



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

DEVON STRUT NEWS – January 2011

Co-ordinator's Comments

by Steve Robson

Although this is the Newsletter for January 2011, the plan is for this to reach you before Christmas so, on behalf of your committee I would like to wish each of you a very Merry Christmas and prosperous New Year. Also, here's wishing you lots of safe and enjoyable flying as well!



Our December meeting was very well attended and we enjoyed listening to Nick Wright (*left*) giving us a fascinating insight into the delights of flying autogyros. For the majority of us this was something new and refreshing. Nick took us through the theory, practice and motivation for flying this type of aircraft. Technologically speaking, autogyros have come a long way over recent years and the current two seat machines are very high tech indeed.

Autogyros had received quite bad publicity in the past, perhaps undeservedly and Nick was able to explode a few myths and legends. By the end of the evening there was a significant group of members seeking further information from Nick, with a view to arranging trial flights with him at Eaglescott. Nick, many thanks for a great evening.



[Nick can be contacted on 07734-055791, by email Nick.Wright@GyrocopterExperience.com or via his website <http://gyrocopterexperience.com/component/gyrocom/abc/location/location/6> - Ed]

As I sit and write these comments, I am pausing from time to time to look out of my window at the approaching snow showers. Pretty as they might be on one hand, they can be deadly as well. Winter flying is with us for a while, with all the challenges and rewards it brings. Cold soaked engines, over priming when trying to start and the risk of induction fires, icing and the rest. The message is, make sure you exercise the proper precautions for winter flying.

For me this was brought sharply into focus the last time I flew my Condor in early December. The outside air temperature was 5°C, the dew point about the same and with a murky low cloud. You've guessed it - carb ice! The aircraft had been standing in the back of the hangar for a few weeks and was very cold soaked. Using a few old tricks [*involving a fan heater and reciting appropriate incantations!*], I got her started and then being minded of the conditions, I warmed the engine gently and completed the pre take-off checks using liberal amounts of carb heat. My first aircraft was a VW powered Evans VP1 so carb heat management is fairly deeply ingrained. Condors aren't great ice generators, even with an O-200, and I stick to the old habits, but even so, as I lifted off from Watchford's 23 grass runway, the engine started to run rough. Now that gets your attention! If you know Watchford, you also know that your options are limited down the Otter Valley. Thank goodness for training and revision! I'd been reading the CAA Safety Sense leaflet on Winter Flying http://www.caa.co.uk/docs/33/ga_srg_09webSSL03October.pdf, only a few days before, partly due to the fact that I've now sold the Condor and want to get it to its new owners in one piece

and partly because, following a 'discussion' with 'domestic management', I'd been 'sent out of the room' and was looking for a way to occupy a few minutes. It was time well spent, I can tell you! Anyway, I got a positive rate of climb, pulled the carb heat and started a gentle turn towards better fields to the east. Thankfully, the rough running cleared so I practiced a couple of circuits before I landed and put the Condor to bed! [*That's the abbreviated version – Ed*]. But let's not forget the rewards of winter flying in those high pressure systems with silky smooth air, gin clear visibility and a chance to enjoy the scenery from above.

The Strut AGM will take place will **Thursday 10 February 2011** at the Ley Arms, starting at 19.30 prompt and the agenda will be circulated with the February newsletter. If you have any motions or nominations for committee, Strut charities for 2011 or for the Strut awards, please let me know no later than **Monday 17th January 2011**. This is to enable the committee to ensure they are published in the February newsletter. The award categories are:

Mike Claydon Trophy – for Best Aircraft Build or Restoration Project
Les Dray Trophy – for Airmanship
Strut Cup – Service to the Strut

Don't forget our **next meeting** will be at the Ley Arms on **Thursday 13th January 2011** when Alan James will be our invited guest, talking about the building and flying of his Pietenpol Air Camper. I will have to give my apologies in advance as I will be skiing. Also can I ask, if you plan to eat prior to the meeting, please can you let the Ley Arms know in advance?

Merry Christmas and Happy New Year to all, and fly safely,
Steve

Second Devon Youth Build-a-Plane Project (BaP3) Progress

by Jim Gale

There has naturally been some disappointment following the suggestion that Tim Gilmour-White may have to sell the BaP2 X'Air Hawk G-SPDY a year early, to fund the Zenair 701 BaP3 project (*example right*). We still have several of the original BaP2 youngsters to fly and this we must do before SPDY goes. Alec Janaway has therefore suggested that if we can raise sufficient funds to just purchase the 701 airframe kit independently, then SPDY's commitments can be fulfilled, its sale can be deferred, the 701 project can proceed but with the purchase of the engine at a later date.



To that end, fund raising is already taking place and in the past month we have managed to reach almost £1,000 in donations. We are looking to raise at least £10,000 over the next 3 months either by donation or loan. Once we have this sum, Alec expects to start teaching workshop practise to the youngsters, instructing them on how to handle sheet aluminium, cutting, marking out, notching and folding, together with drilling and riveting, resulting in the kids making a tool box for themselves. By the time the tool boxes are complete, the Zenair CH701 kit should have arrived.

So, we are looking for contributions to the scheme, large or small, either as outright donations or repayable loans - the return on the loans being dependant on the final sale price of the aircraft after 3 or 4 years, so it has to be said that you may not get all of your money back. But let's face it, it's the pride the youngsters get from seeing the aircraft that they helped to build, fly and then actually flying in it themselves. And some of them, in time, will become our fellow pilots.

We are also approaching various funding organisations in the country and burning the midnight oil submitting reams of grant aid application forms.

If you can help out financially with this worthwhile project then please contact myself or Alec (as project trustee) or catch either of us at a Strut evening, the next one being on 13th January. We will be setting up a bank account for the project and will provide its details to anyone who generously offers to help.

Jim Gale, Tanglewood, Shobrooke, Crediton, EX17 1AT. 01363-773767, jmgale@btinternet.com

Alec Janaway, Mellifera, Church Road, Whimble, Exeter, EX5 2TF. 01404-823019, alec@trimeasy.eu

Thanks in anticipation and seasons greetings,
Jim and Alec.

Adapting Continental Engines to Lightweight Starter Motors by Trevor Wilcock

I saw a recent email by Jodel owner, Gavin Bell, on the subject of adapting Continental engines to accept lightweight starter motors and remembered that I wrote a "lessons learned" note after I did the same conversion on the C90 in our Binder Smaragd based at Garston Farm. I offer the following advice with no guarantee of relevance to any particular installation. In our case we fitted a Sky-Tec starter, but I believe the same is also required for a B&C starter when replacing the original Delco pull-type. <http://www.bandc.biz/continentalstarter12vhomebuilt.aspx>

This was our experience and doesn't necessarily carry over to anyone else's installation! I offered the message more to discourage people in taking it on rather than to encourage them! It's not a job for the faint-hearted and not as easy as might be assumed from supplier websites. I note that Airworld UK says that "This is easily done with a small hacksaw" ...perhaps if the engine is out of the aircraft, but not when installed!

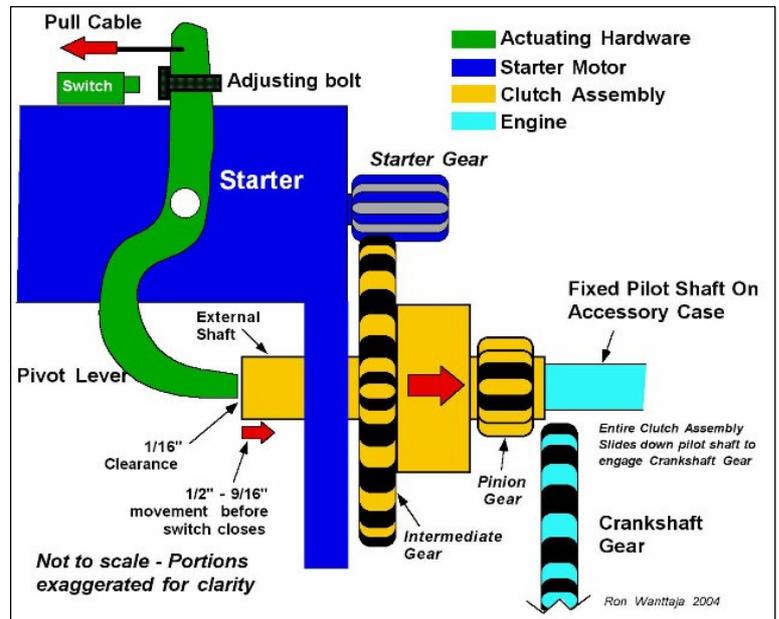
For replacement of pull starter with push-button starter it is necessary to remove the pinion shaft within the starter housing in accordance with the STC.

Risks: swarf, damage to starter ring gear.

Hints:

a) very limited room to work, so use of Dremel or similar slim powered cutting tool with variety of cutting disc sizes (and grinding head) essential. Use of flexidrive to reduce tool diameter even further is close to essential.

b) Even with flexidrive, it is necessary to cut the shaft off in stages (at least one intermediate cut) because of interference of the pinion shaft with the tool body. You can't achieve a single cut by using a bigger diameter cutting disc to reduce the interference as there is insufficient casing space at the base of the pinion shaft. There was room to use a larger disc for the intermediate cut(s).



c) The final cut should leave no more than 1/16" of pinion shaft. Note that the shaft has a curved shoulder. 1/16" is not measured from the base of the parallel-sided part of the shaft, it is necessary to cut back into the shoulder; measure 1/16" from the face of the larger diameter portion of the pinion body (the part trapped between the engine halves). Difficult to achieve, particularly at the bottom of the shaft, because of the nearness of the starter ring gear, also screw on Dremel arbor. Because of limited space, it is necessary to

start with a small cutting disc (less than 2cm diam) and gradually increase the disc size when the cut slot permits. Even so, our final cut ended up at around 1/8" and it was necessary to grind away the remaining material using a flat grinding wheel.

d) We tried a Dremel diamond cutting disc. This gave a clean cut with minimum mess compared with fibre discs, but didn't last very long. Not sure why. Fibre discs (particularly the larger ones) cut pretty well but with lots of mess and lots of broken discs.

e) It is essential to avoid debris going into engine. Some literature (for B&C starter perhaps) recommends removing sump and flushing through starter casing with WD40. This is a lot of extra work. The STC recommends cardboard mask to cover hole, with modelling clay or thick grease around the joints to prevent dirt ingress. The lugs on the mask drawn in the STC were not large enough - perhaps 1 1/8" would be better than 1". Instead of using the mask, we packed the casing as far as possible with small bubble wrap and then used duct tape to line the cavity, following up with a coating of Vaseline to collect the debris. This was reasonably successful except towards the upper rear of the cavity, where we had used a little bubble wrap under the tape. Because of restricted clearance, the cutting discs damaged the tape. Suggest that bubble wrap is used to fill the holes down towards the sump but that, for the cavity directly surrounding the pinion shaft, the duct tape is applied directly to the walls in order to increase the clearance for the Dremel. Hot sparks can cause melting of the duct tape and Vaseline; it is useful to have a thin piece of metal (tin can) which can be used as a guard onto which the sparks impact.

f) All cutting has to be from above (or near above) because of limited clearance. However the Dremel will occasionally catch and try to run round the shaft. The main starter ring gear is only a couple of mm below the pinion shaft and very vulnerable. We used a 12" metal ruler, on top of the ring gear and duct tape and below the pinion shaft (it was tensioned by bending to press against the firewall and remained firmly in place throughout) Very effective - lots of cut marks on the ruler, none on the shaft (Note: this is what I typed at the time; I think I should have typed "ring gear", not "shaft"). As it was tensioned against the pinion shaft, once we started to grind off down to 1/16" it sprang out, and it was necessary to finish off the operation without protection for the starter ring gear. However the grinding wheel is much more controllable than a cutting disc and it was possible to grind very precisely without hazarding the ring gear.

g) While things looked pretty clean once we had removed the duct tape and bubble wrap, as a precaution we drained and threw away the engine oil and sprayed around the starter cavity with degreaser, followed by a wash through with fuel. We changed the spin-on oil filter after an hour's flying to check for any debris and were relieved to find there was none.

[From recent experience we can report a structural failure experienced by a Strut member with his Sky-Tech starter motor which we have reported to LAA Engineering for review and of which potential purchasers of light weight starters should be aware – see photo - Ed]



Safety Slot(s):

Summary of Winter Flying Precautions

- Note freezing level in the aviation weather forecast. Don't go unless the aircraft is suitably equipped.
- Carry out adequate engine pre-heating.
- Have warm clothing available for pre-flight and in case of heater failure or forced landing.

- Mud, snow and slush will lengthen take-off and landing runs. Work out your distances.
- Remove all frost, ice and snow from the aircraft (including spats) – there is no such thing as a little ice.
- Check carefully that all essential electrical services, especially pitot heat if fitted, are working properly.
- Check that the heater and de-mister are effective. Watch out for any signs of carbon monoxide poisoning.
- Be extra vigilant for carb ice.
- Recognise different types of cloud and their propensity for icing (shallow status vs deep cumuliform)
- Stay out of icing conditions for which the aircraft has NOT been equipped and cleared.
- If ice does start to form, act promptly. Get out of the conditions by descending, climbing or diverting. If descending, whilst being aware of high ground, do so quickly to minimise exposure to icing.
- If you encounter ice, tell ATC so that others can be warned.
- Icing risks also arise from moist air on cold airframe particularly during late afternoon flights.
- Be aware of radiation fog causing reduced visibility, as described in November's newsletter.
- If you have to land with an iced up aeroplane, the stall speed may be increased so add at least 20% to the approach speed, keep manoeuvres / bank angles to a minimum and avoid using flaps.
- Snow covered, icy or muddy runways will make the landing run much longer and crosswinds harder to handle.

Frost, ice and snow on aircraft - AIC 106/2004 (Pink 74)

http://www.nats-uk.ead-it.com/aip/current/aic/pink/EG_Circ_2004_P_106_en.pdf

CAA Safety Sense Leaflet No.3 Winter Flying.

http://www.caa.co.uk/docs/33/ga_srg_09webSSL03October.pdf

Carbon Monoxide Dangers

by John Brady

A couple of years ago we had a sudden CO leak in our Jodel DR1050 that is worth describing. You could smell it straight away. Following local engineering advice, I put a bright light in the cockpit by the firewall (beware of inspection lamps that get hot!), darkened the hangar and observed the firewall. There was light coming through the paxolin guides where the tacho cable and fuel lines passed through. I took the guides off (it is pretty tight behind the engine but you can just reach) and used RTV to seal everything up and screwed them down and rechecked - no light. I also found light coming through the firewall heater valve so I adjusted the cable as the valve only seals when fully closed or fully open and it was not closing off fully.

I then looked at the big D shaped panel in the fuselage behind the trailing edge. I took it off completely and found staining evidence that fumes had entered between the hinge and the frame it is screwed to. The hinge sticks down into the airflow under the fuselage and acts like a scoop for exhaust fumes. I also found gaps in the hinge itself. I used non-corrosive silicone (available from <http://uk.rs-online.com/web/home.html> part number 494-102 or 494-118) to bed the hinge onto the frame and fitted a plastic strip cut from a thick bag on the inside to seal the gaps.

The D panel did not seal properly against the fuselage so I proceeded as follows. I cleaned the inside of the

D panel and the fuselage where it closes. Orange kitchen cleaner is the biz! With the door open, apply copious amounts of washing up liquid to the inside edge of the door. Apply a good thick bead of non-corrosive silicone to the fuselage where the door will close. Close the door and secure with the 4 screws provided. Go away. Come back the next day and carefully open the door, if necessary easing the silicone bead off the door. Clean off the washing up liquid and you have a new rubber seal, fixed to the fuselage and perfectly fitted to the shape of the door. I also used the RS silicone to seal the trailing edge to fuselage joint and anywhere else that looked likely. It seems to have worked for me. Oh, I also bought an electronic carbon monoxide detector with a digital readout of CO ppm. Mine came from Tesco. *John Brady*

[Digital CO meters are also available from B&Q, Screwfix, Maplin, Boots etc. I got mine, a Fire Angel CO-828, via eBay – Ed]

Aeroletters

More on Ethanol in Mogas

In our Super Dimona motorglider we operate a Rotax 912S, which has a compression ratio of around 10.5 to 1 and the higher octane unleaded petrols are preferred for this engine. The high octane petrol from the Texaco garage on the north east bound side of the A380 at the top of Telegraph Hill passed the ethanol test. However, the petrol companies are liable to change their recipe from time to time so it is wise to re-test occasionally. Shell and Esso high octane petrols both failed our tests. Cheers, *Nigel Everett*

Thanks from Children in Need

I'm glad to hear that the Strut's Christmas Special Evening went so well with standing room only and that you all enjoyed the mince pies. It was a record crowd that listened to Nick Wright talking about the new generation of gyroplanes. Our speaker and the mince pies obviously put you in a good mood because your generous donations to Children-in-Need amounted to £108 and that beat last year's contributions hands down. Thank you all. Season's Greetings and safe aviating for 2011. *Jim Gale*

P.S. The reason that Joyce and I couldn't get to the last Strut meeting was that we "flew" from Heathrow to Hong Kong (Kai Tak)! The temperature out there was great and we enjoyed a lovely Chinese meal for the princely sum of £4 each (eat all you can for £8!). So I had a wonderful birthday present and you can see me at the controls of the B747-200 in the attached photo. Absolutely great! Regards, *Jim*.

[You too can experience handling the B747-200 or B737 on the European Skybus flight training centre simulator at Bournemouth Airport for £270 or with £80 of Tesco's vouchers http://www.eaac.co.uk/flight_training.php]



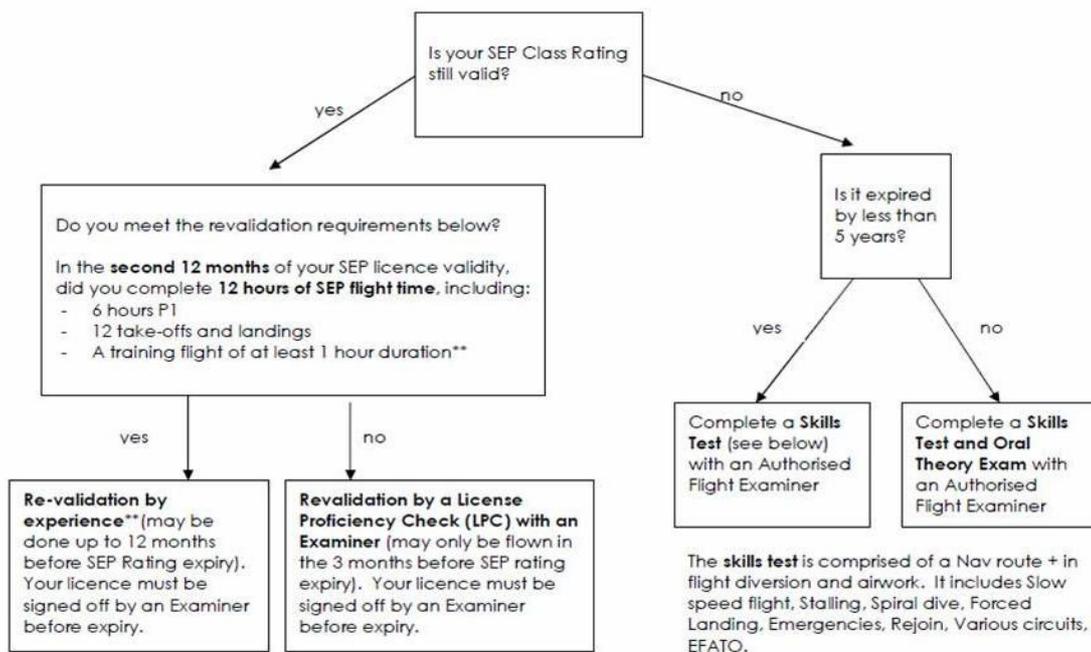
<http://www.tesco.com/clubcard/deals/product.aspx?R=1200&bci=4294964496|Bournemouth%20International%20Airport,%20Hurn>

SEP Revalidation by License Proficiency Check

Something of possible interest to fellow Strut members: My fixed wing PPL-A SEP was due to expire recently and I had not done the necessary 12 hours on fixed wings over the preceding 12 months so could not have the rating revalidated by experience. So I thought I would have to organise 12 hours at a flying school to get those hours in the log book, which would have been expensive and not much fun.

I then discovered that there is an alternative; to take a License Proficiency Check (LPC) with a CAA Examiner. So, I did two hours of refresher fixed wing flying (in a Bulldog), followed by a one hour LPC with Examiner, a total of 3 hours (rather than 13 hours); - quicker, cheaper, and frankly more fun. See the flow diagram below which deals with the options available for revalidation of PPL – SEP rating.
 Regards, *Simon Evans*, G-HMHM, Bolt Head

Licence Revalidation - SEP Class Rating*



* Refer to LASORs Section F 1.4 & 1.5. or www.caa.co.uk/docs/33/lasors.pdf
 NB this is to revalidate the SEP (Single Engine Piston) Class Rating (normally valid for 2 years), not the PPL itself (usually valid for life).

** This Instructional Flight may be replaced by ANY proficiency check for a class, instrument or type rating (including IMC) with a JAA qualified examiner (if so, qualifying flight time may be less than 1 hour).

[All flying is P U/T other than the AOPA and APPL Tests which can be logged as P 1.S.]

OFCOM to Go Ahead with Aeronautical VHF Charging

It seems that, despite all objections, Ofcom is pressing ahead with their spectrum pricing proposals for aeronautical VHF frequencies. http://stakeholders.ofcom.org.uk/consultations/spectrum_pricing/statement. A statement setting out its decision to revise the fees for licences to use aeronautical VHF communications frequencies at ground stations has been met with alarm on various web forums.

Comment from LAA's John Brady

"Yes, it is disappointing that OFCOM did not accept the overwhelming logic of our submissions and leave well alone. However we know that the government has decided that charges will be applied and that is not unsurprising. We now need to analyse the decision.

OFCOM intended to charge aerodromes some £2600 PA for each tower or A/G frequency and £9900 for an approach frequency. This cost would have been passed on to users or the frequencies would have been given up and probably handed back to Europe for reallocation. But following the persuasive arguments put forward by our sector, OFCOM have created a special category of Tower, A/G and FIS frequency allocation

for small GA aerodromes with coverage of 10nm radius and 3000ft. For this they will charge £650 instead of the current licence fee of £150; so an increase of £500 PA. *In addition OFCOM have decided to extend the validity of aircraft radio licences from 1 year to 3 years so instead of £20 pa for a fixed radio, owners would pay £20 every 3 years saving £13.33 pa.* Looked at overall, this is an excellent result as we can see by example. If you fly from an aerodrome with one frequency and 38 based aircraft, the base cost goes up by £500 = £13.15 pa each but each aircraft radio licence fee would go down by £13.33 pa. Nationally, there are about 10,000 radio licences issued to GA aircraft so the overall annual licence saving will be about £133,000. We do not yet know the national cost to aerodromes but there are currently 150 A/G licences and the cost of those would go up by £75,000. Of course the cost to larger aerodromes which offer a wider tower or approach frequency will go up significantly and they will need to look carefully at their business models to decide how to respond.

We will need to review the situation when we have more data and I have asked radio licensing at the CAA to help with that but this is undoubtedly a much better outcome than would have resulted if GA organisations had not put up a robust defence and in all probability this will be close to cost neutral overall for the lighter end of the sector. There may even be a small saving at the expense of the heavier end.

I think this a good result that has been worthwhile. It goes into my success box and I commend it to you. Please tell your friends”.

Regards, *John Brady*, Vice-Chairman, Light Aircraft Association

Weather Decision Making for General Aviation

The first GASCo Safety Seminar of the year will be run jointly with the Met Office and take place at Exeter on Thursday 24th February 2011. The programme will include:

- Threat and Error Management
- In flight weather assessment and decision making
- Interpreting airmasses and synoptic situations for flight briefing
- Weather awareness over Near Continent
- Met Office services available for GA pilots
- Visit to Ops Centre and Supercomputer
- Met Office Staff Weekly Weather Briefing

The seminar will run from 11.00 – 16.00 hours and the cost of the day is expected to be in the region of £35. Please sign up with Penny Gould on 01634-200203 or email Penny.gould@gen-av-safety.demon.co.uk. Delegates who provide their date of birth on registration will receive a personal copy of the weather forecast for this day.

Members' News

Congratulations to **David Millin** for completing his tailwheel difference training in his Jodel D117. He had a training session with LAA Coach and Strut member **Ian Mitchell** at Dunkeswell on Thursday 9th December during which Ian was complimentary about David's handling and was impressed by the Jodel's flying characteristics [*Welcome to the enlightened ones, Ian – Ed*].

David said “I thoroughly enjoyed flying the circuits with Ian and it helped me finesse my skills and control of the 117. The occasion also offered a good reminder of basic principals of airmanship and circuit etiquette. That's what the LAA Pilot Coaching Scheme is all about!” Ian is the only LAA Coach in Devon and the Strut is encouraging other LAA and Strut members in the area, who have the appropriate pre-requisite experience and qualifications, to apply for Coaching status.

Congratulations to Strut member **Nick Chittenden**, owner of Aeronca C3 G-AEFT based at Roche, who has added the Single Engine Class to his instructor rating and is available for any differences training, dual

training flights for licence revalidation and can also sign Certificates of Revalidation. Nick has provisionally been accepted as an LAA Coach subject to an interview and standards flight with LAA Chief Coach Jon Cooke. Phone Nick on 01503 220449 or email algypanairways@hotmail.com.

The Strut was well represented at the Flying Show at the NEC, Birmingham on 27th and 28th November. **Jim Gale** and **Alec Janaway** trailed the BaP2 X'Air Hawk (*right*) to the show and several members participated in supporting the LAA and YES stands, promoting the Association with the punters.



Steve Robson has sold his Rollason Condor to LAA members Henry Faire & Kerry Hodson in Cambridge.

Correction to **Simon Capp**'s email address – sec@cyberdude.com

News of our friend **Mark Langford** in Alabama, USA. At an awards ceremony on 10th December, Mark was honoured and recognized by his peers at Teledyne-Brown Engineering as "Engineer of the Year". Congratulations, Mark!

Robin Charles now has a partner to help with the riveting on his RV9 build project. He reports that the ailerons are now finished and the flaps nearly done. Robin anticipates looking at an engine for the project over Christmas and the fuselage kit will be arriving in early January with a week of inventory checking to follow! We look forward to some photos for the Project Pages of the Strut website.

Welcome to New Members

Chris Willars of Newton Abbot. Chris emigrated from Newquay to New Zealand some years ago where he learnt to fly at Keri Keri Flying Club. He then moved Australia where he obtained his Recreation Aviation Australia (RAA) Sport Pilot licence. He returned to England 3 months ago and, having purchased Sonex plans, is a budding aircraft builder.

We welcome back past members Geoff Dalton, Nick Chittenden and Ray Trute, who have renewed their subscriptions for 2011.

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

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.



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

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

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.

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 Brendan Procter on 01404-891271.



January Free Landings

Pilot: Old Buckenham, White Waltham, Panshanger, Sligo, Roserrow and Stauning.
Flyer: Old Buckenham, Pembrey, Wickenby, Membury, Beverley and Sutton Bank.
Today's Pilot: Old Buckenham, Pembrey, Fishburn, Newtonards, Sandtoft and Longside.

Membership Reminder

Renewal subscriptions of £18 are now due for 2011. Members attending the Strut evening meeting on **13th January** and those coming to the **AGM on 10th February** are asked to bring their cheque books with them. Those not able to attend these meetings are encouraged to post their cheques with the attached renewal forms asap to John Hope, Membership Secretary (*address at bottom of form*).

Strut AGM, Thursday 10th February 2011

The AGM agenda will be circulated with the February newsletter. One existing committee member, Jim Gale, has given notice of his intention not to seek re-election (although he will still be involved with the Build-a-Plane 3 project and with Strut events), so we would welcome nominations for election to the committee, plus any motions to be raised by members and nominations for the Strut's annual awards by **17th January**.

Next Meeting:

Thursday 13th January, 7.30 pm – Alan James- Building and Flying My Pietenpol

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.

Tailpiece *[With acknowledgement to Flyer]*

At the gates of Heaven, a furious new arrival is shouting at Saint Peter. "What am I doing here?" he screams. "Look at me, thirty five years old, fit as a fiddle, don't drink, don't smoke, never unfaithful to my wife, and here I am. There must be some mistake."

"Well, it does seem a bit strange. I'll get your file" replies Saint Peter. "What's your name?"

"Hemstock, Nigel", says the man.

"And what do you do?" asks Saint Peter.

"I run a small approved aircraft maintenance business".

"Right. Here's your file. Ah yes, it's quite simple" explains Saint Peter. "You died of old age."

"Old age?" screams the Maintenance man. "That can't be possible! I'm only thirty five!"

"Well that's as may be, Mr. Hemstock "But you see, we just totted up the hours of labour you've billed to your customers. And they all add up to 163 years..."
