the engine in October so that - even allowing for any unexpected delays - completion would be done by early spring 2011. My engine was delivered as scheduled, and it just remained for me to be patient and await its completion. In the meantime, while the aircraft was on the ground, I made arrangements for the prop to be overhauled as this was also due under the six-year rule.

### All's Not Well

All pretty straight forward up to this point, and it was only in the approaching spring that I realised that things were running behind. Many of the parts necessary had not even been ordered from the States and, to cut an extremely long story short, despite a great many chasers and promises that completion would only be “around another three weeks,” another year had gone by. During one of my chasers when my patience had run pretty thin, I referred to both the agreed price and timescale, to which I was told that the original price never included any parts and it had been labour only, despite being given a price for the whole job.



### Compromise Agreement

At this point, in order to get my aeroplane back in the air, expediency was the order of the day, and therefore a compromise agreement was reached. At last, with the engine completion in sight, I made arrangements with my usual maintenance organisation to fit the engine as soon as it was delivered. They asked me what was happening about the Constant Speed Unit. “What about the CSU?,” was my response. I was advised that this also had to be overhauled, so I immediately made enquiries, only to be told by the company that overhauled the engine that this had not been part of the overhaul, and that the CSU would have to be sent away to a specialist company.

## **The Final Straw**

So finally, after all the delays and promises, the engine was completed some twenty months after commencement. But unfortunately the story does not end there, and there was a final bombshell waiting for me – the final price. Despite having agreed a revised price, a further sum of around £7,000 was demanded as one of the subcontractors had charged “a bit more than expected”! Words like straw and camel’s back sprang to mind, and indeed this camel had several back problems! There was no way that I was going to pay the additional sum, and therefore I had little choice but to initiate legal proceedings for the recovery of my engine, for damages caused by the delay and adjudication of the correct price for the job. I could write an article just about the legal process, which took a huge amount of personal time, cost and delay in getting my engine back; in all this added another year and a half until the case finally came to court.

The resolution at court was that the firm could not charge me the additional sum, but as I had not put in precise terms including the timescale in writing, I could only claim a very small sum in damages (i.e. under £1,000). My solicitors omitted to inform me of this little gem!

## **Legal Matters...**

These are engine-specific items, but apart from learning all about pitfalls on engine overhauls, I find that I also learned a lot about the legal process, and some interesting items regarding contracts that are also very useful to know anyway.

Many companies now produce their terms and conditions primarily issued as a back covering exercise, but two can play at this game. And now in the course of business, when I have anything that could be a bit complicated and needs to be done by a specific time, I send a formal letter to the service provider setting out exactly what I expect, and when I expect the job to be finished (this is especially useful with solicitors as most in my experience have two operating speeds – slow or very slow!).

And you also have to spell out how much it is going to cost if the work is not done within the agreed period. The key thing here is to agree “time is of the essence” (to use the legal phrase) and specify the cost of failure to deliver within the agreed period. These have to be actual, realistic costs rather than some penalty payment. With some valuable lessons learned (see also below), I hope that when your TBO time comes, you can learn from my mistakes.

Finally, I must thank AOPA for the assistance that they gave on some of the technical issues.

## **Lessons Learned**

Lessons learned were legion. Other than buy a brand new engine, I would still have opted to have my own engine overhauled, because it is known and I would rather have this than a factory overhauled one, which could have been someone else’s engine that has been overhauled twice previously.

I modestly believe that I should be awarded a PhD in Hindsight for this and other things, so what are the golden rules if I was to do the same job again? They are:

1. Check out the company as to both quality and reliability and particularly that it is licensed by EASA to undertake the work – not all companies are.
2. Don’t assume anything as to what “an engine overhaul” consists of, as you need to verify exactly what is included in the engine and all the peripherals such as the magnetos, carburettor, CSU, wiring harness etc. - and, last but not least, does it actually include the removal and refit of the engine to and from the airframe? Interestingly, on the issue of the CSU, AOPA’s view was that it is normal for it to be considered part of an overhaul, whereas some companies dispute this and consider it extra.
3. Timescale. You really need to tie down any company to quote a specific time for the job; it should take no more than about three months.
4. Ensure that there is a very clear written agreement covering every item of the work required. However well you might know the engineering company concerned, as Ronald Reagan said when dealing with the Soviets – “Trust but verify”. A clause should also be added listing your costs in the event that the engine is not returned in the agreed time.

## EASA Commission Regulation 965 / 2012, annex VII (Part-NCO)

Part-NCO is part of the EASA regulations covering the operation of non-commercial and other than complex aircraft that applies to most of us. This regulation was passed in October 2012 and could be, at the discretion of each national authority, delayed until 25 August 2016. The UK CAA did this and Part-NCO will now come into effect on 25th August. Amongst its provisions is the requirement for all aircraft to carry an ELT (or for aircraft with up to 6 seats, an occupant to carry a PLB).

The EASA rules only apply to EASA aircraft and we've had reassurance from LAA CEO Steve Slater that "the CAA has no plans to mandate their fitment in LAA Permit aircraft.

Annex II types, which are outside of direct EASA control, will continue to operate under the terms of the CAA Air Navigation Order. Effectively there will be no change to our operations as a result of this revised EASA regulation, *although the CAA is currently working on changes to the ANO which will bring it in line with the new EASA regulations*. These changes are due to be announced around October. We have subsequently sought and received confirmation that the mandatory carriage of ELT/PLB equipment will **not** be included in the ANO revisions in the CAA change documents. It has been agreed that, as there is no proven risk-based or financial case, the mandating of ELT/PLB in Permit aircraft would demonstrate unnecessary 'gold plating'.

The only area where the new ANO changes may affect owners of LAA Permit aircraft may be those who are using such types as glider tugs, as the main emphasis of the EASA document deals with aerial work. We have suggested to the CAA that this area, as it is directly linked with sport flying, is categorised as non-transport flying and therefore outside the terms of Air Operations Regulations."

However, there are other provisions of Part-NCO, e.g. carriage of fire extinguishers, first aid equipment and aircraft and pilot documentation, for which the implications for Permit aircraft are not yet clear so watch this space. <http://publicapps.caa.co.uk/docs/33/CAP1415-NCO-QuickGuide.pdf>

<http://www.caa.co.uk/Commercial-industry/Aircraft/Operations/Types-of-operation/Part-NCO/Part-NCO>

(With thanks to Steve Slater and Trevor Wilcock)

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## CAA Confirms EU Funding Available Towards 8.33 kHz Radios

<http://www.caa.co.uk/News/EU-funding-on-the-way-for-UK-GA,-Grant-made-available-for-8-33-kHz-radio-equipage>

The UK Civil Aviation Authority (CAA) has today (20th July) confirmed that, subject to contract, EU funds will be made available to the CAA to help GA pilots and private aircraft owners move to 8.33 kHz radios. All aircraft registered in the EU that use radios need to be equipped with 8.33 kHz equipment by December 2017. The CAA applied to the EU for €4.3m funding to encourage the timely transition of the UK GA fleet from existing 25 kHz radios to 8.33 kHz equipment. That application was for the maximum permitted grant of 20 per cent of the estimated total cost of 8.33 kHz equipage.

The CAA will now be working closely with the UK GA member associations and representatives to distribute the funds to aircraft owners. More details on how that will work in practice will be released shortly. Tony Rapson, Head of the GA Unit said: "We are delighted our application for radio funding was successful. This will go some way to easing the burden for aircraft owners converting to 8.33 kHz equipage in the UK and continues to demonstrate our commitment to get the best deal possible for the UK GA community."

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## UK General Aviation Medical Requirements

Earlier this year the CAA announced that it would be introducing a system to allow private pilots with national licences to self-declare their medical fitness, rather than having to go to a GP or specialist aviation doctor. Many pilots are keen to take advantage of the change and the CAA anticipates being able to offer this option from late summer 2016 [*we believe wef 25th August – Ed*]. If your medical expires before this time then the current arrangements apply. As soon as the date for the change has been confirmed it will be notified to the GA associations and the GA media.

<http://www.caa.co.uk/General-aviation/Learning-to-fly/Medical-requirements>

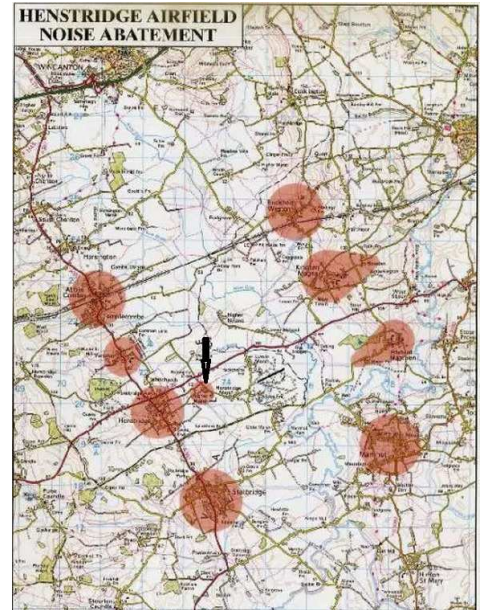
## Henstridge Noise Abatement Procedures

Dear All, At Henstridge airfield our advertised “avoid” areas, (*the little red blobs on the map right*), are there to avoid noise nuisance for our neighbours. In recent days we have had a lot of suggestions of overflight of the Higher Marsh Farm, the one arrowed in the map. Some of these seem to be coming from right turns when taking off on RW25.

So for the foreseeable future I am going to ask for left turns only on take-off when we are on RW25 and ask that you keep the Marsh Lane Fish ponds on your right during the climb-out. If we are landing on RW07, please keep the ponds on your left.

I can and always will defend an issue of flight safety but I can't defend the fact that we can't be bothered to try. I would prefer not to be answering emails from complainants all day!

Geoff Jarvis, Henstridge. [http://henstridgeairfield.com/?page\\_id=2](http://henstridgeairfield.com/?page_id=2)



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## LAA 70th Anniversary Tour of Britain

by Neil Wilson

To help celebrate the LAA's 70th birthday, a tour of the UK mainland has been put together for all LAA members to join in. This includes flyers, or Strut members who don't have an aeroplane, as many of the overnight stops include airfields with a local strut. These overnight stops all have either nearby hotels, pubs, and/or B&B's, and they also allow camping on all the airfield. They also include a restaurant or café where an evening meal and morning breakfast can be supplied. The meals and accommodation are payable by the participating individuals, as are most landing fees, although some landings and/or overnight parking will be free. I hope to get some more deals as the date gets closer!

The proposal is to start on Saturday 27th August at Duxford, where we are holding a LAA Bonus Weekend. Land for £8.00, including pilot and passenger and get into the museum for free. We then fly north to Sherburn-in-Elmet for the first night stop where the local struts are helping.

The route is then to leave Sherburn on 28th and fly on to Perth in Scotland (overnight stop where the Strathtay Strut is helping) and then either via the Great Glen to Inverness or routing to Oban with the next overnight at Barton on 29th where the North West strut will be looking after us.

On Tuesday morning, 30th, the tour heads west to Caernarfon and either then around the Welsh coast or cuts across Wales via Shobdon and stops at Henstridge for the Tuesday night where the Wessex Strut will be the hosts, with Geoff Jarvis and his team cooking an evening meal and breakfast the next morning.

It's a West Country Tour on Wednesday 31st, routing from Henstridge to Bodmin for lunch; then on to Lands End and night stopping at Dunkeswell where the Devon Strut will be ready to help. *[This will be an opportunity for Devon Strut members, including LAA inspectors, to be at the airfield on the Wednesday evening to socialise and have an evening meal in the Aviator with the tourists and maybe offer help if anything is needed. It may be that, as we don't have a hotel right nearby, Devon Strutters could give a car lift to visiting tour flyers to local B+B's or pubs with rooms etc].*

After breakfast on Thursday 1st September, it's along the South Coast to either Sandown or Goodwood for lunch before the last night stop at Rochester where the Kent Strut members will be looking after everyone. The final leg will be Rochester to Sywell for the LAA rally on Friday 2nd September.

Places such as Sherburn, Henstridge and Dunkeswell have nearby B+B's, pubs with rooms, or a hotel that will either need a taxi or a local strut member to run you to it. The latter has a Premier Inn at Honiton while Wincanton (near Henstridge) has a Travelodge. Sherburn has various B+B or small hotels within 3-4 miles see [www.bedandbreakfasts.co.uk/sherburn-in-elmet-airfield](http://www.bedandbreakfasts.co.uk/sherburn-in-elmet-airfield)

The idea of the event is that if people wish to fly the whole course (6 days) they can, but if they can only do a few of the legs, or just a day, they can still join in, wherever they want to. Neil Wilson and Brian Hope have put together the route that includes airfields with all of the above points, but also other suggestions as alternates if people wish to stop off for fuel on their way to the next night stop. [neil.wilson@laa.uk.com](mailto:neil.wilson@laa.uk.com)

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## Perranporth Hangar Homes Planned

<http://www.hangarhomes.co.uk/perranporth%2c-cornwall.html>

After agreement with the owner and consultation with a local architect, who is also a member of Perranporth Flying Club, a full planning application for Hangar Homes on Perranporth Airfield will be submitted later this year. Depending on how long it takes and if it is accepted, then it is hoped that construction will start in summer 2017 or the following year. This may well be the first hangar home development on any GA airfield in the UK.

Perranporth is a delightful airfield, and of all the 'target' airfields for Hangar Homes, it was by far the best because of its location. Nestling on the rugged north Cornwall coast and being only a short walk from the town of Perranporth and its great surf beach, this airfield is particularly attractive for both locals and those wishing to escape from London and other major cities.

Because the Hangar Homes would be sited to the east of the 01/19 unlicensed runway, which is now used as a taxiway, the west-facing balcony overlooking the airfield would provide the most stunning sunsets over the sea, whilst the other east-facing balcony would capture the morning sun and overlook Perranporth town and the surf beach a mile to the north-east.

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## Members' News

Congratulations to **Simon Wilson** (*below left*) who, in his day job as Lt RN and display pilot for the RN Historic Flight, achieved the milestone of 100 hours as Pilot in Command of the Swordfish on 22nd July en-route to Newcastle Airport. As far as we know, it is the first time a pilot has achieved 100 hours since WWII. Simon expects to reach 3000 military flying hours in the next few weeks.



*Simon and crew displaying the Swordfish at the recent Farnborough Airshow.*

**Peter Disley** reports:

Hi Mike, While Sue and I were in Brittany last week we popped into a local airfield (Aerodrome Bretagne Atlantique) where we got into conversation with a Patrice Radiguet who turns out to be partially sighted and is president of the (Association Europeene des Pilotes Handicapes Visuels). He had just flown in with another partially sighted lady and their pilot from Limoges in a Robin. He suggested I take a look at the video on the website. [www.mirauds-volants.com](http://www.mirauds-volants.com) <https://www.youtube.com/watch?v=vue-HAchVdU&feature=youtu.be> I must say that after watching this video it filled me with inspiration. To think what can be achieved with a little help and technology. I hope others will feel the same. Regards  
*Peter Disley*

## Chris Oakes - Dunkeswell to Spain

As we publish this newsletter, Chris Oakes and his son Callum are in Spain, having flown from Dunkeswell in Chris's Ikarus C42 G-OSTL. He has posted his travel log and photos on his FaceBook page <https://www.facebook.com/chris3990>



Ok, so day 1 of the epic fly to Spain from Dunkeswell in a microlight. Start delayed by 3 hours because of British weather, then another delay at Dinard because of French plonkerness. Their fuel bowser broke and it only took 8 of them 2 hours to fix it. So another 2 hours on top, doing Spain in a day was looking doubtful. However, once we got Rennes the weather cheered right up. Talk about extreme of temperatures in a short time. Anyway we got to Bergerac and decided to jump in a taxi, book into an hotel, grab a pizza and a beer. Do Spain in the morning.



Spanish trip days 2 and 3. Well after an interesting flight from Bergerac to Ampuriabrava, we eventually got here. The scenery cheered up once in Southern France, especially the Pyrenees, with some big chuffin mountains and as we crossed them into Spain, the temperature went from hot to silly hot, which made landing on a short airstrip in Ampuriabrava quite interesting, coupled with a 22 knot cross wind. Still the holding pattern they requested I maintain over the beach wasn't bad. Nice views of the town and Rosas.



We spent all day on the beach, which according to Callum is what we're going to be doing all week! No complaints here. This may well be my last transmission for a while!

As Chris and Callum were heading south, Barry Flicker <https://www.facebook.com/barry.flicker.7?fref=ufi> was passing in the other direction. He posted: Hi Chris - saw you at the pumps at Dinard today as I was passing through with 9 other members of the Robin Flying Group (flying 3 Robins and a yellow Beech Bonanza). I heard a call from Tango Lima as I was in the circuit to land, and wondered if it might be my old



plane, then as we were passing into Customs there she was, large as life. I did wave, but I could see there was some sort of hold up, so thought it best to leave you to it!! Hope your adventure goes well – Barry.



## Adverts

**Aeronca 11AC Chief G-AKUO- S/N 1376 For Sale.** Built 1946, Continental A-65, MaCauley metal prop, 4,545 hours total time, permit to 16/02/17, currently hangared on a farm to the north-east of Oxford. £13,950 For further information and photos contact Les Richardson [lesrich@freeuk.com](mailto:lesrich@freeuk.com)



**Evektor Eurostar EV97A For Sale.** My lovely Bodmin-based Eurostar with Rotax 912UL engine is for sale. It runs on mogas. The details are: Kit built in 2003, Airframe: 710 hours, Engine: 850 hours (44 hours since engine rebuild). 480kg MAUM. Can be re-registered as microlight if needed (becomes 450kg MAUM). Sale includes basic instruments + Garmin GPS and full set of Cambrai covers. Value is based on sale price of recently sold Eurostars of similar age and specification. **£33,950** Contact: Kevin Stewart on **01752 725417** (work) **01752 296002** (home) or [kevin@kevstewart.freeserve.co.uk](mailto:kevin@kevstewart.freeserve.co.uk)



**Jabiru SPL450 (Group A) G-BZST for Sale.** Built in 2001 with full height rudder. Exeter based. Always hangared. Airframe TT 786 hrs. Engine & Prop TT 49 hrs. Icom radio, Transponder Mode C, C111 GPS. Electric A/H & Turn & Slip. two David Clarke headsets. Two Remploy aircrew life jackets. Personal location beacon. Covers & some spares. £18,750.00 ono. Contact David Rhys 01626-833015, 07941-877443 [david@g-bolt.eclipse.co.uk](mailto:david@g-bolt.eclipse.co.uk)



**Piper Tri-Pacer - One tenth share for sale** in well-maintained vintage Piper Tri-Pacer G-BUVA based at delightful Oaksey Park near Kemble. GBP 2,100. Please contact Graham Clark, 01454 618218 (evenings best), or [cgraham978@aol.com](mailto:cgraham978@aol.com)

**Help Please!** The Devon Youth Build a Plane II (a Zenair CH701) urgently needs a new home. This last year we have shared space at Ken Basterfield's Honey Farm workshop but due to his increased production, we have lost our workshop space and tool/parts storage area. Is there anybody out there to urgently help us relocate, please? Jim Gale 07887-906789

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



**TECNAM ECHO P92 AIRCRAFT G-CBAX (right)**, built 2001, JAB2200 solid lifter engine, Pro Pilot autopilot 3 axis linked to Garmin colour GPS296, electric gyro turn indicator, radio, transponder, compass, new prop, EEI fuel flow indicator, permit valid Apr 2017, always hangared at Dunkeswell. Price negotiable Contact Leo Collier 01404-831195.



**GNS 2000 GPS Bluetooth Receiver** for sale (left). 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)

## PilotAware (See and be Seen)

**Electronic Conspicuity is now available for all at an affordable price of £159.99 plus vat. Licence £12.00 plus vat per-annum thereafter.**

Easily fits into your cockpit as carry on equipment or as a more permanent installation if regulations permit.

Powered from a USB charge pack or USB outlet (5.25V 2A).

Lets you see aircraft with PilotAware, or ADSB and Mode S transponders.

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Audio alerts output socket for wired link to headsets or intercom

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### Compatible with

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- Runway HD
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*The more pilots that install PilotAware the safer we all will be.*

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**A Share in the Finest PA28-180 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.

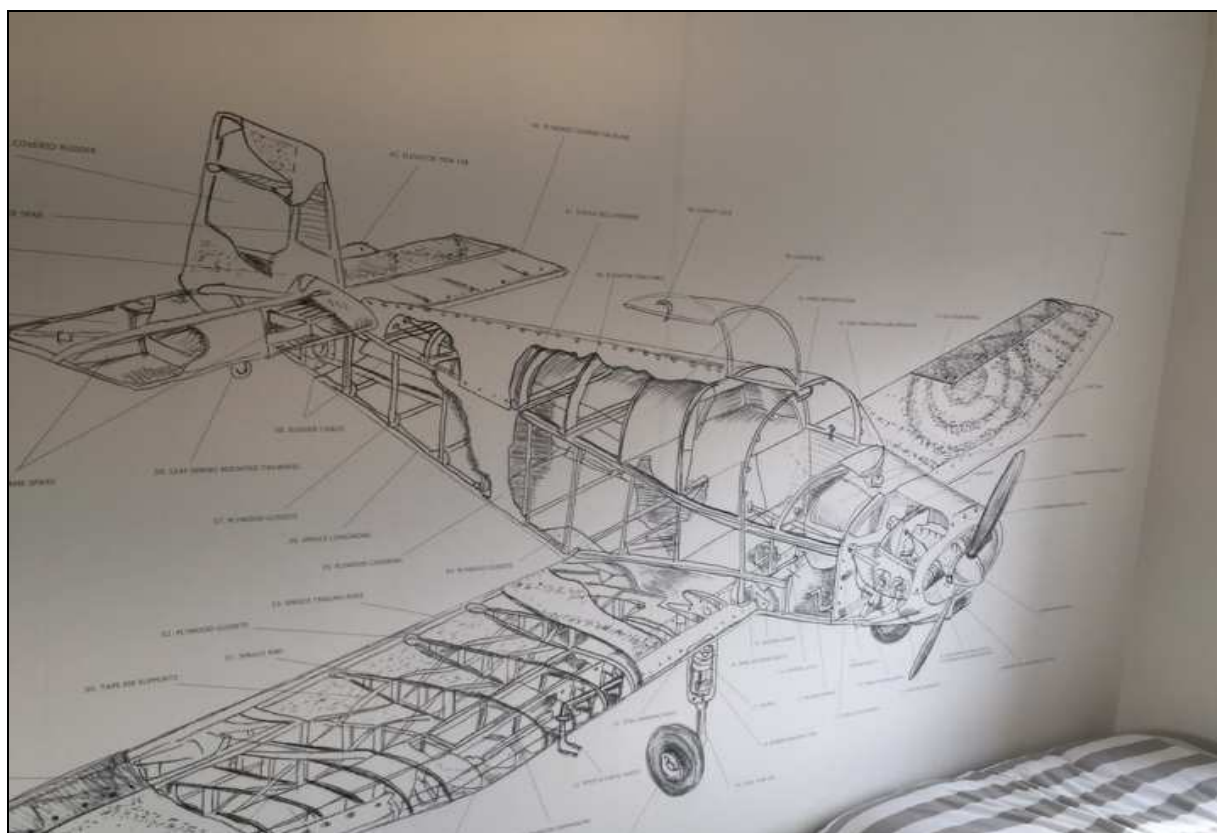


## Strut 2016 Supported Flying Events

<http://www.devonstrut.co.uk/events/4536727634>









Date	Venue
30th & 31st July 31st	Belle Vue – Howard Cox Memorial fly-in <a href="http://bellevueairfield.co.uk">http://bellevueairfield.co.uk</a> Lundy (PPR essential from Pete White 07805 805679)
27th August – 2nd Sept.	LAA 70th Anniversary Tour (Dunkeswell on Wed 31st pm & Thurs 1st am)
2nd - 4th September	Sywell - LAA Rally
10th	Roserrow (TBC) & Bodmin
17th	Belle Vue
24th	Porthtowan

## Tailpiece



Jodel wallpaper

## DEVON STRUT COMMITTEE

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