



A BRANCH OF THE LIGHT AIRCRAFT ASSOCIATION PROMOTING RECREATIONAL AVIATION IN THE
SOUTHWEST
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The Devon Strut is twinned with RAA Toronto Region, EAA Chapter 14 San Diego and Chapter 20 SAAA Australia

DEVON STRUT NEWS – September 2017

Chairman's Chat

by David Millin

Our scramble to Porthtowan on Sunday 13th August turned out to be a first class day out. The Westcountry weather was good, allowing 22 aircraft to fly into Tim and Rupert Major's beautifully manicured 500 metre strip. Rupert gets a huge vote of appreciation for welcoming us and his "no expense spared" hospitality which was beyond compare. A wonderful spread of food, convivial company and a walk along the sands all contributed to a day to remember. We have a full report from Steve Robson later in this newsletter.



Good weather blessed us again over the August bank holiday weekend and I took the opportunity to fly to Henstridge for the Wessex Strut's Wings and Wheels event. There was a splendid display of classic cars and the afternoon was beautifully finished off with a flypast by a Griffin powered Spitfire.

Discussions still continue over the Exeter Airspace Change Proposal. Exeter & Devon Airports Limited's consultants, Osprey have published their findings and are moving to the next stage. Notwithstanding the huge majority who objected, the proposal would appear to be moving forward. This raises the question of the 'objective' approach as out of 432 responses there were 406 objections and 9 were deemed as neutral. I will leave you to study the ACP for yourselves: <https://www.exeter-airport.co.uk/content/uploads/ACP-Consultation-Report-Issue-1.pdf>

Another subject of control and regulation can be seen in the CAA's recent questionnaire relating to their intention to mandate the use of electronic conspicuity with ADS-B as the preferred platform. You can view the survey via a link in the CAA's webpage. <https://www.caa.co.uk/News/ADS-B-can-help-reduce-airspace-infringements-and-mid-air-collisions,-says-CAA/?catid=4294967430> Whilst it is difficult to argue against increased air safety, one needs to consider that the questions asked in surveys are designed by the consultant in order to provide certain statistics. Whatever your viewpoint, the mandating of electronic conspicuity is another small straw burden to add to the back of your flying camel. Of course, we need to develop and improve our overall situation and look objectively at the bigger picture, whilst taking into consideration every aspect, including the views of all airspace users. The application of an equitable and balanced review should result in satisfactory arrangement for all parties.

On a lighter and brighter note, the LAA Rally is this weekend, Friday 1st – Sunday 3rd September. Once again, we can gather with our like-minded friends for a truly grass roots event. Remember to come and visit us at the Struts and Clubs stand which is being manned mainly by members from our own Strut. We are still looking for volunteers so if you can spent half an hour to help out that would be great as we intend to engage with visitors and describe the benefits of the LAA's Strut Support System.

At the time of writing, I am not sure what the weather is going to do at the weekend but if you are flying to Sywell I wish you a pleasant flight.

Best regards, *David*.

Porthtowan Scramble, Sunday 13th August

by Steve Robson

I looked out of my bedroom window at 06.30 on Sunday morning to see thick mist so I dropped back into bed for another snooze. By 07.30 the sky was sky was clear and blue; that's more like it!

Following a quick breakfast, a check of NOTAMS and the weather I set off for Watchford. My RV4 'Ivy' was all ready to go and I called the Porthtowan strip owner Rupert Major to check things his end. All was good and he mentioned that he had taken a number of calls the previous day so attendance numbers were looking promising.

I launched from Watchford at 10.00 into a 1,500ft cloud base that got lower as I flew towards Cullompton, but still with plenty of gaps to remain VMC so I indulged myself with a bit of gentle weaving through the Cu. Clear of Dunkeswell and crossing the M5, I called Exeter for a basic service; good job I did as the area seems particularly active for that time on a Sunday morning.

By the time I reached Okehampton, the cloud base had gone up to 2,000ft but it wasn't until I was overhead Launceston before I could raise Newquay radar on 133.400. I had planned to route south of Newquay but ATC asked me if I'd like to route through their overhead (probably due to inbound traffic) and I happily agreed to. I was then asked to route down the coast which was even better. The Masters Festival was taking place in Newquay and the size of the parking and camp site covered a very large area, almost the size of a small town!

The parachutists were active at Perranporth so I routed south of their ATZ before turning overhead St Agnes Beacon and making an approach to runway 22 at Porthtowan. Rupert was on the radio to offer good advice about the wires on the approach and where to touch down to avoid the dead air or turbulence that the hangar can sometimes produce. As usual, the strip was in immaculate condition.

Taxiing in, I parked by two of the early birds in their RVs, Keith Wingate (RV8) and Ray Harper (RV6) and it wasn't long before John Holden arrived from Wadswick in his Eurostar.



Rupert provided his usual warm welcome and it wasn't long before the kettle was on. Around midday the arrivals started in earnest, some very local but a good showing from the wider Strut area. As the numbers grew, we all tucked into the feast that Rupert had kindly provided, making a very pleasant social occasion. The weather was fine so some took the opportunity to take the 20 minute walk to Porthtowan Beach and enjoy an ice cream.

As the afternoon drew on, the departures began with everyone feeling contented, having had a good day out. A total of 22 aircraft arrived during the day, making a fine turnout.



After my departure, I called Newquay radar and, due to incoming traffic, was asked to route south of their ATZ, overhead St Austell. This was a bit of a deviation from my planned route but I decided to 'straight line' it via the south coast, then just north of Plymouth, over Dartmoor, Ashburton, Exmouth, Sidmouth then north east to Watchford. I had called Exeter overhead Ashburton but as I approached Farway Common I was asked to descend and turn north to deconflict with approaching traffic. No problem; always happy to oblige!

Due to personal commitments, I've not been able to get to many fly-ins or scrambles for quite a while but the chance to attend this one came as a most welcome opportunity and I enjoyed a splendid day out. Rupert and Tim Major are always happy to see pilots use their strip; it makes for a great day out and I would encourage you to give them a call and visit Porthtowan.

Newquay Reflections

by John Holden

The other Sunday, 13th August, was one of those days which make the aggravations of the flying game worthwhile. The Strut had called a scramble to Porthtowan, a strip I had not hitherto visited. I had a delightful flight down from my base at Wadswick Farm near Bath, with decent weather all the way via my customary route to the Southwest: the Wells mast, the Somerset Levels, the southern slopes of Exmoor, thence to Okehampton with views to the north slopes of Dartmoor, overhead Bodmin (a favourite stopping off point!), immediately south of Newquay zone and into Porthtowan.

Porthtowan itself is an excellent strip, level and beautifully maintained. Our welcome there was exceptional, with teas, coffees and lunch all generously provided by the owner. There was then opportunity for a short walk down towards the beach and the pleasure of re-acquaintance with good flying friends. But, and there is often a but, is there not? What is it with Newquay? I established contact with them as requested and took a basic service outside controlled airspace. Before coming south of their field, I was asked to do an orbit. Fine, I thought, I am in class G so it is a request rather than a command, but it will allow me to demonstrate that I can still do a reasonably level and consistent 360 degree turn. So why not? Sure enough, I then spied a larger aircraft ahead of me on final for their RW30, so it had been a reasonable request on their part.

My return home followed another of my favourite routes, to St Austell, then to the north of Plymouth, to Exmouth, Branscombe and south of, or over Yeovilton. Once again I was in contact with Newquay and I was surprised to be asked to stay below 1,500 feet in the region of St Austell. I did as requested but was tempted to decline on the grounds of maintaining safe terrain clearance. There are not that many obvious opportunities for a glide approach to a safe landing in that area and if all goes silent up front, another 500 feet can make a lot of difference. As I say, I complied as requested and am glad I did, because it may help postpone the day when Newquay make a grab for controlled airspace right across the peninsula. But a part of me still bridles at being "invited", for which read effectively "told", what to do in class G airspace, while in radio contact and transponding mode S. It was not as if there were any indications of inbound Newquay traffic at that time. After all, I could have lawfully been entirely non-radio and non-transponding, and then what?

Am I being unreasonable? Is this just another manifestation of “grumpy old man” syndrome? I would welcome others’ views.

My First Flight Out of the UK

by John Hope

As experience and confidence grows from one’s flying in the UK, the next logical stage is to cross a UK border. I started to think about this some 5 years ago and much planning has for trips to France or Ireland it took me until July this year to actually achieve this aim in my Jodel DR1050 G-AYEW. I did actually get into the air on two previous occasions, only to meet with bad weather, forcing a return to Dunkeswell. There was nothing wrong with the forecasts on these occasions; it was the weather itself that was wrong!

I decided that as I’m not yet confident with even the most basic French, I would prefer to avoid a potential language barrier over France by not venturing over this territory unless I had a French speaking passenger with me. For a solo trip, Ireland was the preferred option and in the preceding days, I was encouraged by a forecast of flyable weather over the planned route on 17th and 18th July. My destination was Bantry, a small town in the south West of Ireland, some 35 nm west of Cork. The proximity to the small airfield was the first attractive feature and I was further encouraged with every enquiry, leading me to believe I would be welcome.

From previous experience, I wasn’t banking on reaching Bantry on day one but even assuming I did, I felt a return trip within the predicted two days break would be too stressful. By grabbing this chance, I put timing for my return in the lap of the gods and attended to packing, planning, flight plan, GAR, etc. The GAR requires 12 hours notice and while a flight plan can be easily filed via SkyDemon, a GAR for Ireland has to be issued separately to Customs, Police etc. Working all this out added to the workload and I don’t like having to commit to flight times.

With bags packed, willing neighbours ready to look after garden and pets, aircraft fuelled, checked over and loaded with fold-away push bike, tent, food (not to mention all the passport, licence, insurance, validity documentation etc.) and PPR arranged at Bantry, I set off wearing warm clothes, life jacket, locator beacon in a rather excited state!

The first leg was from Dunkeswell to Haverfordwest for a final weather check and to keep the flight plan as simple as possible. Then the second leg, to Waterford, and I was relieved after crossing the 65nm stretch of water. As I landed at Waterford, despite being fully prepared, I couldn’t help feeling somewhat apprehensive at the prospect of being interrogated by police or customs but fortunately I wasn’t subjected to their attention. I was warmly greeted by very helpful and friendly staff who directed me to their kitchenette with an invitation to help myself to tea and facilities. It was just what I needed!

The internet weather radar for the final leg to Bantry showed broken cloud towards the west but information by telephone from Bantry was encouraging and the cloudbase given by the Cork METAR also indicated flyable conditions. So with details of two alternative airfields en-route, should a landing be needed, I once more took to the air. Altitude restriction over the mountainous terrain and the proximity to cloud needed careful navigation but the views were stunning. I would like to have taken photographs but I felt at this stage of a long day, that picking up a camera might be a distraction. I was pleased to clear the 2,000ft+ peaks towards the end of the flight after which, Bantry’s 390m runway was easy to spot and made a very welcome sight.



Having a tent, some food and my bike on board meant I only needed permission to camp so I wasn’t reliant and didn’t book accommodation. However, I was met by Denis Connolly and his wife who insisted I put my bags and bike in his car and he would ferry me to a B&B. He drove through Bantry, pointing out the places of interest, then on to meet Eilish, the B&B landlady who, by that, time had a picture on her tablet of my aircraft on Bantry airfield. Denis’s wife had posted it on Facebook as I landed. These folk are so generous and friendly and the accommodation was excellent, very reasonably priced and available for as long as I wanted.

I ended this first day with a short walk to Bantry centre and enjoyed a good evening meal while musicians played guitars and sang Irish numbers in the Bantry Bay Hotel. A pint of locally brewed Beamish stout rounded off a pleasant evening and finally, back to the B&B for a good night's sleep.



Eilish(*left*) laid on all the usual English or continental breakfast choices to greet her guests and her outgoing and her entertaining banter made an excellent start to the day. Fine weather tempted a jolly over the local mountainous terrain, particularly as stormy weather was in prospect for the next few days but I felt I wanted this to be an easy day to saunter and mix with locals in the wonderfully friendly neighbourhood. I did take the time to cycle the few miles to the airfield to double check the chocks, tie downs, covers etc.

There was much of interest for me in Bantry with numerous events forming part of the West Cork Festival so the following days were very full and enjoyable, only tempered by not knowing how long I was to be stranded before flyable weather returned.



As the days passed, interpreting weather conditions became a greater priority and I am particularly grateful to Mike Mold and John Kempton for their expert help and time on the phone. After five days, forecasts started to look more hopeful and I prepared for my return to the UK. I set off towards Waterford on day six taking the easiest route, around the coast. A transit through Cork ATZ was needed but this was readily granted.

On landing at again at Waterford, I was surprised to find I was the only visitor in the whole complex and my Jodel looked tiny on their huge apron. The intension was for a short stop for fuel and to file a flight plan and put on life jacket in readiness for an onward flight back to Dunkeswell but extensive cloud had formed over South West Wales so I was now stuck at Waterford. Fortunately, help and generosity pored with abundance from the staff on duty. I was invited to camp in a secure part of the airfield. They helped me get camping gear from aircraft and invited me to join them for an evening meal. These guys were great company and they turned an unfortunate circumstance into a pleasant evening.

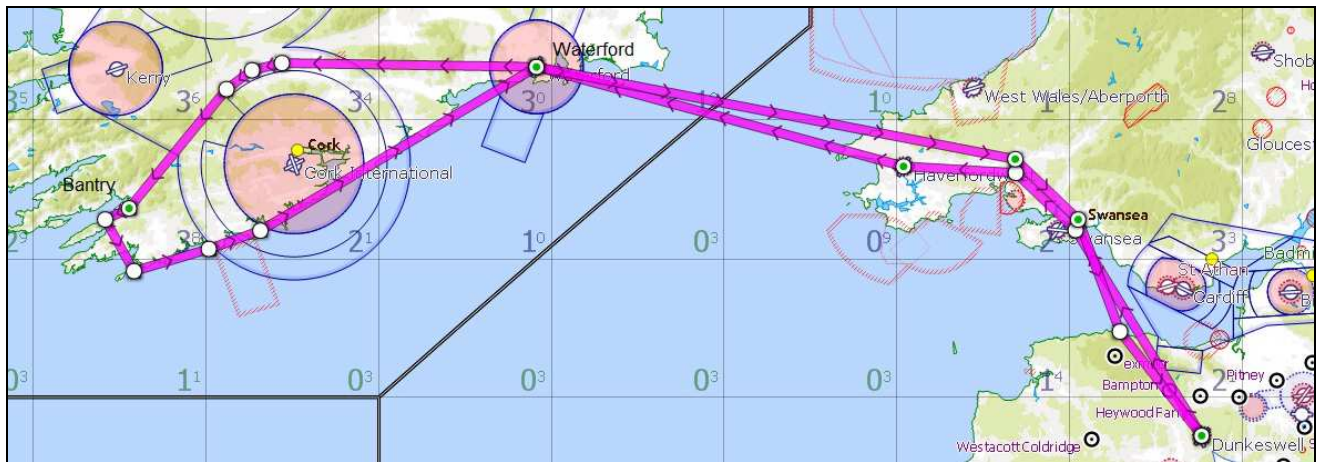


By next morning, the forecast was better. Some cloud was still showing over land to the west of Cardiff but it was clear on the seaward side of the coast. It was also clear over Devon and Cornwall so I left Waterford intending to route over Pembrokeshire and cross the Bristol Channel from Swansea but prepared to skirt round the coast and rejoin the planned track over the Bristol Channel.



The Welsh coast (*left*) was a welcome sight but stubborn cloud forced me to consider my options for diverting. I initially descended to fly under the cloud but was soon confronted with reducing visibility and lowering cloudbase forcing a retreat. My next option was to climb through a hole and stay on planned course above cloud. At about 5,000ft, I was able to maintain sight of the ground and although visibility to the east became limited, I could see Cornwall to my right giving me a second option, should I need it. I was able to fly on the planned course and the Devon coast came into view shortly after coasting out at Swansea and the remainder of the journey was

straight forward.



This trip was a big deal for me with much thought and stress attached to it and I now feel pleased to have achieved it. Finally, I haven't mentioned my use of radio, but this article is surely long enough! Just to say all radio communication with controllers was easy and helpful at each stage.

Have You Got Five Minutes to Spare?

If not, try and make the time to get your aircraft paper work and licence details out. It's prudent to check that everything is in date and current, not forgetting your medical and 1 hour flight with an instructor. We all have busy lives so it may be an idea to make a list of renewal dates and put them in your aircraft file. The reason for this reminder, is that an aircraft owner earlier this year, after having had an accident, discovered that one part of his paper work was out of date and the insurance company walked away! I'm not trying to teach anyone 'to suck eggs', just a timely reminder.

See you in the circuit; stay safe.
Regards, *Dave Silsbury*

Adverts

Dunkeswell Bungalow for Sale. Modernised, 2 bed, semi-detached bungalow, minutes from airfield, £170K ono. Details from Mike Mold 07884-361645 or mike@mikemold.plus.com

Wanted C90 engine, preferably complete with mags etc. Nigel Ramsay techauthor1@gmail.com

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

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.

Shares for Sale in RV9A

Two shares are offered in my RV9A G-CHST, based at Dunkeswell. 'ST first flew last year and has 50 hours. It won the Mike Claydon Memorial Trophy last year for the best Strut project. In May, I flew it to Menorca and back (at 130Kts plus on 2200 rpm, 25 litres/hour airborne). I bumble about at 2100, still doing about 125 Kts, but it is quite happy going slow in the circuit. It is stable but responsive, and remarkably easy to land – a great design. 'ST is soundproofed and trimmed and has a composite prop; several who have flown G-VANS have remarked how quiet and smooth it is. Equipped with Dynon EFIS plus analogue engine instruments, 8.33 radio and Mode S xpdr. Shares offered on the basis of £5k returnable deposit, plus share of monthly costs plus engine fund. Robin Charles 01404 815204, rjcharles@iee.org



Rotax 912 80hp for Sale. (left) Completely rebuilt by Kevin Dilks of SAS, IAW Rotax O/H procedures, at 1340hrs, s/n 4410602. Engine inhibited, boxed and c/w oil tank, starter solenoid, battery isolator solenoid, overflow bottle and voltage regulator. £5950 or vno. Jim Gale 07887-906789.

1/8th share in 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 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

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.

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The Art of Aviation

Hi all, I've just taken delivery of an oil painting of my DR221 G-STEV done by James Brown FRSA <http://www.artofaviation.co.uk> I can only say it is superb and if you want a painting of your aircraft in your choice of settings then James is your man. On his website you will see a number of different aircraft types including Jodels and Robins. Prices are very reasonable indeed and if you don't like what he produces then there is no obligation to buy. Jim is a pure gentleman and a pleasure to deal with. Usual disclaimers, and no connection other than as a very, very happy customer. *Steve Talbot*



LAA Rally, Sywell, 1st – 3rd September

The Devon Strut will be representing all Struts at the Rally with a double sized exhibition stand and we look forward to engaging with guests and promoting what we do as grass-roots members. If you fancy helping out on the stand for a couple of hours, please let me know and I'll add you to the roster. Otherwise, please stop by and say hello!

Thank you to those of you who have signed up to help already.
Cheers, *Chris Jackson* 07792-853028

<http://www.lightaircraftassociation.co.uk/2017/Rally/rally.html>
AIC <http://www.lightaircraftassociation.co.uk/2017/Rally/Rally%20AIC.pdf>
and book a slot <http://www.sywellaerodrome.co.uk/bookings.php>



Tailpiece



And for our junior members.....
(thanks to David Mole)

DEVON STRUT COMMITTEE 2017

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