



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 2017

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### Chairman's Chat

by David Millin

Flying teaches you many lessons in life, one of which is to take advantage of things when you get a chance. Recently, there have been opportunities aplenty for fine weather flying but the weather has struck again when it comes to our planned events. Our proposed scramble to Oaksey Park and lunch at the local pub went west and the weather damped attendance at the Lundy Sunday fly-in. This was a disappointment to all as the island is an interesting place to visit. Lundy has been described as the most challenging of Devon airstrips but once there, it is certainly worth the effort. Perhaps next year's weather will be better and we will also try again to visit Oaksey in the near future, so keep an eye on your emails.



The LAA Rally from the 1st - 3rd September at Sywell is still a little way off but our thoughts are turning that way as we make plans and preparations. This year our Strut will have its own exhibit with the purpose of illustrating not only what the Devon Strut does but highlighting benefits of the Strut network in general. If you are visiting the Rally, as I know many of you will be, if you can spare half an hour to help out on the stand please let me know.

The LAA shop will, of course, also be there in its usual form and attended by several members of the Turweston HQ staff, including members of the Engineering team, which will give you the chance to meet and chat with them. [See Trevor Reed's *Inspector Matters* column, below, which gives details of several current Engineering issues –Ed].

It is with sadness that I have to tell you of the untimely passing of Strut member and FlyBe Training Captain Chris Nagle. Chris was a shareholder in a Jodel D112 based at Watchford. He was a keen fisherman and failed to return from a nighttime solo fishing trip somewhere on Dartmoor. The police are not treating his death as suspicious. Our thoughts are with his girlfriend Lisa and his family.

I'd like to remind you of Project Pegasus which we have not mentioned for some time. We will hear more about it when an expert on the subject comes to talk to us at one of our Strut evening meetings but the following link gives an introduction to what Project Pegasus is all about: <https://www.devon-cornwall.police.uk/advice/major-terrorist-incidents/terrorism-extremism/pegasus-protecting-our-skies/>.

In the meantime keep a lookout and do not hesitate to let the police know if you see something out of place. It might be nothing at all but on the other hand it might be a missing piece to a jigsaw. Rotax 912 thefts also continue, including on our patch, so hence the need to be extra vigilant.

As I sit and write these few lines, the weather is unseasonably grey and miserable. Here's wishing for the blue sky to return soon and provide us all with those chances not to be missed.

Best regards,  
David.

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## Inspector Matters Aircraft Parts, Service Bulletins, Lycomings and Carbon Monoxide

by Trevor Reed

Hi folks

I had planned to look at the servicing aspects of Lycomings this month. Instead, after some recent events, I want to look at the manufacture of parts for permit aircraft, highlight a recent Airworthiness Information Leaflet about Europa aircraft fuel systems and advise owners of Lycoming engines about a Service Bulletin that may apply to them. And finally, if the editor allows me sufficient space, I may open up the discussions on carbon monoxide.



As I promised last time, there is absolutely nothing in IM this time about 8.33 radios. "Thank goodness!" I hear you cry. I have to say that if you don't know how to make the changes by now, you must be on an extended holiday on a desert island!

Firstly, let us have a look at the parts we use in our aircraft. Well, they certainly come from a variety of sources. Some originate from certified manufacturers, accompanied by an appropriate form, some from uncertified suppliers and some we make ourselves. No matter what the source, the important feature of each of these modes of supply is that you and your inspector should know from where parts have come and if they are certified or not. We can then implement the appropriate inspections to accept them for embodiment into our machines. However, problems can arise when the provenance is unclear or ambiguous.

This seems to be the situation for owners of DH Moths who may have components from the New Zealand based Croydon Aircraft Company. It has become apparent that some parts, particularly mainplane spars, have not been made according to the de Havilland drawings. Furthermore, it seems that the Croydon Aircraft Co does not hold a manufacturing approval for critical aircraft parts and as a result cannot supply them as released parts. In a letter to Moth owners, our Chief Engineer, Francis Donaldson, makes the important point that although the use of released parts is not mandatory for an aircraft operating on a permit, these components may have been accepted on the erroneous belief that they were released parts rather than by an in depth inspection for quality and conformity.



This is where we all come in, as it is possible that the affected Moths may not be airworthy and the owners could face expensive rectification. LAA Engineering are taking this seriously. They have contacted all owners of Moths on LAA permits to advise them that Tiger Moth and Gipsy Moth aircraft should not undertake aerobatics or flight involving high load factors unless it is established that they do not include wing spars supplied by the Croydon Aircraft Co. Since I drafted this IM, CAA have issued Information Notice IN 2017/032 which gives more information on the problems of parts supplied by Croydon Aircraft Co, including the procedures for aircraft holding a Certificate of Airworthiness and for those on a Permit to Fly. <http://publicapps.caa.co.uk/docs/33/InformationNoticeIN2017032.pdf>

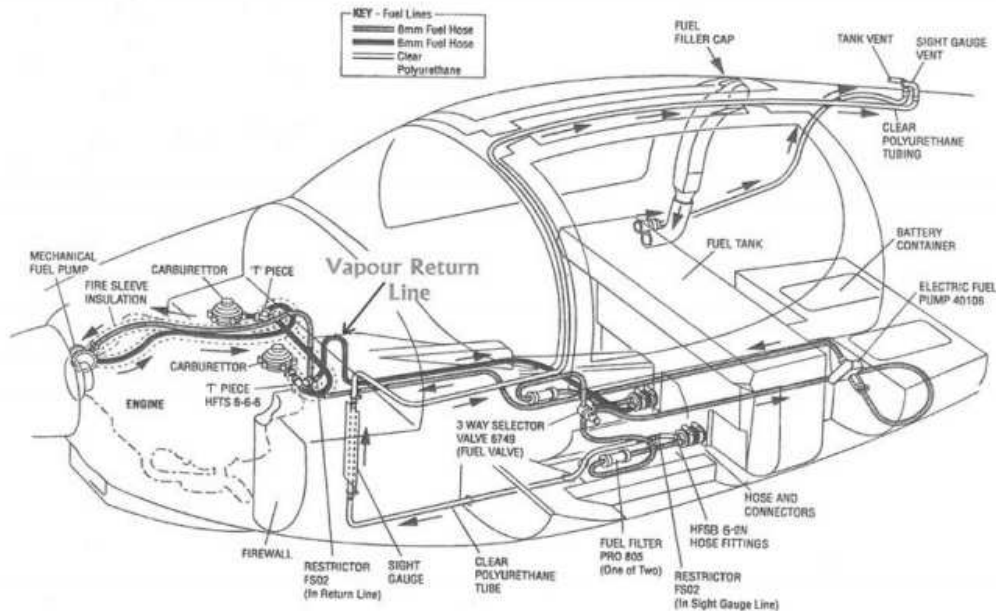
Now to Europa fuel systems. Do not skip this section just because you are not the proud owner of a Europa, but please read on as this could be relevant to your machine.

The Air Information Leaflet (LAA/247/010) applies to the fuel system of all marks of Europa Aircraft. Investigations into a recent accident involving a Europa discovered that the vapour return line was routed back from the engine to tee into the fuel feed line at the fuel selector valve. This meant that returning fuel and vapour could circulate back to the engine rather than be returned to the fuel tank where the



fuel can be cooled and any vapour dispersed. In the text of the AIL it is believed that this may have caused the power loss that preceded the accident. Although specific to Europas, the AIL calls for checks on the vapour return lines to ensure that they have been installed in such a way that they can function as intended. The AIL is well worth reading and checking to see if your aircraft is plumbed to avoid this problem.

<http://www.lightaircraftassociation.co.uk/engineering/Airworthiness%20Alerts/Europa%20Fuel%20Return%20Line%20Inspection.pdf>



This schematic of the fuel system on the Europa aircraft shows the return system. Note that the vapour return line takes fuel from a point as close as possible to the carburettor and that the fuel is delivered straight into the starboard fuel tank (reserve on the Europa) via a special fitting.

Although vapour lock is often considered to be associated with the use of mogas, this is not always the case. It can appear in systems using Avgas and a fuel system that allows the circulation mentioned in this AIL must be considered to be more likely to suffer from the effects of vapour within the fuel system than one where the returning fuel and any associated vapour is sent back to the tank. It is interesting to note that fuel injected engines often have return fuel lines and in these cases the fuel selector is duplex such that selecting a tank to feed from also opens the return line to return the fuel to the tank that is feeding. Phew! That's a bit wordy but I don't know how to make it any simpler! Read it again, have a look at the AIL and check your aircraft. Get your inspector involved if you need help.

Next, I have to draw your attention to Lycoming Service Bulletin SB 632 issued on 17th July. It applies to a long list of engine types and serial numbers (more than 1200 engines in total). It is a check on the connecting rod bushing that can be made only by removing the cylinders and pistons to give access to the connecting rods and then, by using a special tool, check the fit of the bushings. In the wording of the SB, the check is mandatory and must be done within the next ten hours of engine operation. It also says in capitals and "IF YOU DO NOT COMPLETE THE REQUIRED ACTION IN THIS SERVICE BULLETIN, AND THE CONNECTING ROD BUSHING MOVES OUT OF PLACE, THE CONNECTING ROD CAN FAIL AND CAUSE UN-COMMANDED STRUCTURAL ENGINE FAILURE." Wow! You have been warned. Obviously this is not a simple fix and not one that an owner should tackle. So in the first instance I suggest that if you find that your engine is on the list contact your inspector and LAA Engineering.

<http://www.lycoming.com/sites/default/files/SB632%20Connecting%20Rod%20Identification%20and%20Removal%200.pdf>



Finally I want to add just a few words on carbon monoxide. We all know that CO is the silent killer. It is invisible, does not smell but is lethal, even in small concentrations. LAA are running an awareness campaign to highlight the dangers. Last month Light Aircraft carried an article on CO Detectors and I expect to see more on the subject in future issues. Please don't take the matter lightly. A small change to your aircraft, like adding a fresh air vent, can change the airflow sufficiently to introduce CO into the cockpit, so consult you inspector before making any changes.

You may be reluctant to raise the matter, not wanting to go up the mod route but the regulations are in place to make flying as safe as possible, so do not cheat on the system.

There is a lot to digest in my column this time. But it is all very important. Just get in touch if you need any more info.

Cheers, Trevor.

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## Rotax 912 ULS Strip & Rebuild in Photographs

BMAA Inspector Simon Cooke of AeroFix Aviation in Bolton, Lancashire has produced a website that pictorially describes the strip and rebuild of a Rotax 912ULS engine. He says, *"The web pages linked to below are intended to give anyone who has not used our services before an insight into how we work, the tools we use, and a reasonable overview of what goes on during an engine rebuild / gearbox service etc, and what quality of workmanship to expect. These pages are not meant to be comprehensive how-to guides only an insight into the process and may be useful insofar as they may be used to compliment the documentation found in the official Rotax technical manuals."* <http://www.aerofixaviation.co.uk/rotax-912uls-rebuild-engineering-insights.shtml>



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## Farway Common Fly-In – Microlighters' Tour

by Tom Dawson

On our Fly-UK I think we had about 45 aircraft at any one time at one place. Maybe a few more were on the tour. There should have been about 70 in total so some may have joined us later. We should have had no fewer than 42 or so at Farway Common.

The weather in the first few days was glorious, but by midweek it was changing. By then we had visited Farway, St Marys (6 of us - for a swim!) Perranporth, Bodmin, Dunkeswell, Gloucestershire, Ince, Strathaven, Fort Augustus, Easter Lamb Holm (Orkney), back to Easter, then on to Insch.

Thursday onwards took us to Balado Park, Currock Hill, Brighton, Skegness, Fenland, Sutton Meadows, Popham and Sandown for the finish on the Saturday morning. Only about 14 of us arrived at Sandown mainly because of the change in the weather. Some pilots were a little stuck in the north while others decided that it was better to be at home!



Generally everyone had a good time, though there were 2 aircraft damaged along the way.



Next year will be my last one to organise, after 15 years, and I hope that someone else will take it over as it is a very popular tour with a few foreign pilots joining each year. Two Germans this year (one was on his 3rd Fly-UK). Previously a French pilot, several other Germans and some Spanish, have joined us.

It's good to hear that your day went well. 80 or so is a great number and I am sure that Terry must have enjoyed it.

I hope it wasn't too taxing for your marshals having the microlights there. I didn't hear of any problems with the numbers, or being blocked in from our side. Everyone seemed to enjoy the visit to Farway. I would have liked to have spent a bit more time there but we were trying to fit in our off-piste visit to St Marys and had to be away fairly quickly. Thanks for letting us be a part of your Farway Fly-In.

Best wishes, *Tom Dawson*

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## Memorial Service at Dunkeswell Airfield, 6th August 2017

Brian Lane-Smith, Chairman of the South West Airfields Heritage Trust has asked us to publicise the lunchtime commemoration being held at Dunkeswell airfield on Sunday 6th August, to recognise the service and sacrifice given by the men and women of the USAAF, USN and RAF who fought the U-Boat threat during the long and very challenging Battle of the Atlantic.

If you would like to join the members of SWAHT for lunch afterwards they would love to see you at the Aviator Restaurant - but you will need to book for the excellent Sunday carvery. The SW Lindy Hoppers dance club might also be performing so this might be an entertaining as well as a thought-provoking event.

### **479 Anti - Submarine Group, U.S. Army Air Force**

The 479th Anti-Submarine Group was activated in July 1943 in St Eval, Cornwall, consisting of the 4th and 19th Anti-Submarine Squadrons. The group operated under the control of No 19 Group, RAF Coastal Command. The 479th had some success when based in St Eval, sinking two U-boats and sharing another with an RAF Squadron.

The 479th ASG moved to Dunkeswell on the 6th August 1943. The first operational missions were flown from this base on 7th July 1943. The next day Dunkeswell lost its first Liberator when Captain R.L Thomas and his crew failed to return from their anti-submarine patrol.



On the 21st August two more squadrons, the 6th and 22nd, joined the group. Due to the proposed takeover of all anti-submarine duties by the United States Navy, the 6th only remained for one month, moving out to make room for Navy Squadron VB-103.

The 479th ASG lost four Liberators while based in Dunkeswell and twenty nine men had been killed in action by the time the group ceased operation on 31st December 1943.

## Colin Hales

LAA member, KR2 pilot and aspiring round-the-worlder Colin Hales has come to grief in Japan. Following several months of protracted negotiations with officialdom to leave Japan, Colin was given permission to fly his KR2 again but a stoppage of his Jabiru engine and an emergency landing on a golf course has wrecked his aeroplane and left Colin with serious spinal injuries that have required surgery before he can return home to the UK. Family and friends around the world have contributed to a crowd funding appeal to raise the money for his treatment and repatriation for which he is humbled and greatly appreciative. We wish him well for a full recovery and a speedy return to the air.



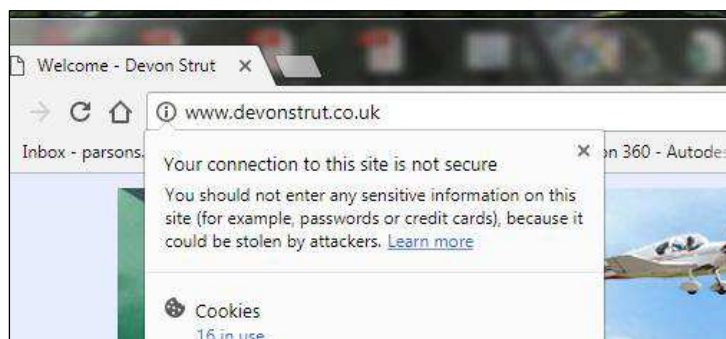
<https://www.facebook.com/Kriiworldtour>

<https://www.flyer.co.uk/fund-started-colin-hales-following-japan-crash>

<https://www.justgiving.com/crowdfunding/colin-hales>

## Internet Security

Members with the most recent versions of internet browser technology may find that, when viewing the Strut's website, they get a message box opening saying that the site is not secure. This appears to be a new IT industry measure to protect personal data on websites that provide exchange of data such as sale/purchase transactions and are protected by SSL certificates and designated by https url prefixes.



As the Strut website does not offer such commercial transactions, we believe that there is no risk to Strut members accessing the current version of the website – Ed.

## Welcome to New Members

**Rick Lea** of Weston-Super-Mare. Rick owns Wittman Tailwind G-BJWT (*right*), based at Dunkeswell.



**Gary Prisk** of St Agnes, Cornwall. Gary is a microlight instructor with a P&M Quik GT450 G-CIST and C42 G-CFHP based at Perranporth and also has recently bought Jodel D120A G-BHMK.

<http://www.perranporthflyingclub.co.uk/microlight.html>



**James Smart**, who lives at Upottery near Honiton, is ex RAF, is an ATPL with FlyBe on the Embraer 195 with TRI/TRE ratings. He glides with DSGC at North Hill and has a share in Jodel D112 G-BGWO at Watchford Farm.

## Members' News

**David Rhys** has sold his Jabiru SPL 450 G-BZST to a pilot in Aberdeen.

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## Prop Swinging – Treat the Prop as Live

by **Bruce Dougan**

Even with the switches off, treat the prop as live  
If the engine fires and starts, you won't have time to dive  
The wiring is designed to work if unseen wires come off  
So even with the mags off and safe, the motor can still cough!  
There may be some fuel vapour in the manifold  
So don't assume the engine's safe, (the province of the bold).  
If prop swinging is a must, use procedures based on skill and trust.  
You don't want people on the switches, prone to stutters and to twitches.  
The worst offenders have their fingers, resting on the switch,  
Or lingering, hovering, and if they cough, "Contact" becomes "switches off".  
Clear indication is required to the man up front,  
Using thumb placed up or down, never joke or stunt.  
And if your man's about to swing, do not talk to him or sing,  
Let him swing into his action, do nothing to cause him any distraction.  
His footing must be sure and sound, avoiding slipping on the ground.  
When he pulls, he makes his sway so if it fires he falls away,  
And if you have the slightest doubt, "Switches Off" and talk it out.  
Good careful men have lost their lives, through swinging wooden bladed knives.  
So always take the greatest care, before you're even in the air.  
And this self-preservation started, even before the hangar doors are parted!

*Bruce Dougan, Dawn Patrol, 1994*

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## Adverts

Share in light aircraft wanted. Dunkeswell and vicinity preferred. Any information gratefully received. Please contact Gary Bradham [garyb@easy.com](mailto:garyb@easy.com) Weston-Super-Mare 01934-253904

Rotax 912 80hp for Sale. 1340hrs. Complete rebuild IAW Rotax O/H procedures by Kevin Dilks of SAS. Engine inhibited, boxed and dry stored ready for use with the BaP3 project (Zenair CH701A which alas is also for sale) as we have not been able to find a workshop. £5,995 ovno. Jim Gale 07887 906789.

A 1/8 share has become available for the Piel Emeraude CP301 G-BKFR based at Eggesford. Share cost £1,500 and monthly sub of £45. 100 plus hours and tail wheel experience preferred, however a coach is available if tail wheel conversion is required. Please contact Mel Gale at [percycp301@gmail.com](mailto:percycp301@gmail.com) or phone 01805-804575 and leave a message.



**RANS S6-116 For Sale G-BVFM** (left) is a Group A aircraft, MAUW 499kg (1100 lbs) with a Rotax 912 UL (80 HP) which was commissioned in May, 1994. She is in good condition having been hangared all her life with airframe and engine both approximately 1064 hours. The engine is on condition but has good compressions and uses no oil. The fabric cover was renewed in October, 2002 and the Permit in



March, 2017. Some spares, equipment and all records are included in the sale. She has a 66" Warpdrive ground adjustable prop and 2 wing tanks holding a total of 48 litres. Consumption is about 15 litres per hour. Maximum useful load is 456 lbs (207 kg). Vne is 120 mph (104 kts). Equipment includes Icom radio (not 8.33), Airbox Aware GPS, Garmin 295 GPS, Mode S Txpdr and 2 place intercom all run off the aircraft supply. Also 2 fire extinguishers and a CO detector. I am devastated at having to sell but an eye problem leaves me with no choice. £14,500 Call Francis de Beer on 07979 945 586

**Zenair CH701 G-OBAP** 3/4 assembled Youth Build a Plane project, looking for a new co-ordinator and home as an educational project or available for immediate private sale. Contact Jim Gale 07887906789 or Brian Lyford 07710214414.

**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](mailto:mike@mikemold.plus.com) 01404-891587, 07884-361645 <https://afors.com/index.php?page=advview&adid=39087&imid=0> Photos at <http://tinyurl.com/jutlm5p>

**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 on 01454 618218 (evenings best), or [cgraham978@aol.com](mailto: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](mailto: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](mailto:howell@ashworth5.orangehome.co.uk)

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## Strut Fly-Ins & Fly-Outs 2017

*(Fly-outs are not organised by the Strut but are suggestions for members)*

1st - 3rd Sept Sywell (LAA Rally) <http://www.lightaircraftassociation.co.uk/2017/Rally/rally.html>

Check the AIC <http://www.lightaircraftassociation.co.uk/2017/Rally/Rally%20AIC.pdf>

and book a slot <http://www.sywellaerodrome.co.uk/bookings.php>





# 'Val Dreckly'

*Cornwall Flying Club STOL Challenge*  
**Saturday 12 August 2017**  
*Briefing at 10am. first flight at 11:30am*



**The Alaska Valdez STOL 2017** competition set new records this year with a Cessna 172 performing an 83' landing and a 161' take-off and the experimental class 'Ul Cub' landing in 10 feet! Let's see what we can do in Cornwall!



*Do you land exactly where you planned to, or do you 'float and land dreckly' ?*

**This is a Fun Day, adding new challenges in our flying; the emphasis is on accurate 'Spot Landing' and then stopping safely.**  
**Find out what you and your aircraft can do, in a safe environment.**

*If you ever need to do a forced landing... you will know what is possible!*

Contact Bodmin Airfield on 01208 821419 or  
 email [admin@cornwallflyingclub.com](mailto:admin@cornwallflyingclub.com) for more information



**31 EGLA Bodmin Airfield**

Competition rules available from Cornwall Flying Club's Chairman, Darren Fern [darrenfern1@me.com](mailto:darrenfern1@me.com)

## Tailpiece



"Oh, it's you! I've started the pre-flight inspection....."

## DEVON STRUT COMMITTEE 2017

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