



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 – January 2017

Chairman's Chat

by David Millin

Happy New Year to you all and I hope you enjoyed a good Christmas. As we enter the New Year our Membership Secretary, John Hope, will be looking for renewal of your subscriptions so please make his life easy and don't disappoint him! Due to the numbing effect of winter, I do not have much to say in this chat but I hope the rest of the newsletter will help compensate for my brevity.



The Strut Christmas Dinner on 16th December was absolutely superb! As almost 50 of us were booked into the Ley Arms, we took over the conference room where the pub team looked after us very well. Not only was the service excellent but the food was tasty and plentiful. The event turned out to be a total success with a relaxed atmosphere for members to catch up and get to know each other better.



Of special interest for most members this year will be the mandating of the 8.33 kHz radios, 20% of the cost of which is to be met by a European grant allocated by the CAA. I am sure this is a cost which most of us can do without but we have no option but to comply by the end of the year. On the positive side it is an opportunity to update and improve our transceivers for something better than we had before. Trevor Reed covers the LAA methodology for installing new radios in Permit aircraft in this month's Inspector Matters. Have a look at the following link to the CAA document on the subject of making your claim:
http://publicapps.caa.co.uk/docs/33/CAP1501_833ClaimCriteria.pdf

The next Strut meeting at the Ley Arms on **Thursday 12th January** features Steve Ladd who will entertain us with his adventures in the Fairchild Republic A-10 Thunderbolt or "Warthog". For those of you who were present for his Phantom F4 presentation last March, you will know the form! For those of you who missed it, this is an opportunity to meet Steve and enjoy his stories of his USAF operational experiences in his own unique style!

The Strut AGM takes place on **Thursday 9th February** when the LAA's CEO Steve Slater will be our special guest. Steve will provide members with an opportunity to learn more about our parent Association and to give him our feedback on how we see it from the grass roots. The AGM agenda will be circulated with the February newsletter, but this is an advanced invitation for you to submit any motions and your nominations for the committee.

Airfields around the country are categorised as brown field sites, making them attractive for development of housing estates. However, these airfields are 90% grass land. Re-assessing them as green belt will protect our green countryside, protect local employment and protect general aviation. All Strut members are encouraged to sign a new petition to the UK government at <https://petition.parliament.uk/petitions/174826>

Despite general forecasts of high winds, there have been a few good occasions of late to get in the air which has served me as both a frustration and an incentive to carry out my flight test for permit renewal. For some of us there are a few days off over the festive season when we might take advantage of a weather window. If this is the case, it might be worth revising the good old CAA Winter Flying Safety Sense leaflet: <http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=1158>

I look forward to seeing you in the circuit or at our next Strut evening. Wishing you all the very best for the 2017 flying season. *David.*

Inspector Matters

PRFCs and CofCs, 8.33 installations and Night/IFR inspections

by Trevor Reed

Hi folks, a glance at the title indicates a full-on IM this month so I need to get writing without too much waffle. I'll start with the changes to Permit to Fly Release Certificates (PRFCs), have a quick look at the inspections needed when you change radios and finish up with the new protocols for night/IFR inspections.



The LAA's A8-26 Engineering and Oversight Approval from the CAA (with which you are all familiar, of course) has resulted in a significant change to the documentation for test flying of new builds and test or check flights after modification or repair. The PRFC, which up to now has covered these activities, is to be replaced by a new document called a Certificate of Clearance (CofC). Although it will perform a similar function, specifically that of authorising the test flying to take place and it will be issued by LAA Engineering, it will differ from the PRFC by requiring signatures from the owner, the testing pilots and the LAA inspector. Ken Craigie, our Chief Inspector, has defined the inspector's tasks in a letter to all inspectors. These tasks involve signing for the overall airworthiness of the aircraft, the airworthiness of the specific job if a mod or repair, and the aircraft's compliance with the accepted design standard. Wow! Quite a comprehensive set of tasks and one that will take more inspection time and scrutinising of paperwork than in the past. However, the CofC will be valid for three months rather than the one month life of the PRFC. If necessary, the CofC can be renewed but another full set of signatures will be required. More information is in TL3.25, available on the LAA website. The PRFC will not die completely. For example, an inspector can still issue it for permit revalidation check flights.

http://www.lightaircraftassociation.co.uk/engineering/technical_leaflets.html

Now 8.33 radios. As the date for compulsory change gets closer (1/01/2018) and the promise of cash refund from the CAA towards the purchase of the radio becomes a reality, I am getting more calls to clarify the inspection requirements. The matter of all avionic installations is well covered in TL3.03, with specific information on radios. The leaflet is a good read and I commend it to you in advance of buying and installing your new radio. Although considered to be a modification, (you must complete LAA/MOD7) the procedure is comparatively straight

forward. Put simply, choose a type approved radio, install it with your inspector's guidance and carry out a ground test. Once your inspector is satisfied with the installation (whether it be panel mounted or handheld), he has signed the declaration on MOD7 and the aircraft has a valid Permit or PRFC (yes, this is another case of its continuing use) you can carry out a test flight following the schedule in LAA/FT-AVIONICS. Send the paperwork to LAA Engineering who, if satisfied, will issue an approval certificate AD917/LAA. I like this procedure, and as long as you follow the details in TL3.03, you should succeed in getting approval without a significant delay. *[The CAA has published it's guidance on how the cost refund will work* http://publicapps.caa.co.uk/docs/33/CAP1501_833ClaimCriteria.pdf]

The decision by the CAA to allow night and IFR flight for some LAA permitted aircraft is a triumph for LAA and a tribute to its competence in handling complex licensing matters. Inevitably, the approval brings with it

a new inspection regime. The initial assessment of the aircraft will be by a dedicated LAA team and, if successful, the current daytime/VFR flight only restriction will be removed from the aircraft's Operating Limitations document. Continued approval will be subject to inspection and maintenance requirements, including a Tailored Maintenance Schedule. LAA is introducing a new inspector approval group to cover inspections of night/IFR aircraft. If you operate such an aircraft, your inspections, including permit renewals, will need to be overseen by an inspector with night/IFR approval.

That's all for this time. Cheers, *Trevor*.

A Weighty Matter

by John Holden

In November's Light Aviation magazine, Steve Slater asked for views, in response to a Government request for information from the GA sector, on what we want. Well, I can say quite briefly what I want! I want the LAA, BMAA and CAA to get their heads together and sort out a unified standard for pilot and aircraft licensing for, let us say, sub-500kg MTOW three-axis machines.

Now, you may say I am author of my own downfall and you could be right; but I suspect I am not alone. Let me explain. I had the 13th Eurostar kit to reach these shores (*right*) and 'AC was built as a 450kg microlight under the LAA regime. I soon realised that it didn't have enough spare load capacity over and above its 267kg empty weight to carry a typical male passenger and sufficient fuel to do a worthwhile trip. Conversion to a 480kg group A aircraft required merely the fitting of an electric fuel pump at a cost of about £60. That was next to nothing at all and something I would always choose to do now anyway for added peace of mind.



However, it then cost very much more to train for an NPPL (SSEA) in order to fly it! I chose to fly the Eurostar to a training airfield whilst it was still a microlight and to train in the usual ghastly old 152. I didn't mind that too much, as the NPPL (SSEA) would allow me to fly a range of aircraft rather different from the then-typical microlight. So it was sensible to expect to qualify for a "heavier" licence. What I did find and what I did mind, was that my PPL (M) ultimately lapsed. That was because I didn't want to be flying my Group A Eurostar to another training airfield in order to spend several hundred pounds a year hopping into the school's BMAA Microlight Eurostar or similar to keep up microlight hours.



After 600 hours, my first Eurostar was sold and I built a second kit 'OG (*right*) under the LAA arrangements as a 480kg machine, but to the microlight 267kg empty weight. That proved to be a good decision as the subsequent purchaser of this aircraft subsequently converted it back to a 450kg microlight.

My third Eurostar 'WI (*right*) was a very different kettle of fish, as the only version available at decision time was the new 472.5kg factory-built microlight, weighing 290kg empty, including ballistic parachute.

I was thus in the silly position of transitioning from a 267kg aircraft, which flew like a microlight but which required a SSEA licence, to a 290kg aircraft which flew like a GA machine but which required a microlight licence. Where, one might ask, is the sense in that?



Taking a microlight GST was not an unduly arduous experience and probably not a bad refresher either. The BMAA, to their credit, turned my application round in no more than a day or two. I am sure the LAA would do the same. The CAA, bless them, took 5 weeks! That did, however, include a one-day interlude during which I had to provide them with evidence of my proficiency in English – and please don't get me started on that!

Of course, those with mathematically-attuned minds will have spotted that I am back to square one on available weight for passenger and fuel. Not for nothing am I noted for barring mates from flying with me, but volunteering to take their wives and girlfriends! A 495kg Group A version is now offered for kit builders. It differs not one iota from the factory microlight offering. I look enviously at that extra 17.5kg carrying capacity and know that I cannot get it under present rules.

The CAA's September General Aviation Update heralded a change to the ANO to allow three-axis microlight time for revalidation of a UK PPL. I can see no reference to that in my reading of the current ANO. But surely, if this is the case, one should be able to fly at least the lighter end of SSEA on a microlight licence and a microlight on an SSEA licence, and not have to revalidate the two separately?

In other words, the largely false distinction between the two types of machine and two types of licence should be eliminated. Other changes in the rules are also tending to eliminate distinction between factory-built and kit-built aircraft, so why not take matters to their logical conclusion? I call on our three regulatory bodies to do just that!

What really matters, of course, is difference training. I would like to see it given greater prominence and be seriously encouraged for anyone seeking to fly something a little different from their customary mount. The LAA has tended to promote this in the context of trying something different for the biennial check flight. Perhaps there is more to be done? *John Holden*

Members' News

Congratulations to **Andy and Steve Williams** who have completed the restoration of their Jodel DR1050 Ambassador G-AVGZ in its original French colour scheme. Built by CEA in 1962 with serial number 341 and registered F-BKPR, it was imported to the UK in 1967 and had 8 previous owners since then.



After an extensive rebuild by Andy and Steve since June 2011 (*above left*), it made its first flight on 23rd November 2016 from Exeter to Dunkeswell (*above right*) in the safe hands of Dave Silsbury, who has overseen the project from the beginning and will be carrying out the flight tests in order to get its new Permit to Fly.

Subs Renewals

It's membership renewal time again and our Strut Membership Secretary, John Hope, would be grateful if those of you who have not yet renewed with him personally or by Direct Debit, would please renew promptly using the form accompanying this newsletter. If there have been no changes to your details please just fill in your name and tick the "no changes" box. Thank you.

Adverts

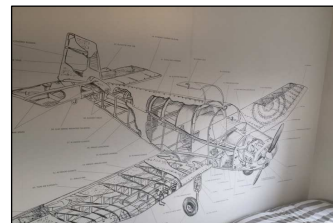
Jodel D112 Restoration Project for Sale. Repair work required on wing. Inspection at Watchford Farm. Price negotiable. Please contact Mike Mold on mike@mikemold.plus.com 01404-891587, 07884-361645

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

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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



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.



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)

- January 12th **Steve Ladd – Flying the A10 Warthog (right)**
- February 9th Strut AGM followed by a talk by Steve Slater, LAA CEO
- March 9th Keith Vinning - PilotAware Collision Awareness System
- April 13th Colin Hague - Test flying the Westlands EH101 Merlin











Tailpiece Tip

When you first taxi out of your parking space, and assuming the manoeuvre is practical in the circumstances, make a sharp turn to inspect the parking area. You might just notice that a concrete tie down is missing because it is still attached to your aircraft, or a piece of baggage is not loaded or your car lights are still on.

Brian Baylis, a GA pilot based at Dunkeswell, offered this tip to GASCo's Flight Safety Extra.



DEVON STRUT COMMITTEE 2017

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