



A BRANCH OF THE LIGHT AIRCRAFT ASSOCIATION PROMOTING RECREATIONAL AVIATION IN THE SOUTHWEST
www.devonstrut.co.uk

DEVON STRUT NEWS – February 2011

Co-ordinator's Comments

by Steve Robson

The days are still short and I wonder if we have seen the last of all the winter weather. From time to time we encounter things we don't expect and in my latest case two things happened. During the penultimate weekend of January I attempted to ferry my still beloved Condor to its new owners in Norfolk. The forecast looked promising by mid week but then an occluded front managed to string itself across the intended route, over the eastern Midlands and East Anglia, on Saturday which, frustratingly, meant the trip was a non-starter.



Still, as the weather was flyable on this side of the slow moving front (according to the aviation forecast) and the old bird needed a run, Mike Wells (RV4) and I set out for Shobdon. Mike got as far as Monmouth and I reached the Severn Bridges before I heard him call Bristol to say he was returning due to the deteriorating conditions. I followed suit and began to return. Mike overtook me just past Burnham-on-Sea and his final majestic call to Bristol ACT was to inform them he was diverting to Dunkeswell for a bacon sarnie and asked me to be informed. Bristol ACT (who knew we were routing together) duly asked me if I'd copied Mike's intentions to which I replied with barely stifled chuckles. So what were the two learning points? Firstly the forecast and the actual weather were miles apart with low cloud and showers. Mike's decision to turn back was very timely and well calculated. Secondly, the great 'not in the book' service we had from Bristol ATC. I'm not sure if any of the Bristol ATC staff will read this but if they do - many thanks and come and join us for a bacon sarnie!

As I prepare for the AGM, I have been spending a little bit of time reflecting over the last year about the Devon Strut, its past, present and future. This has proved to be quite a journey with thoughts ranging far and wide. Statistically the Devon Strut is the largest and it could be argued the most active in the country. But size isn't everything! We are very fortunate to have a large geographical area with numerous airfields and airstrips, unrestricted airspace and a thriving aviation community. Without any of these factors the picture would look very different. But all that said, we can justly be proud of the Devon Strut.

I am sometimes challenged about what the benefits are of being a member of the Strut and of the LAA. So let's be clear; without the LAA we would not enjoy the privileges in aviation that we do. A glance at January's Light Aviation magazine and the situation with OFCOM gives a very good example of the outstanding work that is going on with the LAA, a great deal of which benefits not just LAA members but GA as a whole. Much of what goes on behind the scenes is a complex balance of politics, persuasion and the management of relationships with other organisations. Without this work, we would be worse off.

In the same light, the Strut committee continuously strives to do the best it can for all the members with fly-ins, scrambles, winter meetings, branded merchandise, access to a large and diverse aviation community, and a fantastic web site and newsletter, to name but a few and without you, the members, we would not exist.

I wasn't able to make the last Strut meeting but by all accounts it was a great event with another full house. Alan James gave a very illuminating presentation about his Pietenpol Air Camper (*see article below*). Alan, many thanks on behalf of the Strut and sorry I wasn't there myself.

If you've not already paid, your annual Strut subscription is now due so please can you make every effort to return your cheque and renewal form (included with this newsletter) to the Membership Secretary, John Hope. This is an extremely busy period for John so anything that could help to save him a bit of time would be greatly appreciated.

The Strut AGM will take place on **Thursday 10th February** at the Ley Arms, starting at 19.30 prompt. The agenda for the AGM is also included with this newsletter. The formal business of the AGM shouldn't take very long and will be followed by our annual awards ceremony and a slide show, reviewing the past Strut year, presented by Mike Mold. For those who enjoyed the mince pies at our December meeting, complimentary snacks will be again be provided, this time in the form of sausage rolls. If you plan to eat an evening meal at the pub prior to the meeting please can you let the Ley Arms know in advance? I look forward to seeing you there.

Fly safely, *Steve*

P.S.. Richard Breakspear has asked us to publicise the **GASCo Safety Evening** that he's organising at the Dunkswell Air Centre on Friday 18th February, 18.00 for 18.30. Contact Richard on 01404-891643 or dsftld@btconnect.com

Alan James's Pientenpol Air Camper G-BUCO

The Pientenpol Air Camper, a simple two seat, parasol wing, homebuilt aircraft, was designed by American Bernie Pientenpol and first flew in 1928. Most early examples were powered by Model A Ford water cooled car engines. The plans for the aircraft were originally published in a four part serial in the "Flying and Glider" Manual of 1932-33 and there is an enthusiastic following for the design in the USA and worldwide.

Inspired to start construction of G-BUCO in 1989 after he had seen Dave Silsbury's award winning Piet illustrated on the front of the Sept/Oct 1988 issue of Popular Flying (*left*), Alan James's background in model-making enabled him to make swift progress and he completed his project in 1992.



Alan and G-BUCO, powered by a Continental C90, have made 1,420 flights, carried over 321 different passengers and visited 132 airfields. They've crossed the English Channel 15 times, the longest trip in one day being Newbury – Strasbourg. The furthest they've flown is to Bavaria and in 1999 he won the 'Dawn to Dusk' challenge, photographing over 100 sites of interest along the 1916 Battle of The Somme front line.

[Besides having produced an excellent aeroplane, Alan also crafts exquisite wooden propellers. His original prop still adorns G-BUCO and of over 100 other examples of his work, one is fitted to the Watchford-based Sopwith Pup replica featured in the current issue of Light Aviation.] More information about the Air Camper can be found on the UK Pientenpol Club's website <http://www.pientenpolclub.co.uk>.



Devon Youth Build-a-Plane Progress

by Jim Gale

Alec Janaway and I have been working on G-SPDY to prepare her for the coming season. On both wings, the 4 outboard battens were twisting out of shape and this has been rectified by riveting the spade ends. The slow running and lack of throttle friction have been resolved, as has the trim lever creep. Brake disks have also been replaced. I flew 16 year old Jake Rosen of Honiton Air Cadets (as a Young Aviator) in mid January and expect to be flying Scouts from Exeter Air Scouts over the next few weeks.

With the CAA's approval, Stewart Luck anticipates teaching two of the Barnstaple Scouts to solo stage in SPDY in May. The aircraft is due to appear at Brooklands in April, Bodmin in May, Scout Aerocamp, Aero Expo and Party in the Park in June, RIAT in July, our Dunkeswell rally in August and the LAA rally at Sywell in September. Other venues are under discussion. My trusty crew, after a hesitant start, I'm pleased to say will again be the Chris, Sharon, Sophie and Craig.

The new BaP3 project is now moving along with the first two sessions held at Alec's workshop on 10th and 24th January, with groups of youngsters from Beer Air Scouts and Honiton Air Cadets. The aircraft kit, a Zenith STOL CH701 is now ordered and paid for (the majority of the funds having come from Tim Gilmour-White to whom sincere thanks are again due) and delivery is expected at the end of February. The Williams brothers, Andy and Steve, have offered to help Alec with the workshop sessions, assisted by Mike Mold and David Millin. Alec has contributed the cost of the Rotax engine and we are trying to get main stream sponsorship from FlyBe as well as continuing to fund raise to purchase the instruments, radios, headsets etc next year. A new page on the Strut website has been created to document the progress of the project, see <http://www.devonstrut.co.uk/#/build-a-plane3/4545791648> Unfortunately, Alec has been diagnosed with cancer and has recently started chemotherapy treatment. We wish him a complete and speedy recovery but in the meantime I am helping with administration of the 701 project and am still looking for help with this.

As a long serving member of the committee (longer than I can remember!), I wish to record my sadness at leaving but hope to remain an active member of the Strut for the foreseeable future.
Cheers, *Jim*.



Alec Janaway introduces Beer Air Scouts to engineering workshop practice and demonstrates the required standard of construction of a Zenair rudder.

Aeroletters

Pirtek Hoses

Pete, I have just been sent this report by one of my former colleagues in the Australian aviation regulatory body. My Auster was fitted with Pirtek hose although I am unsure if it was the specification of the Multi MPH

involved here until I can remove and check it. However, I feel it is important to pass on this warning to you for the benefit of anyone operating on an LAA Permit in the UK who may have made a similar fuel hose substitution. Regards, and Happy New Year, *Mike Cleaver*.

"I am a Surveyor Loss Adjustor currently handling a claim on an RAA registered aircraft that was issued a "CASA Special Certificate of Airworthiness (LSA)" after it was built up from a kit by a dealer the previous week. The aircraft suffered a high end engine surge shortly after take off on its delivery flight and crash landed just off runway on attempted emergency landing. Both occupants escaped with minor bruising even though the aircraft inverted after initial impact. Aircraft had a fresh load of BP Unleaded fuel which is okay for the Rotax 912UL engine.

During the course of our post crash checks we noted there was some 8-10 litres of fuel still in tank. This was checked - clean and free of contaminants. The gascolator bowl had fuel with a small amount of fine grit and a couple of bits of red sealant common with that used on plumbing joints in the aircraft. No big deal there. However the fuel was tea coloured whereas fuel in tank was still clear unleaded colour. We then decided to take a fuel sample downstream of the engine driven pump and it was even darker tea colour. (re-checked tank – still normal colour). It then took about 6-8 litres of fuel drained at full bore flow before the fuel cleared to same colour as tank.

I became suspicious that the hose lining may be affected by fuel as the amount drained before it became clear was far more than what the fuel lines held statically. The fuel and vent lines used throughout the aircraft were "Pirtek MultiMPH-4 hoses - black in colour. The hoses were marked "3Q09 and 1 Q10" so are fairly new. I took photos of hoses and - along with fuel samples, took them to the Pirtek SE Qld distributor at Rocklea and explained the situation. The man there immediately said "MPH hose is not for use with Petrol and it is worse if there is ethanol in fuel". He then showed me a roll of Red hose marked "Redflex Multi Purpose - Non Conducting -IRRF-8 Class A (Oil Fuel)" and advised that was the spec hose to use for petrol. I later checked the Pirtek website and - under Multi MPH hose the applications are listed as "Low pressure hose for fluids such as - Mineral and vegetable oils, aqueous emulsions, water, air and inert gases." Nothing about fuel (petrol). Unfortunately, the Pirtek website does not appear to cover the IRRIF hose applications - just the sizes. Pirtek HQ has not responded to my request for clarification.

We will be sending the engine QEC to Bert Flood [*Rotax distributor in Australia - MC*] for a full bulk strip and inspection of all the fuel system components and parts. My main concern is that there is confusion out there on the use of this Multi MPH spec hose. People see the words "Multi Purpose" in its description and assume that means it is okay for fuel. Pirtek told me verbally that it's definitely not.

RAA's response is that they already have bulletins out there "warning people to make sure they have the right hose for the application at hand. Is it possible for you to have a look at this scenario and advise if the Pirtek black coloured Multi MPH Spec hose can be used with petrol especially in aircraft? Pirtek might be more co-operative with a CASA enquiry. If the MPH hose is no good - then it would seem that our industry needs another AWB advisory to clarify the situation. The seller of this aircraft still thinks MPH is okay to use and there is a lot of other "black hose" out there. Our investigations are not litigious in any way; the insurers are settling the claim without pause. It is just a safety of flight issue that we would like to clarify."
[This has been notified to Barry Plumb, LAA Director with responsibility for Engineering – Ed]

It's a Small World!

by Jim Gale

I read with interest the article on flying in Florida by Ron Smith in the current Wessex Strut newsletter (extract below). I know the Orlando County Airfield mentioned by Ron very well and the two ladies that he refers to. Please read on.....

"Florida trip: I drove north from Orlando out past Apopka and found myself driving next to a light aviation field called Orlando Country Airport (now known as Orlando Apopka Airport). I pulled in and soon found

myself having coffee with the two ladies who ran the place. Country charm personified, they answered my question of whether there were any tail wheel aeroplanes available to hire with the response "Have you seen our runway?" from one of them, and "Would you like to buy a t-shirt?" from the other. The t-shirt said "I survived the cross-winds at Orlando Country Airport". The runway was a concrete strip, just 28ft wide running at 45 degrees to the prevailing Floridian wind – no, there were no tail wheel aircraft for hire, or even based there!"

As I said, it's a small world. In the late 1980s I went to Florida to purchase light aircraft. It was at the time when both Cessna and Piper had stopped manufacturing light aircraft and there was therefore a dearth of good second hand aircraft for sale in the UK. The £/\$ rate was good and aircraft for sale were still plentiful in the USA, especially Florida, where at inland airports corrosion was not present - the Floridian sun keeping aircraft dry but didn't do the paintwork much good! Thus, one could buy what looked like a tatty aircraft that was, however, mechanically sound.

I had heard about "Mac" at Orlando Country and duly drove there, leaving the family in the capable hands of Mr Disney. On meeting Mac, I quickly discovered a thriving training and aircraft sales business on a huge ranch styled airfield where he got on with the flying and his wife "Shane" and daughter ran a stud and riding school. Although the land was large, the only runway was long and VERY thin. The first time I flew with Mac (tailwheel training in a Cub) he demonstrated ground handling and as we finally lined up to take off I said, "Gosh, that's an awfully narrow runway, how do your students get on?" Mac's answer was a terse, "We don't tell 'em!" (...that it's very narrow). Needless to say, as he was checking me out in his precious Cub we flew to a wide grass airstrip to do my tailwheel conversion but by the end of the day I landed back on Orlando Country. Boy, did it look VERY narrow from the air! I was lucky; no crosswind that day!

Consequently I purchased an Aeronca Champ 7AC, a Citabria 7ECA and a Cessna 172 on that trip together with handling a couple of other aerobatic tailwheel aircraft for other UK pilots. One of these was a Pitts Special and I had the great honour of meeting Curtis Pitts at his 90th birthday bash, which involved a trip with Mac in his trusty Cub across the Everglades to Curtiss' airfield in Southern Florida. That's another story.....

There's also a rider to this story.

Ron Smith is correct in that the airfield is now called Orlando Apopka Airport and it has been developed, with 4 or 5 flight schools, one of which appears to handle small jets! The runway still runs parallel to the railway (always easy to find) but is now over 1,000 yards long and 60 ft wide. It is no longer the picturesque ranch style airport that I knew and has a very large concentration of leasehold hangars erected, some of which are for sale.

Joyce and I might be going to Florida on 17th March and will take in SnF on 29th and 30th. (I've got to be back for the Brooklands YES conference). If we go, I'll drive over to Apopka and see if Shane is still there, though I doubt it. I had heard that Mac and she had parted.
Cheers, Jim.

Pilot Proficiency and Currency

Mike, Back along we were talking about the difference in attitude between power and gliding and the need to be aware of our own skills and not to be "defensive". Here is what the Bristol and Gloucester Gliding Club newsletter has put out – my italics.

"Annual Checks - All pilots (non instructors) are subject to an annual check, which includes launch failures and spinning. Will members please complete their check flight details alongside their names on the very large check list in the foyer? If your name isn't on the list it doesn't mean you are exempt, it's a clerical error. There are plenty of empty rows to enter your name. As a reminder you can spin your own glider, providing it's witnessed by an instructor, as an alternative to having a dual flight with an instructor. It must be a full spin in each direction. Easy peasy...

Winter Season - The winter season can mean northerlies, rain, misting canopies and a glaring low sun when flying to the west late afternoon (when it isn't raining). Please make sure that you are prepared and equipped to deal with these eventualities. *Non silver C pilots need permission from the duty instructor to fly. Silver C or above who are current and in practice for the conditions can self authorise. However, in both cases do not be surprised if you are asked for a check flight or kept on the ground if there is any doubt or the conditions are on the thought-provoking side of exciting. As a general guide, if the tug isn't flying then it's bouncy.*"

How many of our pilots would accept this sort of oversight? I think we should all be reminded of the importance of currency. *Peter Gristwood*

Pete

I thought Alan James's talk at our last evening meeting was great. It's so good to hear somebody talking from the heart about a subject that they are passionate about. *Chris Noble.*

Request for Old Maps

Hi Mike, Please can you ask the members to donate their old charts to any committee members for the youngsters at our Young Aviator days and Scout Aerocamp this year? Thanks, *Pete White*

News from Dunkeswell

Citabria Available for Hire at DSFT Hi All, Over the past few months at Devon & Somerset Flight Training, we have been arranging the availability of a tailwheel aircraft for differences training and hire. This is now a reality and the aircraft, a Citabria G-BLHS, will be arriving on the 1st February and will be available for anyone wishing to commence differences training, hire, introduction to farm strip flying, re-validating your licence, aerobatics or just some real fun flying!

If you look at our website www.dsft.co.uk and click on training, then publications, you can read the tailwheel conversion notes in readiness for the aircraft. For a conversion to tailwheel aircraft this would take approximately 3 - 5 hours. The cost per hour will be; Dual £165; Hire £150 including VAT. Look forward to hearing from you soon.

Richard Breakespear, DSFT, 01404-891643



GASCo Safety Evening – Dunkeswell, Friday 18th February, 18.00 for 18.30 at the Dunkeswell Air Centre. More information from Richard Breakespear on 01404-891643 or dsfttd@btconnect.com

Bold Head Scramble

Sadly, due to the weather, only two aircraft made it to the Bolt Head scramble on New Year's Day. These were both from Bodmin; the ubiquitous IVOR with Pete White and John Colgate and the Penguin Group Robin piloted by Bill Booth, who contributed the attached photograph. Hopefully, Chris Howell will be able to host another impromptu event at Bolt Head before our first fly-in of the season, there on 1st May.



Members' News

Dave Silsbury and Fred Rogers, based at Fred's premises near Saltash, have set up a dealership for the **Legend Cub** manufactured by the American Texas-based company Legend Aero. This aircraft is a 21st century Cub with a wider fuselage, doors on both sides and the latest Continental O-200 Lightweight engine. <http://www.legend.aero/content.asp>



Legend "J3" style Cub at SnF2010



Tony Watts has sold his Dunkeswell based MW7 and has bought Fred Ser.3 G-USTY from Barton (left – photo by Mike Lobb)



Welcome to New Members

Paddy Fitzgerald of Freshford, Nr Bath. Paddy keeps his Tecnam Echo P92 G-PGFG at Wadswick Farm. (photo above right, by Michael Gatley)

Adverts <http://www.devonstrut.co.uk/pages/adverts.htm>

Zenair Zodiac 601 HDS kit for Sale. Un-started LAA registered project for sale. Offers to Alec Janaway 01404-823019 alec@trimeasy.eu

Aerox Aviation Portable Oxygen system consisting 23.1 cu ft steel cylinder @2015psi, flowmeter and 2 cannula and mask. This gives oxygen for one person 43 hrs at 10,000 ft and 22 hrs at 15000ft. Seat back carrier pack, and 2.3m³ storage cylinder (full) price £325 or nearest offer. Call Leo Collier 01404831195.

Rans S6 ESD Coyote 11 G-MYGP For Sale (right)

1992 tailwheel microlight, Rotax 503 52hp, TT470 hrs, comes with trailer/hangar. Good condition, excellent short-field performance, genuine reason for sale, currently kept at Dunkeswell. £6,500 ONO. Contact David Millin Office: 01803-663012, Home: 01803-875601, Mob: 07919-685079.



Cooper A2 Leather Commemorative Flight Jacket For Sale



Size 42R American so realistically a size 40 UK, excellent condition, see commemorative lining in picture. £80.00 ONO was £105 on previous bidding. Contact Kevin Riley on 01395-277360 or 07703-022475

S.T. Aviation Intercom intercom/radio interface. £90 or nearest offer. Call Leo Collier on 01404-831195.

Jodel DR250 Capitaine G-BKPE For Sale

Probably the ultimate tailwheel Robin derivative of the Jodel range. Very rare and beloved by their owners that they hardly ever come up for sale.

A sporty four seat machine with inspiring performance and crisp handling that combines the ability to travel long distances with ease and the ability to visit small grass strips - the GT amongst aircraft. In excellent condition with new annual issued 3rd Oct 2010. A real load shifter with comfortable cruise of 135 mph. Empty weight 499 kg, MTOW 960 kg, Usable load 461 kg, Lycoming O-320-D2A TTE 1683 hrs, Airframe 4450hrs, Viewable at Dunkeswell. £26,000. Contact Brendan Procter on 01404-891271.



Aircraft Parts for Sale from Steve Cole (01395-578999 or 07841-889112).

- Genuine continental aircraft ignition switch. FAA EASA approved with paperwork, gives left, right, both and keyed to start. This part has been fitted once then removed. It cost new £290.54 (invoice available).
- Concorde RG-35A sealed aircraft battery. FAA EASA approved with paperwork. Fitted once then removed. Cost £178.79 new. I'm looking for a sensible offers for the above 2 items.
- 5 Litre tin of hydraulic oil - used in landing legs. Surplus to requirements £5.00

February Free Landings

Pilot: Peterborough, Leicester, Old Sarum, Sturgate, Eaglescott and Shobdon.

Flyer: Andrewfield, Peterborough Sibson, Enniskillen, Tibenham, Eaglescott and White Waltham.

Today's Pilot: Peterborough, Eaglescott, Cromer, Panshanger and Netherthorpe.

Membership Reminder

Renewal subscriptions of £18 are now due for 2011. Members attending the **AGM on 10th February** are asked to bring their cheque books with them. Those not able to attend are encouraged to post their cheques with the attached renewal form asap to John Hope, Membership Secretary (*address at bottom of form*).

Next Meeting: Thursday 10th February, 7.30 pm – Devon Strut AGM (agenda attached)

Venue: Ley Arms, Kenn, Exeter (<http://tinyurl.com/2zw3dq>)

Menu viewable at <http://theleyarms.co.uk/default.aspx> and all meals should be booked in advance by calling 01392-832341. The Ley Arms is reached by exiting the A38 at the Kennford junction, 3 miles south of Exeter, adjacent to the Shell petrol station and following the minor road eastwards for 1km from Kennford into and through Kenn village.
