



REPRESENTING SPORT & RECREATIONAL AVIATION IN THE SOUTHWEST  
[www.devonstrut.co.uk](http://www.devonstrut.co.uk)

## DEVON STRUT NEWS, FEBRUARY 2007.

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### CO-ORDINATOR'S COMMENTS

by Pete White

Welcome to the Devon Strut "*That's the way we do it!*" It is interesting to note that the old British nautical traditions are still very much alive, for instance Press Ganging! Yes, it would appear that I am now in the Strut 'hot seat' (perhaps I shouldn't have been working away on AGM night?). As most of you know, I have been a Strut member for many years and in more recent times I have been able to assist more actively as part of the committee. The Devon Strut is highly respected nationally and this is all due to an extremely hard working team of individuals; your committee. Whilst assuming the post of helmsman, I have no intention to 'rock the boat' or dramatically change what is already an excellent working machine. I have always believed strongly in teamwork and feel this concept should spread beyond the committee, after all it's *your* Strut. Every member is a valuable link in the chain and can assist in many ways, however small it may seem at the time. Besides helping at events, you can spread the word amongst fellow flyers and enthusiasts and support our fly-ins and talks by just being there. Most of all, we mustn't lose track of the fact that we are doing this as a hobby and because of that we should be enjoying it to the full.

Remember **E + t = F** (Enthusiasm, add a little time, equals a lot of Fun)

The AGM was extremely successful and demonstrates how our Strut is gaining momentum in expertise and unity in its pursuit for aeronautical pleasure. The awards were justly earned and are reported on elsewhere in this issue, as regrettably I was away on business and could not attend.

I would like to give a very big "thank you" from all of the Strut members to Chris Howell for all his work and dedication to the Devon Strut, as firstly our fly-in co-ordinator and then as the Strut Co-ordinator for a combined total of 8 years. During this time he has helped expand our fly-in venues and assisted in the growth of what is now the best Strut in Great Britain. And no, Chris is not escaping that easily; he is now our 'roving reporter' and will be collecting regional news items for the newsletter.

On the subject of the newsletter, our monthly contact point under the competent wing of Mike Mold, is constantly improving but I have a small addition for the near future; an Aero Letters Section. This will enable Strut members who are not able to attend our events to send in their thoughts for all to respond to (*and will compliment our Yahoo internet discussion group - Ed*).

We have a very full and exciting calendar of events for 2007 including our very own Regional Aero-rally at Dunkeswell, our 3<sup>rd</sup> Scout Aerocamp at Belle Vue, a Fly-a-Teacher (FaT) and Young Aviators event at Bodmin, a combined Scillies fly-out & Land's End weekend and more fly-ins than you can 'shake a stick at'.

If any of you want to join us, to assist at any of the events or have suggestions to improve *your* Strut, please contact any committee member or myself. (Details are listed below)

I look forward to seeing many of you soon and remember, *have fun!*  
All the best,  
Pete White

## AGM Notes, 11<sup>th</sup> January 2007

Forty members attended the recent AGM and enjoyed an evening of formal business, informal banter and an entertaining slide show from Derek Boyce. Chris Howell gave his final Co-ordinator's report, reviewing the past year's evening meetings and thanked members of the committee for their support on his retirement from the post. Chris was given a standing ovation for his contributions to past fly-in organisation, launching new initiatives and not least, his recent negotiations with insurers Onrisk for strip fly-in cover and the strut members discount scheme. Pete White (in his absence but with his acceptance!) was elected Co-ordinator to succeed Chris.

John Kempton's Treasurer's report described a healthy financial situation with the membership having increased from 140 to 173 over the past year, comprising 155 ordinary members, and 18 honorary members (inspectors and strip owners who have hosted fly-ins). 85% of the members were also PFA members and 139 (81%) receive their newsletters by email. The Strut benefited from an Awards For All lottery grant which enabled the purchase for a laptop computer, a digital projector and screen, the running of the Scout camp and Fly-a-Teacher events and a variety of smaller items to be used for educational and promotional purposes at fly-ins and evening events.

Two new members joined the committee, David Millin as Fly-In Co-ordinator and Peter Gristwood as Airspace & Regulations Officer (in recognition of his contribution to the Mode S consultation and acting as liaison officer for the PFA over the proposed Exeter class D airspace consultations), and also being actively involved with David in organising our fly-in programme. The full committee membership is given on the Contacts page.

Jim Gale presented his National Council Report, reporting on his attendance at NC meetings, NC / EC liaison, on the A4A budget and the associated Strut assets acquired during the year. He introduced Tim Glimour-White from Thorverton as benefactor of the Build-a-Plane2 project, describing the intended purchase of an X-Air Hawk kit and its assembly by groups of youngsters in 4 different Devon locations. Jim also described the Fly-a-Teacher, Young Aviator and Now Spread Your Wings initiatives.

### PR Officer's Report – Steve Robson

The original concept of PR Officer was to trial the position for the Strut as part of the 60<sup>th</sup> Anniversary celebrations of the PFA through our busy and ambitious programme of Strut Events. The aim of the position of PR Officer was to maximise media coverage at local and regional levels as well as liaising with the aviation press to record and promote Strut Activities. Due to EC commitments Steve has relinquished his role as Strut PR Officer. However, the principles that have been established will continue to be run within the committee. The new Strut membership / information leaflet for 2007 is at the late draft stage. In summary, the Strut has benefited from the following initiatives:

- The production and distribution of a Strut information and membership leaflet (which may have had an impact on attracting new members). Pleasingly, this idea initiated by the Devon Strut has been adopted by the PFA HQ and also a number of other Struts.
- The production of a number of promotional media presentations (See Photostory media files on our website homepage).
- A steady stream of material for publication in the Strut Newsletter helping to promote internal PR.
- Publication of numerous newspaper articles at local and regional level featuring the Scout Camp and the Watchford fly-in.
- Publication of many articles in the aviation press, (including PF, Loop, and Pilot) about Strut activities.
- Recognition from the PFA at both EC and NC level of the Devon Strut's contribution in promoting the PFA internally within the organisation, the wider GA aviation community and local communities (Scout camps, fly a teacher, young aviators' etc)
- A Strut presence at large public events (Plymouth, Branscombe and Dunkeswell Air Day)
- The value of good public relations should not be under valued. During the last year the Devon Strut has been shown in a positive light, especially helping to build relationships with the local community with an active flying programme.

## Election of Officers.

Post	Nominee	Proposer	Seconder
Co-ordinator	Pete White	John Prowse	Richard Walker
Treasurer	John Kempton	Les Dray	Mike King
National Council Rep.	Jim Gale	Mike Mold	Dave Silsbury
Newsletter Editor	Mike Mold	Les Dray	Ian Walsh
Membership Secretary	Mike King	Steve Robson	Roy Young
Fly-In Co-ordinator	David Millin	Jim Gale	Peter Gristwood
Airspace & Regulations Officer	Peter Gristwood	Mike Mold	John Kempton
Safety Officer	Ian Walsh	Dave Silsbury	Les Dray
PR Officer	No nominations	Duties to be shared across the committee	
Exec. Committee Rep.	Steve Robson	Mike Mold	Jim Gale
Without portfolio	Keith Wingate	John Kempton	Ian Walsh
Librarian	Dave Silsbury	Mike Mold	Steve Robson

## Presentation of Awards:

Les Dray Trophy Winner: Jenny Dalton for achieving her PPL at the age of 62 and overcoming the challenges of being hard of hearing.

Commendation: Pete White for organising the Aerosite Challenge.

Strut Cup: Winner: Jim Gale for his services to the Strut (citation read out by Mike Mold)

Commendation: Chris Howell for past 8 years service as Fly-In Co-ordinator followed by Strut Co-ordinator. Mike Mold requested the meeting give Chris a standing ovation. Chris replied with thanks to individual committee and strut members for their support over the period.



Jim Gale (right) receives the Devon Strut Cup from Mike Mold



Les Dray with Jenny Dalton

## Any Other Business

Mike King reported that new Membership cards would be distributed by the end of February. He also offered his son's expertise in designing a Strut logo. Mike Mold replied that Pete White had already started to draft a few ideas and it would be added to the agenda for discussion at the next committee meeting.

Richard Walker asked for feedback from members present about their knowledge and experience of their aircraft's weight and when it had last been weighed.

Chris Howell made reference to the significant reduction in the level of a/c insurance premiums that had been recently quoted by Onrisk to several strut members and that Strut members who renewed their subscriptions early in 2007 would receive additional benefits.

The meeting was asked to remember two members, John Pearce and Colin Wood, who'd died during the past year:

Fly-In Report /Slide Show (Derek Boyce)

Derek gave an entertaining slide show of images from the 2006 fly-in season followed by video clips from members presented on the laptop and digital projector purchased with Awards for All funding.

40 members present,

Meeting chaired by Chris Howell, Minutes taken by Mike Mold

Meeting Ended: 10.45 pm.

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## **National Council Notes, Turweston, 9<sup>th</sup> December 2006**

The meeting was preceded by a presentation by David Cockburn (CAA), highlighting the opportunities for Struts to host CAA Safety Evenings. The presentation summarised the content of the current CAA Safety Sense leaflets, updating the UK accident statistics and emphasising the need for pilots to better prepare themselves for potential emergencies. This included improving awareness of aircraft handling, flight planning and training for recognition of, & decision-making in response to, deteriorating weather conditions.

**PFA Chairman** Roger Hopkinson gave a report on topics including: PFA Theme for 2007: "Raise the game".

Airspace consultation: Airports wanting new CAS must undertake public consultation with local interests, so it is important for Strut representatives to get involved at an early stage. A large number of aerodromes were making new bids for Class D airspace and John Brady had requested volunteers from Struts to act as local representatives in the consultation process.

En-route Charging: Proposals for en-route charging would now not apply to GA a/c of <2 tonnes.

8.33 KHz radio spacing: The CAA's intention to reduce the spacing of radio frequencies to 8.33 KHz is considered to be inevitable. We should expect it to be required in 7 years' time.

### **CEO Graham Newby:**

1) Jodel orphans: Graham Clark advised that the French DGAC had announced that type certificates for Jodels up to DR1050 series had been suspended. It was anticipated that orphaned a/c would go to Annex 2. EASA would accept whatever national authorities wish to do but the CAA wanted written confirmation from EASA, which was not forthcoming. Hence, PFA couldn't progress moving these a/c to PFA Permits. The interpretation that the suspension of their type certificates meant that operation of these a/c would be illegal, was confirmed by Barry Plumb. This also applies to all other orphaned a/c across Europe.

3) HQ Planning Application is due to be considered in the High Court in Jan. / Feb. 2007

**Eng. Barry Plumb:** A new Airworthiness Engineer, Kerry Ashcroft, (an LAE and PFA Inspector, ex Bonus Aviation at Cranfield and ex Wilsch), would be starting work for PFA in January 2007.

**Events, Education & Activities SC – Steve Robson:** Steve presented his programme of events for 2007, comprising regional rallies, fly-ins with PFA collaboration, those with commercial collaboration and a national Young Aviators weekend.

**NC Chairman – Jim Gale:** It was the responsibility of struts to both maintain and increase the levels of PFA membership. To this end, struts should encourage attendance at their meetings by spotters, BMAA members, historical societies etc. PR was needed at the strut level. Publicity of YA, BaP and Scout camps should be pursued with local media. Persistence was the key to success. Strut publicity leaflets should be left in doctors and dentists' surgeries, flying clubs, etc.

John Broad suggested that publicity leaflets should be circulated to MPs and councillors with invitations to attend strut events. Roger Hopkinson requested that details of such invitations to MPs should be passed to HQ for follow up with individual MPs by EC member Lord Rotherwick.

A survey of PFA projects had identified that 230 had disappeared from PFA records. Some had lapsed and some had been sold. Several were ongoing but their owners had not renewed their subscriptions, despite receiving ongoing inspector services. JG suggested that Engineering should consider withholding first permits until all subscription arrears had been recovered.

**Now spread Your Wings** (Robin James – Shobdon): This initiative had been designed to attract new PPLs to the PFA. 18 flyers had attended a one-day event at Shobdon, paying a nominal £5 fee. Lecture topics included a/c building, legality issues, what you can & can't do in Permit aircraft ref. ownership and maintenance. The event was considered a success and other struts were invited to replicate the format. The content of the lectures had been recorded on a CD which was available from HQ. The project was commended by Jim Gale and a list of struts requesting copies of the CD, with a view to organising similar events, was compiled.

**Application for Grant Funding** (Chris Shaw – YES) Chris gave a PowerPoint presentation, describing the criteria and areas of PFA activity that would be likely to attract Awards For All lottery funding. He provided stepwise guidance for completing an electronic application form that could be accessed via the AFA website <http://www.awardsforall.org.uk/> or from a CD available from HQ.

Lottery funding is granted on a regional basis and each AFA geographical region may include several struts. During 2006 only two applications had been submitted from struts (SW and Eastern regions). Maximum awards of up to £10,000 per single 2-year period were now available. Strut reps were encouraged to plan Youth & Education events (in the broadest of terms), to identify which regions they were in and to co-ordinate their applications to support those activities.

Proposals had been announced in the press for Jet A1 and 100LL Avgas to be taxed. Topic to be added to the PFA consultation process and all members to lobby their MPs.

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## **Devon Strut's Solution to the Insurance Liability Situation**

**by Chris Howell**

Over the last few weeks much work has been done to secure the future of our fly-in events. In these days of ever-increasing litigation we felt duty bound to make sure that all angles were covered with regard to possible liability claims arising from incidents at fly-ins. All aircraft must carry mandatory insurance to cover flying risks and airstrip owners have standard liability insurance for their land, but these policies would not necessarily cover fly-ins. To enable our events to continue we propose to take out insurance that will cover all ground risks at listed events to minimise the liability of airstrip owners. Onrisk, who sponsored our website during 2006 (and have generously agreed to continue this sponsorship during 2007) have provided us with a suitable airfield fly-in policy.

We have also been able to obtain a policy for South Hams Flying Club based at Halwell. If their members decide to take it up, they will be in a position to continue to welcome visitors all year round. Should any other strip owners require assistance with insurance please contact any of the Strut committee.

**Onrisk Launches Aircraft Policies.** In a recent conversation Onrisk's Jane Roberts announced that they have officially launched their light aircraft insurance plan. Several Strut members have already been in contact with Onrisk and have reported significantly lower quotes than from other brokers.

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## **60 Aerosite Challenge**

**by Pete White**

We are still in our 60<sup>th</sup> anniversary year of the PFA and due to popular demand I have been asked to continue the 60 Aerosite Challenge into 2007. Not everyone was able to complete in 2006 due to an extremely active fly-in year so it seems logical to extend the project into 2007. For those of you that missed last year's press on the Challenge I have reproduced details below.

*“As part of the celebrations for the PFA’s 60<sup>th</sup> year the Devon Strut has devised an ‘Aviation Challenge’ set within the area of Cornwall, Devon, Dorset and parts of Somerset and Wiltshire.*

*My research has located over 250 sites within the above regions that have been used, or are still active, for most forms of aviation. Many of these sites represent a significant part of our national aviation heritage and include the fields as used by Henri Salmé in 1913 in his Bleriot as well as WW1 Airship Stations. Airfields used between the wars for joy-riding and early passenger carrying also feature and more recently the WW2 Fighter and Coastal Command Patrol aerodromes. To bring us up to date the active airports of today and the many airstrips that have developed since the end of WW2 also get a look in. Helicopters are not forgotten and although it is impossible to list all landing sites used by the rotary breed a token selection of the best known have been included.”*

I recognise that since starting this project the number of sites has increased significantly and is still growing. Therefore I have decided to ‘close the books’ on the number listed and any new sites will be added for a future challenge.

The inaugural flight to launch the ‘60 Aerosite Challenge’ took place on 29<sup>th</sup> April 2006 and was flown by four Devon Strut pilots flying in two Aeronca Chief aircraft. (See Popular Flying, July 2006 page 36) Now officially launched in the PFA’s monthly magazine, the ‘60 Aerosite Challenge’ is open to all registered applicants.

- Once you have registered your application, enclosing the administration fee of £10.00 (Cheques payable to Devon Strut of the PFA) you will receive a list with details of the 250 plus aerosites giving the location by grid reference (OS I: 50,000) and in some cases, GPS co-ordinates, plus a short description of the site.
- Plan your route to include your 60 preferred aerosites and be prepared to record each one by photograph and a short description.
- Then, Go and fly it!
- Record the sites you have chosen (A simple log book would be an excellent way of presenting your challenge once completed and could be in any format, paper or CDROM etc.)
- Submit your log. There will be a prize for the best example.

All successful applicants who complete the ‘60 Aerosite Challenge’ will receive a signed certificate and a commemorative cloth badge.

The key to the success of this challenge is SAFETY. All applicants are encouraged to fly safely and take the time that suits their ability and comfort zone. Remember that this can be completed a bit at a time and no risks should be taken in any way, but don’t forget to enjoy yourself! This fascinating Aerosite Challenge will not only help us all to continue to celebrate the PFA’s 60<sup>th</sup> anniversary but it will provide some very enjoyable planning and flying, giving us a purpose and a sense of achievement. All entries need to be returned to me by November 15<sup>th</sup> 2007 and after judging by the Strut committee, an award will be presented to our winner at our Strut evening on Thursday December 13<sup>th</sup>. So, get out there and enjoy it!

Pete White, 92, Sherford Road, Elburton, Plymouth, Devon, PL9 8BG  
01752 406660, 07774 017704, pete at aeronca.co.uk

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## **Circling the Patch: News from Members and Airfields Around the Strut.**

*[Having been released on good behaviour from his sentence as Co-ordinator, Chris Howell has offered to take on the role of roving reporter, providing regular contributions to highlight what’s going on around the southwest, and in so doing, expanding the Members’ News section. If you’ve any contributions please contact Chris or myself – Ed]*

Dunkeswell.

Dave Silsbury reports that life is very quiet at Dunkeswell. All the aircraft are tucked up in their hangars hiding from the gales. There is life though; a new VP1 has taken to the skies and is being test flown by Jim Greenshields with owner Chris Harrison (*who also has an RV8 project*) completing the rest of the flying.

Brendan Procter's Sipa is covered and waiting for painting, the only part missing being the canopy frame. The Currie Wot / SE5a is all but complete. The cowlings need painting and the exhaust needs finishing. Dave did remark that some body weight needed to be dispensed with before test flying the SE5a and I think he meant his own body weight, so if you spot a cake in Dave's hangar eat it quick; he will thank you for saving his soul! Dave's Jodel (DR1050M) wing is covered and is something else that needs paint! The rise of the C42 continues at Jim Greenshields' with 2 new arrivals. We must have a body count and see how many reside there.

Martin Robinson reports that his Yak 18 HAV-YAV resides at Dunkeswell over the winter but following a recent trip to Scotland in an Alpi Pioneer Martin feels that is the way forward. He has found that he rarely fills four seats in the Yak and reckons the best compromise is to own a 2 seater but to hire a 4 seater if he needs to take the family. (*The Yak is now up for sale – see advert below*). I find this interesting as, with an expanded family, I thought four seats maybe more useful, but then I asked my little domestic wasp who soon put me straight! (*There's no escaping that wasp! -Ed*)

Branscombe.

Mike King at Branscombe is hopping mad; he is being harassed by a 4-legged devil rumoured to be a Chihuahua. When he is not dancing the two-step, work is progressing on his ex-Richard Webber Minicab G-BGKO. Mike Howells has recently flown his example G-BEBR which is based near Stockport. There are now twelve examples of Minicabs on the UK Register.



*Mike King's Gardan Minicab G-BGKO*



*Zac Rockey's Tiger Moth*

Work is also progressing well on the Mike Bennett's L4 Cub G-AKIB normally residing at Perranporth but now at Branscombe for a total re-build. Paul Nutley's DH82A Tiger Moth G-AOBH is now fully airworthy and will remain as a resident at Branscombe. Zac Rockey's Tiger Moth is also progressing well but requires further surveying by the CAA.

Bodmin.

Cornwall Flying Club has taken on the very ambitious task of setting up its own maintenance facility with Dave Storey as Chief Engineer. Dave has just finished working at Plymouth Airport, looking after the Grobs of the Royal Navy. The plan is to offer a full M3 facility and Dave explained that Bodmin would be only the second workshop in the UK to be assigned the new EASA Part M Sub Part G and I. Sub Part F is to follow soon when the CAA get their act together and issues the necessary forms, which to date do not exist! As of now Bodmin can offer all the skills and licences to carry out all C of A work as Dave has all the necessary qualifications in his own name. Dave has also said he is happy to carry out PFA Permits as he is qualified in Wood, Composite and Metal. Pete White is also working hard to ensure the fly-in at Bodmin is a raging success and this year, at least, we will not conflict with World Cup football. Congratulations to Steve Waddy on qualifying as an instructor (see new Aeroletters section below).

Plymouth.

Work is progressing well for the fly-in at Plymouth on 29<sup>th</sup> April and the MG Car Club has again agreed to bring along some vehicles to add spice to the day. Rumour has it that there may well be a visit from some

of the Moth Club. To effect this, delicate negotiations are taking place with the intention of cutting a grass landing strip at Plymouth. The whole show will be held on the north side grass adjacent to Steve Leach's property with access via the old Tavistock Road to avoid much of the congestion experienced last year. It is always quite difficult to start from scratch with a venue and create a successful event. Plymouth has long been off most GA pilots' list but hopefully time will heal that rift and more people can visit this very historic airfield.

Halwell.

Work on the new hangars is almost complete and once the drier weather comes around some much needed landscaping can take place. Keith Wingate, who has now sold his Kitfox, has built a stunning new hangar for his Emeraude and it really display's the advantage of building a shelter for a low wing machine. Luke Roberts has now created a much snugger home for his Jodel D9 which is now VW-less whilst Luke installs a Leburg electronic ignition system.

Please note landing at Halwell is very much by invitation and a thorough briefing is required to comply with the various planning restrictions.



*Keith Wingate's Emeraude hangar*



*Luke Roberts' D9 in it's T-shed*

Perranporth

Mike Hanley and Michael Whitaker's Mk 26 Spitfire G-CCJL is nearly ready to fly at Perranporth. Subject to it having been signed off by PFA Engineering, Steve Leach has invited Mike H to bring the Spit to our first fly-in of 2007 at Plymouth on 29<sup>th</sup> April.



Our airfields are precious resources, not only for our flying activities but also as wildlife habitats. The government has reneged on its assurances that the Office of the Deputy Prime Minister's proposals to classify "brownfield sites" for the purposes of planning approval would exclude airfields. If carried through, this would mean that any scheme to develop a GA airfield for housing or industrial purposes could be

passed with very little regard to its amenity value. As a result of the earlier outcry by the GA community, the inclusion of airfields in the list was said to be a mistake, and it was promised that the clause would be withdrawn in the final version. You've guessed it, the final version has been released and it's still there. Act now by signing the petition at <http://petitions.pm.gov.uk/Airfields>

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## Welcome to New Members

Marcus Avery from Braunton, N Devon.  
Malcolm Ross from Wembury, Plymouth  
Rodney Helme of Newton Abbot  
Dan Griffiths of Exeter, who was a fast jet jock but now has a Beagle Pub G-AXPA  
Robin Charles from Ottery St Mary

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## AEROLETTERS (via Aeronca Club & Strut email)

It's been 18 months of toil, sweat, tears and major headaches but yes, I've finally gained my "wings" and am now (or at least will be, when the paperwork gets back from the CAA) a fully fledged FI(R). The "R" bit meaning I'm restricted until I've logged 100 hours of instruction and supervised 25 solo flights.

I just want to hijack Pete's distribution list and say a big thank you to all of you who've influenced my flying career thus far - I've learned an awful lot, made a lot of friends and had tremendous fun since being a member of the Devon Strut and the PFA. Although I've had to learn all about jet streams, mach numbers, ILS approaches and the like - you really can't beat side-slipping into a farm strip, having a chat with old friends and then filling up from a Jerry can and getting home just before dark!

I'm hoping to be instructing at Bodmin but also hope to get time off to attend as many of the Strut bashes as I can, so hope to see you all soon at one or the other. Cheers until then.  
Steve Waddy

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## FOR SALE

- **Yak 18T HA-YAV** - Annual to 8/07. 120kts, four seats, 50 litres/hr and aerobatic. TAF:1682:25 TE:624:45 TTP:130:00. New magnetos, tyres, fuel pump and compressor. Based at Dunkeswell for winter. Newly finished leather interior and westernized panel including Skymap, 2 x comm and Garmin mode C. Cover, towbars (hand and car) and spare Air cylinders included. £48,000 ovno. As featured twice in "FLYER" magazine adventure articles. Martin Robinson [martin@cub.flyer.co.uk](mailto:martin@cub.flyer.co.uk)



- **Aeronca Super Chief 65CA** 1941. Rare 2 seat side by side aircraft in first class condition. Cont. 85hp engine. Millennium cylinders, Slick magnetos, Sensenich propeller, excellent touring aeroplane, 90mph cruise with superb STOL, 3.5gph (Mogas) 70lbs baggage hold, 300 nm range, radio, GPS, Mode C transponder, £14,500. Contact: John Kempton Tel. 01548 842057 [aronca1@talktalk.net](mailto:aronca1@talktalk.net)



- **Aviation magazines.** A large collection of magazines including FlyPast, Aeroplane Monthly, PF, Aero Collector, Air Britain Archive, Air Britain Aeromilitaria, Air Britain Digest and Air Britain Aircraft Files. (detailed histories of the Whitley, Washington, Typhoon, Stirling, Lancaster, Halifax). Contact Pete White 01752-406660 [pete@aeronca.co.uk](mailto:pete@aeronca.co.uk)

- **ASI** – PZL make 0-200 kts in one and 3/4 turns. Expanded scale 0 to 90 kts. £60. Also **ASI-UMA** make 21/4" diam 40-180mph (makes a good standby for a digital set up). £50 Contact: Stuart Chambers 01364-642475, 07941-277064 e-mail: pastypants at tiscali.co.uk

- **Lynx Avionics Micro System items for sale.** Velcro mount PTT Switch (x2) £20.00 each; Switching Adaptor for Solo Operation £3.00; Headset Lead Splitter £30.00. Contact Bryan Harper Tel / Fax 01837-810562 [bryan.harper22@virgin.net](mailto:bryan.harper22@virgin.net)

- **Fuji FA200-160** This aircraft is great fun. It has four seats, is aerobatic to +6/-3g and can even be flown with the canopy back. Don't be put off by it not being a Piper or a Cessna! Most parts are standard American, the engine is a Lycoming and there are no 'lifer' airframe parts. The engine has done circa 550 hours since being zero timed and the airframe 5600 hours. It is fitted with



a Bendix King KLX-135a GPS/COM, Bendix King KX-170B NAV/COM and Bendix King KT-76A mode C transponder. This aircraft is ideal for the pilot who wants to do a little bit of everything. Asking £25,500 ono. Contact Steve Cole 01395 578999 or mobile 07841 889112.

- **Yak 52 G-ETHI** - 3 shares for sale at £11,000 each, Registered in '89, approx 430hrs left on the engine, long range tanks and is a nice little runner! Annual due in July, hangared at Eaglescott but would consider move to Dunkeswell. Jonathan Thrush 01271-861457

- **Pegasus Quantum 15 Lite G-BZSA** Rotax 503 with only 80 hrs. One meticulous owner from new (2001) and always professionally serviced by examiner / instructor and Pegasus dealer. Q2 blue, yellow & white wing. Carb heater. Road trailer. Fresh air fun flying for a bargain £7,000. Ashburton area. Contact David Melville 01364-631444



- **Jodel Group at Plymouth.** Shares available in a group forming at Plymouth with a Jodel D120 Paris Nice. Cruises at 85 knots, 6 hours endurance, 120 litre tank, useful load of 570 lbs, i.e. full fuel and two people with weight for baggage. A joy to fly with superb visibility both on the ground and in the air. Based on four people the group shares @ £3,500, £56 per month & £27 per hour wet. Richard Walker 01752 407411 or [richardwalker123@onetel.com](mailto:richardwalker123@onetel.com)

- **Continental Cylinders** (x3) C90 or O-200 std size, as new, £450 each. Les Dray 01395-513031

- **Replacement ICOM Batteries.** Chris Howell has just had the batteries in his Icom radio replaced by Huw Lloyd-Hughes who advertises in the Popular Flying. In an excellent service Chris received a new battery pack by return of post.

- **The De Havilland Moth Club has a flying bursary:**

<http://www.dhmothclub.co.uk/DHET/DHET%20Fiona%20McKay%202007%20Application%20Form.pdf>

## Fly-Ins

Attendance at this year's PFA's regional rallies will be by pre-registration, as used for the G-VFWE. The pre-reg application form for our Dunkeswell regional rally on 30<sup>th</sup> June & 1<sup>st</sup> July will be enclosed with the

March Newsletter and will also be posted on the Strut website. A minimum donation of £5.00 to contribute to the costs of organising the event will be requested.

*N.B. Our Manstage fly-in has been cancelled*

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### **February Free Landings**

Pilot: Fife (Glenrothes), Leicester, Old Sarum, Oxford (Kiddlington), Pembrey, Popham.

Flyer: Bourn (Cambridge), Kemble, Sturgate, White Waltham

Today's Pilot: Upfield Farm (Newport), Bagby (Thirsk), Old Sarum, Andrewsfield

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### **Next Devon Strut Evening Meeting**

**Stowey Arms, Exminster, Thurs. 8<sup>th</sup> February, 7.30 for 8.00 pm. Melvyn Hiscock, author & publisher.**

Melvyn is an aviation writer, journalist, aircraft renovator and a bundle of fun. Besides being actively involved in WW1 aircraft restoration at La Ferte Alais, Paris, his experiences include P2 on the Vickers Vimy replica and flying boat adventures across the Atlantic. His talk will cover the rebuilding of his delightful Rearwin Cloudster. His style of delivery is factual yet amusing and, believe it or not, he actually talks more than Pete White!!! It should be an entertaining evening so bring a friend!

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