



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 – October 2017

Chairman's Chat

by David Millin

The LAA Rally over the weekend of 1st – 3rd September, turned out to be a significant success despite to poor weather on Sunday. Sywell welcomed over 4,000 visitors by road and air to enjoy the Association's key message of 'flying for fun'.



Friday was busy and Saturday was even busier! In total, 833 *[that number keeps cropping up - Ed]* aircraft flew in to the rally between Thursday evening and Sunday afternoon, The ATC team in the tower set a new record, safely despatching 106 aircraft in the hour between 16.00 and 17.00 on Saturday afternoon, an average of one every 34 seconds!



Sunday was quiet on the airfield as the bad weather advanced from the West and the remaining pilots headed for home. By lunchtime there were not many aircraft left on the field but despite the weather, there was still reasonable activity throughout the rest of the site.

Over 50 exhibitors displayed everything from vintage aircraft to the latest state-of-the-art electronic systems. A new

feature this year was the Struts and Clubs exhibition. Members of the Devon Strut manned the stand and were kept constantly occupied, talking to visitors, meeting old friends and describing the LAA's Strut system to newcomers. The Struts and Clubs exhibit was well received and plans are already in place for us to develop the concept for next year (Friday 31st August to Sunday 2nd September 2018). Many thanks go to the Devon Strut members who supported this initiative by giving their time on the stand to talk to all who came to visit. In addition, may I thank all those other individuals who passed by to help us and to all the Struts who provided photo display boards.

A full report on the Rally will be available in the next edition of the Light Aviation magazine. In the meantime, some information can be found on the LAA website. www...../2017/News/rally2017.html

Congratulations go to Steve and Andy Williams who won two Rally awards for their superb Jodel DR1050. (See *Members' News below, Ed*). The Wilkinson Sword and the Roy Mills Trophy will be presented to the Williams brothers at the LAA's AGM at Sywell on Sunday 22nd October. For those of you contemplating attending the AGM, it is a good day out and perhaps some car sharing could be arranged. Dodge Bailey, the Chief Pilot of the Shuttleworth Collection, will be the guest speaker focussing on flying the DH88 Comet and there will be a chance to chat with members of the LAA Board and other attendees.



Details of the AGM can be found on the LAA website at:

http://www.lightaircraftassociation.co.uk/AGM/2017/agm_2017.html

Ongoing discussions are taking place with EDAL over the Exeter Airspace Change Proposal in that Exeter have offered a period of local engagement with interested parties. We've canvassed you by email for your opinions on the latest airspace design amendments and you are invited to submit your thoughts to me asap david.millin@sea-sea.com ahead of our meeting with EDAL on Wed. 4th October.

In contrast, here is some good news for pilots living in the Blackpool area where the local Council has bought the airport for £4.25m in a move to secure the future of aviation at the Squires Gate site. It makes a happy change to see some positive news relating to an airport.

<http://www.express.co.uk/news/uk/854231/blackpool-airport-reopens-13-years-after-being-sold-off>

Pete White would be interested to hear from anyone flying a four seat aircraft and who would be willing to help out with his charitable events.

I hesitate to mention Christmas so early in the year but we have booked the Ley Arms for our festive dinner on **Friday 8th December**. We will be circulating the menu in due course and Chris Jackson will be collating the orders. Please come and join us and enjoy a sociable evening.

We will soon be into our season of winter evening talks, beginning on **Thursday 12th October** with James Stevenson who will be describing his Cold War flying training experiences with the Royal Canadian Air Force, entitled "Stalin's Had It Now." I look forward to seeing you all at the Ley Arms and please remember to bring someone with you as the more the merrier!

Until then I wish you good flying. Stay safe.
Best regards, *David*.

Sky Kings: Pilots Who Should Scare Us

by John King

Can certain clues help us spot risky pilots?

<http://www.flyingmag.com/technique/proficiency/sky-kings-pilots-who-should-scare-us>

Recognising certain personality traits can be a quick way to determine whether a pilot is a risk-taker or one who is likely to have a safe flying career. It may be helpful to analyze your own actions.

If you are ready to deal with the answer, here's something you can try the next time you are in a room full of pilots. Ask them to hold up their hands if they knew someone personally who was killed in an aircraft accident?" When I do this, I usually see the hands of about three-quarters of the pilots go up. If it is a room full of flight instructors, nearly everyone raises their hand.

The follow-up question is even more shocking. "How many were not surprised to see it happen?" More than half of the hands usually stay up.

What does this tell us? First, it confirms that general aviation is a risky activity. And if the risks are left unmanaged, they are unacceptable. Second, it tells us that in many cases the fatality was predictable. What these pilots saw was subjective and lacked clearly defined parameters, but still, there was

something that made them edgy. Even if we can't define what makes us edgy about certain pilots, to paraphrase Justice Potter Stewart's famous quote on another subject, "We know it when we see it."

Dr. Bill Rhodes, a general aviation pilot, aircraft owner and former head of the philosophy department at the U.S. Air Force Academy, wondered if he could define those things that should scare us about pilots. With funding from the aviation insurance company Avemco, Bill founded Airmanship Education Research Initiative (AERI) and set out to do so.

Bill created thoughtfully designed scenarios and had pilots fly them in simulators. Some pilots flew the scenarios safely, while other pilots "killed" themselves. What began to emerge is that those pilots who "killed" themselves had certain scary characteristics in common. Superior pilots (as defined by not "killing" themselves in the scenarios) had other non-scary characteristics in common.

Bill isn't the first person ever to attempt this. After all, FAA literature discusses the "5 hazardous attitudes," but what Bill has done differently is to create a scientifically valid test and carefully measure and document the results. Out of this he has created an especially insightful vocabulary that will help pilots understand and express themselves well on the subject. Here is my take on what Bill has uncovered so far.

First, it would be no surprise that scary pilots take risks. Flying always involves risk, but these pilots are completely indifferent to managing risks. They are over-optimistic, planning on barely realistic results. They count on full exploitation of their own capabilities, and those of the airplane, with no room for anything going wrong.

Superior pilots, on the other hand, have a habit of leaving margins, space between what they are capable of, and plan to do, for both themselves and the airplane. They are realistic about themselves and the capabilities of the aircraft. They plan well to mitigate risks and to take pressure off of themselves.

By the way, Bill's study brings up one of general aviation's biggest issues. As they advance in capability, pilots tend to just get more utility out of their flying rather than expanding their margins. For example, as pilots progress from private pilot to instrument-rated to multiengine-rated, their accident rates don't improve. Of course, utility is one of the great benefits of general aviation, but as Bill's study shows, there needs to be a better balance between utility and risk management.

Scary pilots are in a hurry. They begrudge the time for planning and preparation, which make up much of the real business of flying. They have to get going quickly. They have to get there fast.

By contrast, superior pilots have more professional detachment about being on schedule. Like a doctor, they realise that sometimes we need to tell ourselves, and others, things we don't want to hear. They use professional detachment, and separate the passenger part of themselves from the pilot part of themselves. They are willing to sometimes disappoint the passenger, because they consider their primary job is to keep everyone safe. The philosophy is: "We'll be late, but we'll be safe."

Scary pilots are "know-it-alls." They ignore the books and mentors and speed through training. They quickly advance to high-performance aircraft. They don't study, and don't listen, and blame instructors or the simulator for their own shortcomings.

Superior pilots are committed to the effort it takes to fly and stay alive. They are respectful of the subject matter, their instructors, the aircraft and its requirements, and the system. They are active in their pursuit of excellence. They expect quality of themselves and their instructors, and in the maintenance of their aircraft. They know the real business of flying takes time, devotion and commitment.

Scary pilots are extremely confident of their piloting skills. They brag a lot and show off. They are status-conscious. Their egos are wrapped up in their physical skills. They are willing to "push it" to make an impression. For example, a pilot who was a show-off known for pushing it saw an airshow act with a twin-engine airplane doing rolls and other aerobatics. He decided he should try rolling his Baron on the way home from the airshow. He crashed in the attempt, killing all five aboard, including two children. Shortly before the accident, another pilot had observed, "He's going to kill himself one day."

Of course, superior pilots have confidence too. We need confidence, but superior pilots have nothing to prove. They don't need to impress themselves or others with their skills. Their egos are in place. They are realistic about themselves and what they will attempt. They are honest and forthcoming and willing to admit their limitations.

Because people know that I am involved in general aviation, I am often asked whether it would be safe for them to fly in such and such a small airplane. My answer is that airplanes are generally safe, but pilots are questionable.

I ask them what they know about the pilot and how he lives the non-aviation part of his life. What is the driving like? How orderly and stable is his life? Does he show up on time? Is he thoughtful and responsible? If he is not thoughtful and responsible generally, he is not suddenly going to get that way in an airplane.

These might seem to be unusual questions to ask, but insurance companies have found that these kinds of things, including issues like paying premiums on time, are definitely related to their risk of loss.

So what makes a scary pilot? Overall, it's not the lack of skill that we should be concerned about, but the lack of humility, ethics and responsibility toward others.

What makes a trustworthy pilot? Well, it sounds like the kind of thing Eastern religions talk about; self-knowledge, self-mastery, caring about what's really important, and giving aviation the time and devotion it and our passengers deserve.

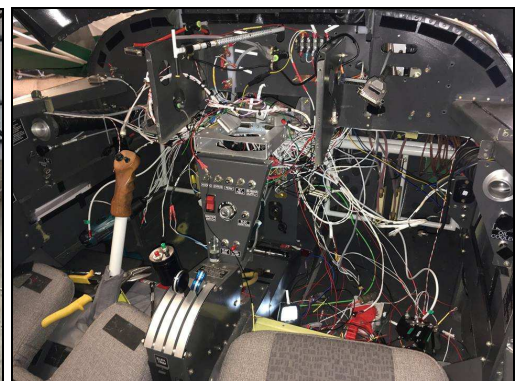
These things sound like they are part of a person's innate character and cannot be changed. I believe they can be changed. I have seen them change in me. When I first started flying, I was a young man in a hurry. I wouldn't let anything slow me down. After a personal bankruptcy and then an airplane crash, I am much more self-aware, thoughtful and mindful of my responsibilities to others. People might tell you that I still have a long way to go, but certainly I have seen a change.

So if you know of a pilot, or you are the pilot, who scares you, all hope is not lost. But it won't be easy for him, her or you to change, or in some cases to even understand the need for a change. CFIs can easily work with a pilot to develop skills, but a scary character is a challenge.

For people to change these basic traits, they are going to have to clearly see the need for change. In my case it took profound business and aviation failures for me to understand that my behaviours were counterproductive. True understanding of the great risk of losing the things that are most precious is a powerful motivation. It won't be easy to help someone gain that insight, but if that person is you or someone you care about, it is certainly worth the attempt.

Members' News

Tom Wielkopolski has acquired Cirrus SR20 G-PHAT, based at Dunkeswell, to compliment his RV7 which is currently having a panel refit (*below right*).



Congratulations to Andy and Steve Williams who scooped two LAA awards for Best Jodel and the Roy Mills Trophy for Best Classic Aircraft at the Sywell rally in September.



Welcome to New Members

Christopher Gough of Seavington, Somerset, who has a share in the Exeter based Robin Flying Group (*below left*) [http://robin-flying-group.org/Robin Flying Group/Home.html](http://robin-flying-group.org/Robin_Flying_Group/Home.html)



James Hood from Plymouth has a share in Motor Falke SF25C G-CDSC based at North Hill (*above*).

News from the LAA

The LAA's AGM will be held on Sunday 22nd October 2017 at Sywell Aerodrome's Cirrus Suite in the Aviator Hotel. This year's guest speaker will be the Shuttleworth Collection's Chief Pilot, Roger 'Dodge' Bailey, who will describe 'Flying the DH88 Comet'. The full programme for the day and the AGM agenda can be found at http://www.lightaircraftassociation.co.uk/AGM/2017/agm_2017.html

New Electrical Systems Technical Leaflet

The LAA has published a new Electrical Systems Technical leaflet TL3.26 which is intended to provide guidance to builders and owners of LAA aircraft on the installation and modification of their aircraft's electrical system. It is not intended to be comprehensive or exhaustive, but be a guide to some of the issues that need consideration.

<http://www.lightaircraftassociation.co.uk/engineering/TechnicalLeaflets/Mods%20and%20Repairs/TL%2003.26%20Electrical%20systems.pdf>

LAA Training Courses

New training courses covering Aircraft Woodwork, Owner Maintenance, Aircraft Metalwork, An Introduction to Aircraft Fabric, Rotax 9-Series Engines and Electrical Wiring have also been announced, some of which are already fully booked and new dates are awaited.

<http://www.lightaircraftassociation.co.uk/Courses/courses.html>

Making Payments to the LAA

The LAA would like to advise members about making payments to the Association by cheque. The branch of NatWest, local to LAA HQ in Turweston where LAA staff bank cheques, has closed meaning that they have to post members' cheques to another branch, bringing inherent risks of loss and delay. Therefore, LAA members are encouraged to make payments by other means, if possible. The alternative payment methods available via the [LAA website](#) are:

Engineering services - permits/mods: Via the [LAA Online Shop](#)

Membership renewals: Via the [Members Area](#)

Bank transfer: Details can be found under [Payment Methods](#)

Or call the HQ team with your credit/debit card details on +44 (0)1280 846786

CAA announce changes to airspace squawks

An updated LARS and listening squawk poster is available at http://airspacesafety.com/wp-content/uploads/2017/05/SQUAWKandLARS_A4_SEPT_2017.pdf

Another snippet of Regulatory news: with the implementation of SERA.13001 wef 17th October, it will be illegal to have a serviceable transponder in your aircraft and not to turn it on!

Adverts

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

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



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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Tailpiece



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