



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 – November 2016

Chairman's Chat

by David Millin

October? Nothing happened. Well not as far as organised Strut flying goes. Unfortunately, last month I was also a victim of work and weather and therefore my personal contribution was limited. Whilst I am sure there was much individual flying taking place, I would encourage suggestions for fly-outs from members and if anyone has any ideas or would like to lead a trip, then please step up to the plate.

Our first Strut meeting of the winter season started off on Thursday 13th October at the Ley Arms with a packed house to listen to Candy Adkins talking about her mother, Jackie Moggridge, describing her fascinating aviation history from her early motivation to fly, her outstanding contribution to the war effort through the ATA and her post war civil flying career.



As part of the 70th anniversary of the LAA, a celebratory dinner was held at the Royal Air Force Club in London. <https://www.rafclub.org.uk/> The best part of 100 people attended in the presence of our patron HRH Prince Michael of Kent. My wife Christine and I made our way by car, bus and tube to 128, Piccadilly where we enjoyed a superb evening in good company. We were able to savour the ambience of this historic building with its beautiful contemporary stain glass window and the unprecedented collection of aviation art. Congratulations to our Association on its milestone anniversary and thanks go to all those who organised such a memorable event.

I am delighted to tell you that Devon Strut members have been recognised for their outstanding contribution to the furtherance of sport, recreational and educational aviation: Pete White has been awarded the LAA's Roderick Turner Trophy for his contribution to fun flying through the activities of Feet Off the Ground, David Mole has been elected to the Board of Directors of the LAA and Nigel Everett, Editor of GASCo's Flight Safety journal receives the 2016 award for Aviation Journalism from the Honourable Company of Air Pilots. These awards are well deserved for the recipient's untiring and consistent work and achievements.

You may have read in the pages of Light Aviation that Anne Hughes is to run a monthly feature on Strut activities under the title of Struts4U. This section is intended to contribute toward informing LAA members of the activities of the various member clubs. The Devon Strut will, of course, do its best to assist Anne with the development of this page.

We'd like to invite all our members and their guests to our annual Christmas meal and social evening at the Ley Arms on Friday 16th December. The Ley Arms staff always provide excellent food and it's a great opportunity to let our hair down and have a good old celebration of another year of Devon Strut life. The cost for the 3 course meal will be £10 per head, with Strut funds paying the difference, (you will need to buy your own drinks). Guests are very welcome, as always. We need to gather numbers asap in order to book the tables, so please let Chris Jackson, our Events Organiser, thechristopherjackson@googlemail.com know as soon as you can if you intend to come, and let him know how many guests you're bringing.

Our next Strut meeting on 10th November will start earlier than usual, at 19.15, and will comprise a complimentary double act. Michael Benson of GASCo and Rob Hart of SkyDemon will enlighten us on flight safety and navigation. Michael will discuss the topical issues of airspace infringements followed by Rob who will illustrate how to get the best out of the SkyDemon software. Something that Strut members may be unaware of, is the extent of the Exeter Airport NDB holding pattern. In the interests of avoiding conflict between our lighter end of GA and commercial traffic using the holding pattern it is described in more detail later in this newsletter.

I look forward to seeing you at the next meeting and I encourage you to bring a friend or family member with you to join with us.

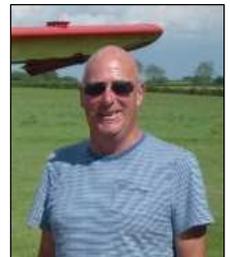
Until then I wish you blue skies and safe flying.
David.

Inspector Matters Condensation, and the winner is.....

by Trevor Reed

Hi folks

IM is a bit shorter than usual this month. (Yippee! I hear you say). I have moved house and I am still without a landline for broadband. So this is courtesy of Morrisons' café in Paignton. My script is limited to a few thoughts on winter care and the results of last month photo competition.



I was carrying out a permit revalidation on a Rans S6-ES last week. The aircraft is kept on a farm strip in a nice hangar. I have looked after the inspection on this aircraft for some years and knew it to be a well cared for machine. However this time there were signs of discolouration on the fabric in the cockpit area. The S6 fuselage is built with a welded steel frame that carries the main loads from the wings, undercarriage and engine, with an aluminium tail section. A pre-made envelope wraps round the frame and is held in place by lacing. I asked the owner to unlace the cover so that I could have a closer look at the frame. With the frame exposed we could see that the discolouration was from surface rusting of the steel frame under the fabric. Gentle sanding to remove the paint showed that there was no pitting and a prime and repaint solved the problem. Why am I you telling this? Well there are two points to make. The first is that in this case early action prevented damage to the frame and a complex repair. A stitch in time..... But more generally the corrosion was limited only to the covered areas of the frame. For those parts that were in fresh air, the paint was perfect. Ventilation is the answer. Although the uncovered tubes had been exposed to the same changes in humidity, they dried out much more quickly. The same was not true under the covering where the moisture was trapped. And the same applies with wooden and composite aircraft. While it may seem beneficial to keep the dust and bird poo of your treasured machine by covering it up, just remember that during an English winter, these covers will be trapping moisture and could be causing trouble to the structure and components beneath.

Well it is amazing how the offer of a prize increased the response to the photo last month, The lure of the Merlot produced a flood of answers, most of them right with several arriving just a couple of hours after Mike emailed the newsletter. And the winner is Reg McComish, who rightly spotted that the locking wire on

the pipe unions was incorrect. As the wire just links the unions, neither is prevented from undoing and the wire is wrapped in the wrong direction on the right union. Well done to all who got it right.

Cheers, Trevor.



That Nagging Feeling

Pilot Magazine April 2014 and North Western Strut of the LAA Newsletter, September 2016

by **Bob Grimstead**

A few years back, I was flying our Maule over the Pilbara: rugged, brown, mountainous outback country in the far northwest of Western Australia, as part of a continuing exploration of my newly adopted home nation. With me were my wife, Karen, and my daughter, Lucy – precious cargo.

Before setting off, I spent a week carefully preparing our aeroplane, replacing any component that might be nearing the end of its life, so the Maule was as serviceable as a human could make it.



For most of our subsequent two-week adventure I flew at low power settings and with the mixture well leaned out, because fuel installations are few and very far apart in this huge state. The aeroplane turned out to be surprisingly economical, averaging less than 35 litres per hour.

One day, thirty flying hours and more than a week into our exploration, we were flying unusually high because we were beating into a strong, bumpy headwind, at full throttle and 2,300 rpm. After many minutes of steady cruise flight, I thought I discerned a slight change in engine note.

Scanning the dials, I asked the girls: had they notice anything unusual? Slightly startled, and forever thereafter critical of my passenger-communication skills, both assured me they had heard nothing. I shook my head to clear my oxygen-starved mind. I was sure something had subtly changed in our engine's normally steady and reassuring note, but now all seemed well again. Or was it?

We were flying over hostile terrain. The tortured red compacted earth below had first been thrown into huge folds and creases by unimaginable tectonic forces, and then eroded by millennia of exposure to Australia's harsh climate. There might have been some feasible forced-landing places down in the rugged Pilbara Ranges more than a mile below, but from up here, illuminated into stark relief by the low soon-to-be-setting golden sun of these tropical latitudes, everything looked hilly, rough and universally uninviting.



I worried. This was just like flying over water, so had I perhaps imagined the engine's roughness? And yet and yet.... - I was almost certain there was an infinitesimal change in the engine's beat for a while. Nothing definite, just a slight deterioration in smoothness, and now it had passed (perhaps).

For the remainder of our two-week trip the engine ran as sweetly as any big-bore, four cylinder Lycoming can, so I relaxed – although the girls no longer could. Nevertheless, for months afterwards, just every now and again I thought I detected this momentary change in engine note, as though one cylinder was occasionally not pulling its full weight. It was nothing you could really put your finger on, nothing definite; certainly not a proper misfire. Whatever I did, I could not reproduce this oddity on the ground, and the variation was so infrequent that I began suspecting it might all be a figment of my imagination.

After fifty years of exposure, I don't trust piston engines, I don't like high wing-loading aeroplanes, and I am especially wary of high wing-loading, single-piston aeroplanes. I only have the Maule because it was suited to our air-to-air photography needs. Of course, the Lycoming O-360 is statistically the most reliable piston aero engine of all time, and our Maule's wing loading, while high, is far from being the highest among

American singles. It just doesn't glide as well as I would like ... but everything worked fine. Pre-flight magneto checks (at 2,000 rpm) were always normal. Spark plug colours indicated a correct mixture, and there were no apparent exhaust or intake leaks. During the next annual inspection all parameters were correct and cylinder compressions were perfect. Everything seemed acceptable but there was still that lingering doubt.

That was, until one particularly hot day the following year, when taking off for a local flight with my son, James, at 200ft, all hell broke loose. Out in front there was a terrific misfiring, heavy vibration and a huge power loss. Seriously startled, I instinctively throttled back, simultaneously pushing the yoke forward to maintain speed. I would have forced the Maule back on to the ground, but its lowered nose revealed the disappearing upwind end of the runway. At that airfield the terrain ahead is extremely uninviting, and an engine failure after take-off has always been a serious concern.

Slowly, my brain absorbed that closing the throttle had stopped the rough running. So I tried opening it again. Unfortunately, as soon as I moved it more than an inch the misfire was back, coarse and ugly. Experimenting a little, while swinging us gently into a very slight left turn, I established that I could coax just enough power for level flight from our ailing engine, but not enough to climb.

So I flew a quick, low-level, ball-centred, ten-degrees-of-bank circuit. Turning final for a point one-third down the runway, when I knew for certain that I could glide in, I tried opening the throttle again, but this only brought back the same dreadful roughness and serious power loss. Lacking the courage for further diagnosis, I unceremoniously plonked our Maule back on the deck.

After much investigation over several days it turned out that, despite there never having been a rev drop during numerous magneto checks, two spark plugs had cracked central electrodes, were not working properly at high power settings, and had probably been deteriorating gradually for ages. That was the occasional oddity I had heard, one plug in one cylinder quitting for a while. It caused just the subtlest change in engine note, but no significant power reduction.

The real problem was that these two suspect plugs were in the same cylinder, and when they quit completely we got the partial engine failure. When you think about it, it's obvious. All those spark plugs were the same age, so I should have expected them to quit around the same time.

Looking back on those occasions I had heard something unsettling, they were either when I was cruising full throttle and high altitude, or after an extended period at fairly high power settings on hot days. In other words, exactly those situations when the spark plugs are under greatest stress.

What did I learn? Never change all your spark plugs at the same time. Do some this year, and the others in a couple of years so that, at any given moment, some of them are fairly new while others are ageing.

Playing with Electrics (Ikarus C42 G-GNJW)

by Neil Pearse

I originally had the famous Microair 760 radio in my C42 but it had a very noisy inbuilt intercom so I set about trying to fix it. Running the aircraft with the radio powered from a separate battery showed that the noise was coupled from the 12V power system to the intercom.



After a bit of digging I found out the C42 uses a very noisy thyristor-based voltage regulator. My options were to install a Key-West voltage regulator <http://www.aircraftspruce.com/catalog/eppages/keywestregulator.php>

which is much quieter or try a filter. I made a filter using a DC-DC converter and chokes which fixed the interference but the intercom on the M760 was still rubbish so I cut my losses and installed a Becker radio which is much better.

I should mention en-route I discovered the mag switch cables were unscreened. The Rotax manual has very specific instructions about screening these cables. Also, the cables running from the engine through to the instrument panel weren't the best and some terminals were corroded so I made a new loom using Raychem cable, screening braid and DR25 heatshrink. This made a really good quality loom but unfortunately didn't resolve the interference. I have since used DR25 to cover the cables from a new fuel level sender. This was only three wires but it is a good way to contain them and offer some additional

protection. I also made an intercom loom using some single cored Raychem type coax to power the headsets (still not connected but installed) and again DR25 heatshrink to finish the loom.

With regard to voltage regulators, there are two types: linear regulators and switch mode regulators. Linear regulators are much less efficient but quieter and can be used to remove noise from a noisy supply below a few tens of KHz. Switch mode regulators work by effectively opening and closing a semiconductor switch very quickly (typically 300kHz). The duty cycle controls the current passing. The current passes through an inductor which is charged and discharged by the switch which together with a good quality ceramic capacitor, has a filtering effect. By definition, these are noisy but are cheaper, lighter and more efficient. You might wonder why they operate at 300kHz; well, the filtering components are smaller, lighter and cheaper for high frequency use. This is of course why many switch mode voltage regulators are noisier than they should be, to save cost!

I'm a Chartered Engineer specialising in electronic engineering and have been with Spirent Communications in Torquay for 9 years. The RF equipment we manufacture uses a switch mode voltage regulator to drop the majority of the voltage; this is efficient and saves generating a lot of waste heat. We then use a filter and linear regulator to give us a low noise supply for RF circuits. Some special Low Drop-out linear regulators require only 0.3V across to regulate, we therefore don't lose much power in this device.

When I first bought my C42 it had a cigarette lighter socket to supply power to a GPS unit. I installed a cradle for my Nexus 7 with a cigarette lighter socket and integrated regulator. This was OK but cigarette lighter connectors tend to be a poor fit and I soon noticed the Nexus 7 showing low battery warnings because the regulator has vibrated out a little from the socket and had stopped working. I changed this for a direct replacement USB socket (*right*) with integrated 12V to 5V regulator on the basis that USB connectors don't vibrate out so easily. It has 1/4" terminals on the back for spade connectors and this has worked fine for me.



Power FLARM Core Installation

I went for this over the PilotAware system because with few GA aircraft transmitting ADS-B at the moment, the ADS-B is of little benefit. *[This is debatable as there's a safety case for being able to identify airliners and exec GA traffic using ADS-B whilst approaching and departing the regional airports we fly near – Ed]*. The Flarm Core system will pick-up mode C and S transponder and FLARM transmissions (although Mode C/S have no directional indication). It's also a bit easier to mount the FLARM hardware as it comes in a metal box for under instrument panel mounting and a separate display for the instrument panel. The instructions are very specific with regards to the location and mounting of the antennas. The panel mount traffic LED display indicates the relative direction, distance and level if traffic. Its also has a sounder with a switch on the front for very loud/loud/mute control (limited to 5 minutes). I shortened the RG174 cables on the antennas and used some Multiflex_86 cable which has lower loss to route the signal from under the panel to the rear fuselage, see pictures below.



So far I've picked up gliders at North Hill, 2 low level helicopters and the BN Islanders travelling to and from the Isles of Scilly, which was useful as one flew directly below us at a lower level. These were all shown on my Nexus 7 and panel mount display. I have noticed the GPS drop out a couple of times when using the "Flarm as the source" rather than the inbuilt Nexus tablet's GPS but I'm not sure if this is the wi-fi link between Flarm and the Nexus or the GPS receiver dropping out (under investigation).

Regards, Neil Pearse neil.pearse@wavefarm.co.uk

My RV 7 Project

by Bob Broad

The RV7 is an American kit aeroplane designed and built by Vans Aircraft of Aurora Oregon (www.vansaircraft.com). Full details of the various models are available on the website, but in essence they are low wing monoplanes of traditional aluminium construction, single seat (RV4), 2 seat, either side by side (RV6, 7, 9, 12) or tandem configuration (RV8) or 4 seat (RV10) with fixed landing gear and mechanical controls. Engine choice is limited to any Lycoming between 150 and 200 hp, either carburetted or fuel injected with a propeller that can be fixed or variable pitch. The RV7 will cruise (75%) with 2 up and full fuel at up to 180 knots with a top speed of 190 knots depending on engine propeller configuration.



The kits are available in stages starting with the empennage, moving on to wings, then fuselage and finally the firewall forward kit. Kits may be purchase separately and in succession allowing each budding builder to budget according to his finances. Quick build wing and fuselage kits are also available (at twice the price) for those who don't wish to spend the advertised 2000 hours build time. Comprehensive plans and build instructions are provided by Vans. Some 9500 kits have been built worldwide and around 350 are flying and a further 246 being built in the UK.

I can't remember what led me to the Vans website but I guess that I'd probably seen one somewhere and admired its fine lines and the very idea of acquiring an aircraft with some decent performance by building it rather than shelling out a considerable sum to buy something reasonable, was very appealing. I am an aeronautical engineer by trade and completed a 5 year aircraft apprenticeship in the Fleet Air Arm which included a great deal of working with aluminium and the secrets of solid rivets. I'd completed this apprenticeship some 50 years ago and I've hardly picked up a rivet gun in the interim. However, I soon discovered that my tin bashing skills hadn't deserted me and I can buck a rivet with the best of them. It doesn't stop me making mistakes though and I can drill out a duff rivet with the best of them too!

I'd originally planned to buy an RV9 which is non-aerobatic and more of a touring aircraft than its RV7 or RV8 stable mates. However, I saw an advertisement in the LAA magazine offering a partially built RV7 kit for sale, the empennage was complete and signed off and the wing kit was still in its box. I saved on the shipping and VAT since it was already in the UK so, with an eye on the bargain, I changed my mind to an RV7.

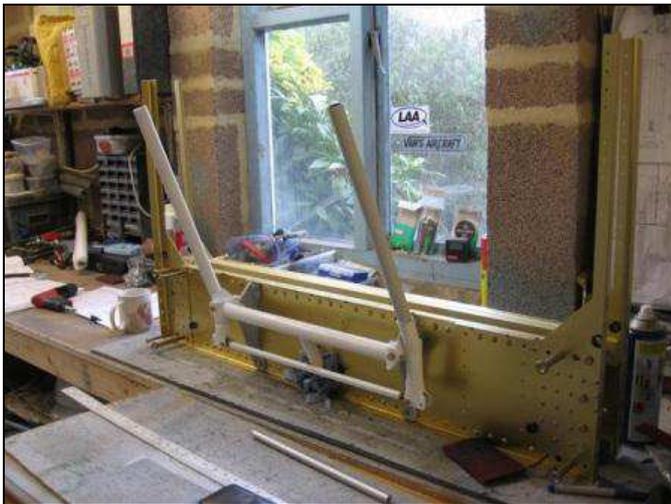


Wing skeleton



Flap in the making

There are many builders' websites available (Google RV builder log), predominantly American, mainly because they have to document their build to satisfy FAA requirements and to prove the 51% rule. These builders' logs are a brilliant source of information and have provided me with much bedtime reading. I also had lots of advice from Robin Charles in Ottery St Mary who was ahead of me in his RV9 build. It was good to see another build in action and get first hand tips from him. He has just had his first flight a few months ago and is now enjoying the fruits of his labour; I frequently dream of this day. All stages of the build are checked and signed off by an LAA inspector and I am fortunate to have Ray Harper (an RV6 and RV8 builder himself) to give mine the beady eye. He has a huge amount of knowledge on all aspects of the build and particularly of Lycoming engines; he managed to source a used engine for me, a huge saving on the cost of a new one through Vans.



Centre section main spar with control column



Tail cone

The Vans website has a list of recommended tools to build the aircraft ranging from rivet squeezers to vixen files, bucking bars to air drills, Clecos to Sharpies, all available via Gloster Air Parts or LAS in the UK. A complete starter tool kit will cost in the region of £2,000 but I elected to purchase piece meal, mostly from eBay (other auction sites also available) and got some good bargains; my wife frequently complained at the number of parcels arriving in the post! Complete tool kits from ex builders are often seen for sale on the RV forums.

I'm building the aircraft in my single garage, after building a new double car port to house the cars and a new shed for all the rubbish thrown out of the garage. I built a couple of new work benches to a pattern seen on many of the forums and this has worked very well. Jigs aren't required to build the aeroplane (because the kit comes pre-drilled) although one has to build various stands during the build to assemble the wings or the fuel tanks for example. The single garage has been big enough so far and the wings fitted well in the space.



Centre section



Centre section and tail cone joined with side skins

However, the fuselage is now complete up to the firewall and space is getting tight. I can work around it now, but suspect when engine and propeller are fitted, there might have to be a mini extension to the garage. The plan though, is to complete as much as I can at home before taking it to the airfield for final assembly.

This is very definitely a long term project! I spend on average 1 or 2 days per week on the build, many are missed due to holidays or other domestic duties, so I always knew that this would take 4 or 5 years to complete. I'm about half way through now, with panel design, canopy, wiring, engine installation and undercarriage still to look forward to, not to mention the paint job. I must say that I enjoy all aspects of the build. The kit is amazing with all parts fully labelled and fitting together with absolute precision. I learnt very early on that if holes don't line up, then you have assembled it the wrong way round. It really is a huge sense of achievement seeing the aircraft grow. I fitted the rudder pedals last weekend and at last I can see something with an aeroplane function.

I'm always happy to see anyone if they'd like to pop in for a look. I can talk RV build at length; the family groan at the very mention of RV, so I'd be glad to have that opportunity!



Engine arrived – a 200 hp Lycoming IO360 A1B6



Rudder pedals fitted (Fuselage is upside down!)

Exeter Airport Airspace

Following a substantial annual increase in commercial traffic at Exeter Airport there has been a significant increase in the number of deconfliction actions needed due to GA traffic not talking or squawking. Exeter has now applied for class D airspace, the design of which will be put to consultation in the next few months with a target implementation date of March 2018.

David Burrows, Exeter's Air Traffic Services Manager, has briefed the clubs at Dunkeswell and DSGC at North Hill where issues relating to sky diving and gliding remain to be resolved. He described the draft proposals with David Millin and Mike Mold last month and was amenable to suggestions that would make GA access to and from local airstrips easier. During the discussion he mentioned a recent airprox between a glider from North Hill and an RAF C17 that was in the NDB holding pattern.



This holding pattern is depicted on the instrument charts for Exeter AP available to view and download from the NATS / AIS website but of which, non-instrument pilots would not necessarily be aware.

http://www.nats-uk.ead-it.com/public/index.php%3Foption=com_content&task=blogcategory&id=65&Itemid=114.html.

The pattern shown on the chart is a racetrack orientated 109/289 degrees in relation to the EX NDB but the dimensions are figurative in that the size of the pattern would depend on the speed of the traffic and the height would depend on whatever was allocated by ATC, e.g. up to the base of the airway. Hence, in this instance the C17, a common sight in the area, was in the hold but on the outbound leg, closer to Dunkeswell and North Hill than it was to Exeter. All Strut members should be aware of this possibility when transiting the East Devon area. Full details of the proposed class D airspace design will be circulated when the consultation process opens and, as we repeatedly advise, please talk to Exeter Radar on 128.975 and use your transponder if you have one.

Members' News

Congratulations to **Nigel Everett**, **Pete White** and **David Mole** for their achievements mentioned in Chairman's Chat.

Les Dray Hangar Sale, Watchford Farm, 8th October

Beryl Dray has asked that her sincere thanks are passed to the Strut members and Watchford Farm pilots who helped to organise and participate in the hangar sale of her late husband, Les's flying tools, models and books. A few books remained unsold but were contributed to the Vintage Glider Club at Lasham to help raise funds for their Heritage Glider Hangar. Strut and VGC member Guy Smith kindly took the books to Lasham and the club expressed their gratitude for their contribution.

Russ Marshall has just bought a new SDDR motorglider to replace his Alatus M. It's a Silent Club which has a 31:1 glide ratio, a fuel injected engine, electronic ignition, low vibration levels, traditional glider type rigging and a custom trailer. It's a top quality bit of kit which is just what Russ wanted for soaring in the French Alps next summer.



Watchford Farm

Changes to the runways are being made at Watchford Farm. This is resulting in temporary reductions in the dimensions of the existing runways and the loss of the existing taxiway. Visits to Watchford are by strict PPR from Brian Anning on 07779 143439, who will provide the necessary briefing.

Welcome to New Members

Frank Cox, Gorrel Farm, Woolsery, Bideford, EX39 6QZ 01237 431503, 07968 801003, frankjcox44@gmail.com Frank owns Fairchild Argus III G-BCBL with the 200hp Ranger engine which started off as 'just a recover job' over 22 years ago but which ended up as a major restoration. It will hopefully have some air under the wheels sometime next year.



Frank also has had PA18-150 Super Cub G-DADG for 10 years. It was ex-Israeli Air Force and Frank concedes it is not flown nearly enough as his Shekels are spent on the Fairchild which, as you can imagine, is quite pricey.

Both aircraft are based at Frank's Gorrel Farm strip in NW Devon to which members are most welcome at any time in daylight hours at



pilots' discretion but please PPR on 01237 431 503 as sheep help him keep the grass in good shape and, especially at this time of year, the surface gets boggy in places. Full details are in the main published flight guides.

Nick Chittenden has rejoined the Strut after having worked in the Middle East for several years. He is back home at Trecangate Farm, Herodsfoot, Liskeard, Cornwall, PL14 4RE trecanair@gmail.com, 01503-220703, 07967-056378 and is now working as a captain on Bombardier Global 6000 jets with the private charter company Vistajet. He's an experienced tailwheel instructor and an LAA Coach who can do BFRs, difference training etc. He's owns Aeronca C3 G-AEFT based at Roche, Thruster TST G-MTUC based on his own farm strip and he's restoring Aeronca C2 G-ABHE, which was the subject of Jack Parham's excellent little book "Flying for Fun" published in 1983 and which is essential reading for all Strut members!



Aeronca C3



Thruster



Aeronca C2

Adverts

Various Items for Sale

Garmin GPS Map 196 (Needs software update download) with remote aerial, dashboard type mount, yoke clamp & mount, cigar lighter lead as alternative to batteries, case, manual and computer link lead. £175, **GPS 111 Pilot** (emergency pocket GPS aid) £50, **Sennheiser HMEC300 noise cancelling headset** £100, **Sennheiser HMEC100 standard headset** £75

Instruments : Altimeter (Winter) Airspeed (In kilometers - Winter) Tachometer (Gruber) £ - offers. **Helmet**, leather, headset adapted and snug medium size £10
Please contact Keith Nichols 01395-274624, 07976-800 838



Jodel D112 Restoration Project for Sale. (right) Repair work required on wing. Inspection at Watchford Farm. Price negotiable. Please contact Mike Mold on mike@mikemold.plus.com 01404-891587, 07884-361645

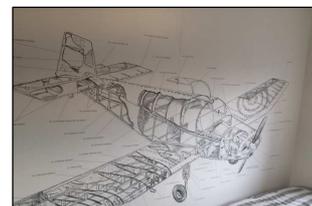


Piper Tri-Pacer - One tenth share for sale in well-maintained vintage Piper Tri-Pacer G-BUVA based at delightful Oaksey Park near Kemble. £2,100. Please contact Graham Clark, 01454 618218 (evenings best), or cgraham978@aol.com

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

Jodel Isometric Cutaway Drawings by Frank Rogers

In the Yahoo Jodel Discussion Group it recently emerged that Jodel drivers would welcome AO-size copies of Frank Rogers' isometric cutaway drawings to frame and put on the workshop wall. These are normally sold with the English language construction plans. I am about to have some printed at 'Mates Rates'



for Jodel lovers. The following images are available AO size at £10 each + Post and Packing. D9, D11, D150, D1050, D1050M, D18 and DR250. I can do smaller sizes on request. An e-mail will suffice to Graham Clark, cgraham978@aol.com

For sale: 2 door cabinet in as new condition £45, 4x 20l steel jerry cans £30. Contact Andy Milton 07852 214250 andy.milton1961@gmail.com

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 £45 and per hour wet cost of £40. A pilot with tail wheel experience preferred but not essential. Please contact Mel Gale 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.



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

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.



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 Evening Meetings

Second Thursday of the month, October - April, at [The Ley Arms, Kenn, Exeter](#) starting at 7.30 pm
(If you'd like to join us for an evening meal before the meeting, please book a table on 01392 832 341)

November 10th Michael Benson – Airspace Infringements & Rob Hart – SkyDemon: Tips & Tricks
This meeting will start earlier than usual, at 7.15pm

December 16th Strut Christmas Meal at the Ley Arms (this is a Friday meeting)

January 12th Steve Ladd – Flying the A10 in Vietnam

February 9th Strut AGM followed by a talk given by Steve Slater, LAA CEO

March 9th Keith Vinning, PilotAware - Collision Awareness System

April 13th Colin Hague - Test flying the Westlands EH101 Merlin

DEVON STRUT COMMITTEE

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