

# ***DEVON STRUT NEWS***

The Newsletter of the Devon Strut of the Popular Flying Association. August 2005.

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## **CO-ORDINATOR'S COMMENTS**

**by Christopher Howell**

Flying For Fun 2005! I write with but some small feedback, as great plans for my own journey to the event were somewhat thwarted. The master plan was to fly up on the Friday, bright and early. The Bodmin Boy's were poised ready at base with the Aeroncas spearheading the main thrust from Cornwall. Low cloud and rain knocked that idea on the head! Never mind, Saturday will fair better!!! Low cloud and rain again. Eventually there was a clearance in early evening and the Aeronca Squadron, with Pietenpol flown by Tug Wilson leading the way, struck out for the first fuel stop at Eggesford. All went well and they arrived mid-evening at Kemble. Roy Young made a sterling effort to arrive at Kemble in his new Europa and then spent the following week attempting his return to base at Branscombe. John Crabb made it in his Jodel from Dunkeswell and has shared his thoughts on the event in this issue and, with credit to Derek Boyce, we were runners-up to the North Wales Strut for the best Strut photo-board award.

The Devon Strut's events throughout July have gone remarkably well. Paul Roberts, Manager of Lundy Island was really keen to have us back for 2005. Pete White and Terry Wilson again acted as hosts. Derek Green is the new man on Lundy responsible for the airstrip and he has been very helpful with sorting out booking-in and strip preparation. Pete White has discussed further improvements for 2006. This year was slightly more testing with the wind from the N/E meaning that for the first time the uphill, 06 runway was in use. But weather was perfect and all pilots were on and off safely. Please give Terry and Pete a hug when you see them, piano wire and nerves spring to mind. Derek Boyce made his maiden flight to Lundy successfully and has compiled a full report of the day's events.

Special thanks go to Fred Baulch. His strip at Taw Mill was in excellent condition. Richard Horner and family camped at Taw Mill over the weekend and they really made everybody welcome. With sixty-plus visiting aircraft they worked very hard and raised over £800 for charity. John and Trish Kempton made the journey to Chavenage House in Gloucestershire, an event organised by the G-VFWE team. John remarked that it was a most enjoyable event with a guided tour of the fine house.

Joe Thomas has a strong arm on the tiller for the up-and-coming Branscombe Air Day on 31<sup>st</sup> July. Pete White is holding an Aeronca Picnic on Saturday 30<sup>th</sup> at Branscombe and welcomes all Aeronca's and associated US Classics to fly in. Jenny King has kindly agreed to provide lunch for the weary flyers on Saturday. Just fly in to sample Jenny's cakes; I can assure you it's worth the petrol! Joe, Ralph Cox, Nick Parsons, Robin King and Mike King have been sitting around many campfires to formulate a game plan to ensure the Air Day is as exciting as always. More details on the Branscombe Air Day [www.sky4aviation.co.uk](http://www.sky4aviation.co.uk)

News of local airfields brings us to an Exeter note. Having spent the last few weeks driving up the A30 past Exeter Airport can anyone tell me where are all the people from all those cars parked at the airport have gone?? The car park is always packed. I continue dialogue with Terry Linge at Plymouth Airport to see if we can build up some understanding with their plans. There is talk of an open day this year and I have asked Terry to write a few lines for our newsletter. Work at Bodmin is well advanced to create new car parking as the CAA and Health and Safety have made a judgement that the system that has worked for thirty years is no longer workable!!

Happy on the wing!  
Christopher Howell, Devon Strut Co-Ordinator.

## All the Fun of the Rally, 1-3<sup>rd</sup> July

by John Crabb

I woke at 4:30 a.m., unsettled by an approaching warm front. After following the forecast anxiously over the previous few days, I knew that if I was to get away from Dunkeswell for the rally I would have to beat the murk and low cloud that was creeping up from the South West. I had to wait for some overnight clag to evaporate before getting airborne at eight o'clock for a relatively trouble free trip to Kemble – although there was only a letter-box gap over the Mendips and I had to take to the Severn estuary. About 450 others squeaked in on the Friday morning before Kemble was overwhelmed by the same advancing frontal gloom. Among those trapped by the weather were the Aeronca enthusiasts from Bodmin and Steve Leach at Plymouth – even an attempted 6:30 a.m. start did not work out for him. Many drove, but the Aeroncas and Tug's Pietenpol eventually arrived on the Saturday evening. Alan Crutcher seemed to nip back and forth from Cardiff with relative impunity.

So, having taken the trouble to get there, how was it? Pretty good, I thought – although the weather definitely took the edge off of the occasion. Immediate impressions were that FFF was not significantly different from other Rallies, and I never had cause to modify that view. It was later explained on the bulletin board that the PFA had been let down by many organisations who said they would attend, but failed to show. The vintage cars, for example, started to turn up at Sunday lunchtime. There was a big computer simulation tent, which was good, but the British Airways 737 simulator was doing thin business at £20 for ten minutes. I did not bother with the bouncy castle.

The flea market was busy, and I bought a thingy that I had half thought I might if I saw a nice one. Trade stands were stronger and in a less depressed mood than last year. People like Pete Smoothy and Light Aero seemed to be doing a brisk trade. Overall, however, it was obvious that the number of punters was down as there was no queuing and the pavilion looked pretty empty. Spotters were there in less than overwhelming numbers, but why do they have to cluster around the toilets on the flight line? Do they record more than just registrations?

The two aviation highlights for me were the Verhees Delta [*Commendation for Most Original Design and Most Meritorious Flight – Ed*] – flying off at high speed through cotton wool clouds on Sunday made it look like a Thunderbirds model, it only needed a sparkler up the rear – and Rupert Wasey's beautiful, prize winning, Flitzer [*Best Plans Built a/c and Concors D'elegance-Ed*].



Even though I always travel to Rallies alone, I have never yet failed to meet up with, and be adopted by, one convivial bunch of Strut members or another. Miraculously, after I had eaten a sad meal from one of the catering vans on Saturday night I bumped into Mikes Mold and Wells, Brian Hope and his mate Paddy. We had an excellent evening while I watched them eat a much better meal in a local pub and regaled them with lies about my prestigious flying exploits. I understand other Strut members did their best to drink the Bikers' Club dry.

The weather had a final trick up its sleeve. Sunday was hot and sunny, but by that time the people who had spent all weekend watching the bad weather from their local fields seemed to have lost the will to live, because very few arrived. The weather was so hot that at one point a ‘mini tornado’, more like a vigorous dust devil, wandered through the site sending papers skyward in a whirling column, lifting tents and gazebos and, sadly, flipping Stewart Luck’s “Build-a-Plane” Rans S6 on to its back causing considerable damage.

Flying for Fun was good; long live the Rally! For me, and I suspect for many others, all that’s needed is a field full of aeroplanes, good food and beer and – most important of all – the magic of excellent company.

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## Manstage Fly-in – Sun 26 June

by Derek Boyce

There was a bit of a crosswind blowing at Manstage, so being first in I got to watch everyone else’s landings! Accompanying me in the Champion was Martin Pengelly who was kept busy all day marshalling in the 33 visitors. When we arrived Ingrid and Richard Hulls and their team of helpers were making the final preparations for what turned out to be an enjoyable day with a nice relaxed garden party atmosphere.



Strut Members arrived in twenty of the visiting aircraft, including Alistair Way (Topsy Nipper) and Richard Plowman (Cherokee) from Yeovil. The Eggesford contingent comprised of Nigel Skinner (Terrier), David Colclough (Terrier), Martin Robinson (Auster AOP9) and John Cooke (Super Cub). From Bodmin, as well as my Champion were John Kempton (Aeronca Chief), Terry Wilson (Pietenpol Aircamper) and Geoff Dalton (Jabiru). Others included Mike Claydon (Easy Raider) from Mount Farm, Ron Perry (Binder Smaragd) from Halesland, and Pete Gibbs (Kitfox) from Roche.



Other aircraft flying in included a contingent from Swanborough Farm, East Sussex comprising of a Jodel D150, Fairtravel Linnet and Vans RV6. From Newton Peveril were the Kitfoxes of Graham Hawkins and Simon Goozee. Dave Stokes (Jodel D112) arrived from East Pennard, Charlie Huke (Condor) from Dinton, whilst representing the heavy brigade was the Yak 18 from Eaglescott.

Many thanks to Ingrid and Richard Hulls for there hospitality and making everyone so welcome.

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## Lundy Fly-in – Sun 10 July

by Derek Boyce

At 8am Pete White (Aeronca Chief), Terry Wilson (Pietenpol Aircamper) and myself (Aeronca Champion) set off from Bodmin for Lundy so we could check everything was in place before everyone started arriving. But that was just too late for some people, Richard Horner (Piper Cub) had already been and gone and there were a couple of Skyrangers, a Flexwing microlight and a Robin DR400, which had stayed overnight. Derek Green and his team on Lundy had put in some excellent work to ensure the strip was cut and well marked and provided on-site fire and safety cover all day. Pete White and Terry Wilson manned their phones and very carefully checked the suitability of prospective visiting aircraft.

I'd spent the previous day in the circuit at Bodmin perfecting short-field landings. A light wind straight down runway 06 and calm conditions, combined with picking the smoothest piece of moorland available to alight on, produced a very good landing (the right hand side of the runway is definitely better when landing in this direction). Why are there never many people watching when that happens?! In fact the biggest hazard I found was taxiing once clear of the cut strip.



In total 45 aircraft flew into Lundy, the most impressive being the Dornier 28 from Thruxton. Other types included Aeroncas, Cubs, Jodels, and several Tecnam Echos. Island hopping was a Jodel D120 and Cessna 150 from the Scillies. Dickie Bird arrived in his Super Cub some thirty years after his last visit in a Piper Aztec (there was a second longer runway in those days). There was a good turnout of Strut members to defend the Island from any foreign invaders; a certain Welsh Aeronca pilot is under the misguided belief that just because a few sheep inhabit Lundy that it is a part of Wales! Strut members rallying to the call included Pat Webb (Ikarus), Mike Mold (Jodel D120), Trevor Reed (Jungmann), Barbara and Mike Fairclough (Piper Super Cub), George Dunn (Thruster), John Holden (Eurostar) and Robert and Nigel Nicholson (Eurostar). The event also gave Maurice Bush the opportunity to leave his flexwing at Belle Vue and arrive in his boat instead!



Lundy is a truly magical place to visit and our thanks go to Derek Green and everyone on Lundy for all their effort in preparing the strip and making everyone so welcome. In typical fashion, a crosswind had developed in time for our departure, but the take off run was quite straightforward - once the bouncing stopped you knew you were airborne! Due to the heat, the climb-out was slow and, as ever, the wind conditions back at Bodmin were more of a challenge than anything else I had encountered that day.

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## **Taw Mill – Sun 17 July**

**by Derek Boyce**

Excellent weather saw Fred Bauch's strip become Tawkosh for the day as over 60 aircraft flew in to sample this interesting strip on a hillside near Dartmoor. Richard Horner and Martin Robinson set up camp with their families and friends over the weekend and worked hard to ensure that everyone was made very welcome and everything went as safely as possible, particularly as aircraft were taking off and landing in opposing directions. I took the opportunity to visit the strip on the Saturday for a couple of circuits and a landing before going in with a passenger because the upslope out climbs a 65hp Aeronca! Also visiting on the Saturday was Pat Webb (Ikarus), Chris Howell (Luscombe Silvaire), a Fascination from Gloucester and Graham and Julie Hawkins who camped overnight with their Kitfox from Newton Peverill.

The good weather resulted in a very good turnout of strut members. From Branscombe there was Norman & June Evans (Murphy Rebel), David & Sheila Cottingham (Skyranger) and Joe Thomas (Texas Taildragger). Flying the short distance from Belle Vue were Roger Collins (Renegade Spirit), Barry Edwards (Pulsar) and Maurice Bush (Blade). From Watchford Farm there was Ernie Hoblyn (Emeraude), John Pearce (RAF2000), Trevor Reed (Jungman) and I dare not forget Mike Wells (Woody Pusher). Others included Paul & Mary Aston (Eurostar) from Halwell, Mike Hanley (Ikarus) from Roche, Richard Hulls (Tripacer) from Manstage, Ian Quinn (Cessna 180) from Franklyn's Field, and Ian Mitchell (Fournier RF4) from North Hill.

Visiting from outside the area was a Vans RV4 from the Isle of White, Martin & Jan Day in their Cessna 170 from Bourne Park, a Glastar and Super Cub from Defford, Aeronca Chief from Cardiff, Jabiru and Eurostar from Westbury, Binder Smaragd from Garston Farm and Robin DR400 from Goodwood.



An excellent day, many thanks to everyone who helped out with the catering, thanks to Martin Pengelly and Zac Rockey for marshalling the aircraft, John Cooke for his stint on the radio and anyone else who helped out on the day. Particular thanks must go to Richard Horner who masterminded the whole event, ably assisted by Martin Robinson, and to Fred Baulch for allowing us to invade his garden.

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### Taw Mill Appreciation

I just wanted to show my appreciation for the Fly-Ins that are arranged throughout the year by the Devon Strut. Last year we went to one of the Fly-Ins and thoroughly enjoyed it and yesterday we made it to Taw Mill. The event was really well organised and a tremendous amount of effort had been made to provide food for all the visitors. This was a really good day out and for me far more enjoyable than the annual event at Kemble!

Our sincere thanks to all involved:

Martin and Jan Day (Cessna 170B G-MDAY, based at Bourne Park in Hampshire)

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### Chavenage – A Vintage Day To Remember - 17<sup>th</sup> July

By John Kempton

We paid our dues (£20 each) some months in advance for a vintage car, jazz-age garden party and vintage fly-in at Chavenage, near Tetbury, Gloucestershire. Our Aeronca Chief is based at Bodmin, so we positioned it at Bolt Head in readiness as we live in Salcombe. We flew to Gloucestershire Airport on the Saturday, in case there was a coastal fog, paid our reduced landing fee of £5 and

refuelled (plus a £14 stinger for overnight parking!). Not liking the expense of taxis, we walked a mile down the road and found an exceptionally friendly and helpful B&B set in a wonderfully quiet garden. We took a bus in the afternoon to Cheltenham – they run every ten minutes and purchased our picnic from M & S – not Harrods! (Couldn't even fit the hamper in the plane). On returning to the B&B our hosts entertained us for an hour with rhymes and dubious poems before we left for a meal at a local pub. Bob, our host, ran us to the airport in the morning and we set off for Chavenage – only a half hour flight. We arrived, first as usual – not wanting to miss anything – on a 580 metre, well-marked and manicured strip and were greeted by the G-VFWE team who had organised the flying side of the event (Peter Campbell and Terry Booker). Forty planes were invited, but only sixteen took up the offer – what a day they missed out on! The weather and the ambience of the whole spectacle were amazing.



We were ferried in a vintage Bedford bus to Chavenage Manor House where all the magnificent vintage cars were arriving and parking in a circle on the bowling green lawn, to the accompaniment of a fantastic jazz band. Over a hundred immaculate vintage cars attended including Rolls Royces, Bentleys, Bugattis, Lagondas – even an Essex – an Al Capone car complete with a machine gun in a violin case! Everyone was dressed in period gear, creating a wonderful atmosphere.

The picnic was under the shade of the trees with the band playing and wind-up gramophones playing by the side of the cars. We then had a fantastic tour of the house, an Elizabethan mansion in mellowed Cotswold stone (and used for many films and TV episodes, such as The House of Elliot, Berkeley Square and Cider with Rosie), followed by the judging of the cars and a grand “tea”. The concours d’elegance for the planes was won by Valerie Gammons’ 1934 DH Leopard Moth G-AIYS. A two-hour flight back in superb conditions gave an ending to an absolutely perfect day!

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## MEMBERS’ NEWS

### Les Dray

Best wishes to Les, (and Beryl!) for a speedy recovery from his back surgery!

### Chris Pidler

Congratulations to Chris & Fiona on becoming parents. Mother & son (Thomas) are doing fine.

**Jim Gale & John Hope** have almost completed the restoration of their Jodel Ambassadeur G-AYEW as has **Mike Wells** with his D112 G-BHHX.

Last month we reported on **Peter Gristwood**’s new acquisition – Robin DR220 G-BUTH. Peter has sent us the following picture, taken recently at Farway. Another mount new to the strut is **Mike Claydon**’s Easy Raider G-OEZI.



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## OTHER NEWS

### Peter Underhill RIP

It is with regret that the death has been announced of Peter Underhill. Peter was an ex-Chairman of PFA and was founder of the UK Jodel Club. His contribution to light aviation was substantial and he was an enthusiastic supporter of research into diabetes. Peter had been ill for some time and died after a fall at his home. He was 58 years old. It is hoped to hold a celebration of the life of this extraordinary guy in a few weeks time.

### CAA Charges Consultation

The CAA is launching an overhaul of its system for charging for safety regulation. On 10 June it published, for consultation, fee proposals covering the 15 months from 1 January 2006 to 31 March 2007. All sectors of the industry have been involved in the initial stage of the review and will also be able to take part in the consultation. The CAA has promised that all representations received during the consultation will be fully considered. Until now the CAA's annual process of consultation about safety regulation charges has been conducted by documentation sent directly to the companies and individuals concerned, together with representative organisations. However, because it wants to canvass as many opinions as possible about its latest proposals, it has decided that web-based consultation offers greater accessibility. It is also considered more efficient and more cost-effective. All comments will be individually acknowledged and a summary of representations will be posted on the CAA's website in October. It is absolutely vital, if you care for what the PFA stands for, (including to enable us to fly at the lowest possible cost), that you make your personal case in response. See <http://www.caa.co.uk/default.aspx?categoryid=850&pagetype=90&pageid=4950> Although it is not anticipated to directly affect any PFA permit aircraft charges, there are a large number of other proposed charge increases that WILL affect every PFA member's pocket in some way

so please read through what is proposed and make a response before the cut-off date for replies, **5th Sept 2005.**

### **Build-a-Plane Rans Takes its First Flight**

The S6 made its maiden test flight on 29<sup>th</sup> June at Sportair's strip in Thirsk. Gordon McDill (Sportair's MD) took the helm, resplendent in 'bone dome' and leather gloves, in true test pilot style with Stewart Luck, the inspiration behind the project, in attendance. Due to rather inclement weather, with a cloud base under 1000' and in gusty conditions, the flight was limited to only 10 minutes so there was little opportunity, under the circumstances, to assess how well it flies, but apparently it sounded a real treat! The main thing is that, at last, it is airborne. [*Sad to relate, the S6 was the victim of a freak mini-whirlwind at FFF, as mentioned above by John Crabb. Stewart Luck was heard to comment on the "Rebuild-a-Plane" project! -Ed*]

### **Turweston Vintage Events**

As many of you will be aware, the Vintage Aircraft Club had planned to hold 5 events at Turweston during this year but were prevented by the delays and planning appeal regarding the planning application from Turweston management being dealt with by Aylesbury Vale District Council in a timely manner. The appeal was successful and we can continue with the Vintage & Classic event on 18<sup>th</sup> September and the All Hallows event on the 29<sup>th</sup> October, which you are most welcome to attend.

To ensure the continuity of holding VAC events at Turweston, an application has been applied for 5 events in 2006. Many of you wrote in support of the application for the 2005 events, which had a great bearing at both the consideration at the planning meeting and at the subsequent appeal hearing. I must thank all of you who wrote in for your support. With the new application going in this week to be heard on 4<sup>th</sup> August it is again very important to have as many letters of support being received by the planning officers. Please write in yourself and get as many members as possible to also write in, particularly if they are VAC members. The letters should show support for the airfields use on these five occasions for the gathering of vintage aircraft and the sociable aspects of allowing the VAC members to meet. The airfield is very suitable as a venue due to its fairly central geographic location. I am sure that people will be able to add further items to support the application and it is important that the letters are individual rather than copies. Try to emphasise any planning points as these will have more effect than desires for an Aircraft event.

Letters, quoting the application number 05/1380/APP, should be addressed to: Mr Tony Barker, Dept. of Environment and Planning, Aylesbury Vale District Council, 66 High Street, Aylesbury HP20 1SD

Many thanks in anticipation for your support,  
John L Broad (Chairman, Vintage Aircraft Club)

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## **Events**

(Some of these events may be provisional and need to be checked closer to the time)

July 31 <sup>st</sup>	Branscombe	01297-680259 / 07970-251386
August 13 <sup>th</sup>	Dunkeswell Vintage Day	01404-891643
August 14 <sup>th</sup>	Treborough	01984-641179 / 07970-251386
August 20 <sup>th</sup> /21 <sup>st</sup>	Farway	01395-597535
August 27 <sup>th</sup>	Henstridge Vintage Fly-In	01747-838165 (Peter Campbell)
August 28 <sup>th</sup>	Roserrow	01208-863000 07970-251386
Sept. 3-4 <sup>th</sup>	St. Omer Jodel Fly-In	<a href="http://acsto.free.fr">http://acsto.free.fr</a>
Sept. 3-4 <sup>th</sup>	Blois (LFOQ) ULM Fly-In	tba

Sept. 3<sup>rd</sup>  
Sept. 11<sup>th</sup>

Belle Vue  
Watchford

01805-623113 / 07971-278984  
01823-601268 / 07779/143439

### **August's Free Landings**

Pilot: Gigha, Lundy, Old Sarum, Panshanger, Netherthorpe and Roserrow.  
Flyer: Cumbernauld, Fishburn, Sheffield and Sherburn-in-Elmet

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### **Heard on the Frequency**

While taxiing at London's Gatwick Airport, the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727. An irate female ground controller lashed out at the US Air crew, screaming: "US Air 2771, where the hell are you going?! I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D, but get it right!"

Continuing her rage to the embarrassed crew, she was now shouting hysterically: "God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour, and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?" "Yes, ma'am," the humbled crew responded. Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit out around Gatwick was definitely running high. Just then an unknown pilot broke the silence and keyed his microphone, asking: "Wasn't I married to you once?"

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