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## DEVON STRUT NEWS – DECEMBER 2007

### Welcome to the Devon Strut: Co-ordinator's Comments

by Pete White

Our second visit to the Ley Arms had almost a party atmosphere about it as so many of you had taken the opportunity to dine before the meeting. What started as a table for four soon expanded to a table for eighteen plus several other Strut members were dotted about the restaurant on smaller tables and in all we must have had nearly forty for dinner. I'm not on commission but please do come and join us if you can as it is a great opportunity to get know fellow Strut members as well as enjoying a jolly good nosh.

Amongst the revellers at the table was our guest speaker, Francis Donaldson who later gave us all an extremely interesting talk, primarily on aircraft and engine modifications, (using the Sonex as one of the case studies) plus other items of technical relevance, to an audience of about 60. Having Francis as our guest was most informative and covered the whole design and build process and it highlighted just how hard the HQ Engineering team works to enable us to enjoy our hobby.



*Francis Donaldson*



*Barbara & Chris Puntis from San Diego chat with Pete White*

Once again we had members attending from afar; Redruth, Bradford-on-Avon and all points in between but having guests from San Diego must be a record. Chris and Barbara Puntis are 'ex pats', Chris being an ex-Folland apprentice who emigrated first to Canada and then to California via a stint with Boeing in Seattle. Being members of EAA Chapter 14, which is twinned with the Devon Strut, they decided to pay us a visit on their UK holiday. Chris has recently finished building a Sonex and apart from discussing with Francis the PFA-approved mods to correct problems with its longitudinal stability, he had many interested Strut members also wanting to know all about it.

A point I have mentioned before is what we as a Strut will call ourselves in the future? I have discussed this with several of you and below I have listed examples that have come up so far including: Devon Wing of the LAA, Devon Strut of the LAA, South Western Wing of the LAA, LAA Devon Wing, LAA Devon, LAA South West, LAA South Western Wing, and LAA Devon Strut. The term 'Strut' is well known within the organisation but it does baffle other people and I do feel that perhaps now is the time to leave that behind us and move forward, in unison with the Association name change. We are a democratic lot and it is after all **our** Strut so please contact me or a member

of the committee with your thoughts and suggestions so that we can discuss the options and make a decision at our AGM in January.

The last month's Co-ordinator's Comments included my thoughts on landing fees at fly-ins and did receive some response but not as much as I had hoped so please do get in contact, after all it is our.....? Our Fly-in and Events team has now finalised the calendar for 2008 which is shown later in this newsletter. There are some changes to our regular format and the three Regional Rallies have been allocated some prime dates but until we can return to a single national event we will have to work around them. Mind you, *our* Regional Rally at Dunkeswell will be the best of the lot as we have done all the planning, had the dress rehearsal and we have the best team! You will find your favourite fly-ins all listed and we also intend to include an Aviation Enthusiasts' Flying Day for existing and prospective Strut members.

Whilst on the subject of fly-ins...On behalf of the Strut I would like to give a big thank you to Brian and Margaret Anning who have been hosting the Watchford Farm event, one of the best loved and most successful fly-ins in our region for many years. Brian and Margaret made a lot of money for charity at the fly-ins but have decided to rest this event and we all wish them the best for the future.

The CAA Safety Evening is coming to town and will be at the College of Mark and John (Marjon) Plymouth (adjacent to the airport) on **Tuesday 27<sup>th</sup> November** at 19.00. Don't forget to bring your logbooks for an attendance stamp. This leads me to our next speaker; Kev Lambton, SATCO at Plymouth Airport, who will be in attendance at the Ley Arms, Kenn, Exeter on **Thursday 13<sup>th</sup> December** to talk about his job and how we can all work together. The meetings start at 19.30 for a 20.00 kick off and please come armed with questions but don't forget arrive earlier if you want to sample the cuisine.

All the best, Pete White

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## Has Build a Plane 2 Got The Right Plane?

By Steve Robson

The Build-a-Plane 2 'Spirit of Devon Youth' is making steady progress towards completion under the project management of Jim Gale (*see photos below*). After a lay off for the summer holidays and a short pause for some new mods to be incorporated, the pace is hotting up as large sections are finished and the focus of attention switches to installing the engine and connecting the various systems. But what of the aircraft itself? We've all seen what it looks like and to my eye it looks like a pert and purposeful little aeroplane but how will it fulfil its intended role after completion, taking those who built it flying.



I'd seen the X-Air Hawk for the first time at the Sport and Leisure Aviation show (SPLASH) in November 2006 and had the chance to give it a very cursory look over. At that time, Tim Gilmour White had not made the final decision about which aircraft to go with and there were a number of other contenders, all of which looked to be equally capable of fulfilling the role. It seemed that the competition would be tight and in the end the X-Air Hawk won, but why?

This leads us back to the question I raised earlier. It has to be able to take those who built it flying, and not only that, give them the opportunity to fly it for themselves. For this it needs flight characteristics that will make the whole experience a pleasure, and not too much of a handful for the budding young aviators.

I'd read a fairly comprehensive yet balanced flight test report in Flyer magazine some time ago that supported the view that it was a capable little machine and wondered if I'd ever get the opportunity to see if it would be suitable for its intended purpose in this case.

Although flying goes back a long way, Watchford Farm has an even longer association with motorcycle scrambling events dating back to 1959. A few weeks ago, a scrambling event was held at Watchford when Gordon Salter, the X-Air agent turned up, on his motorbike, intending to watch as riders and bikes pitted themselves against the various obstacles. Almost by accident he realised where he was and although he has flown over many times he hasn't actually landed at Watchford. After a brief introduction we had a cup of tea in the 'Watchford International Executive Lounge' (the caravan) and Gordon suggested that he'd like to pop down to the strip where his X Air Hawk is kept and swap his bike for the plane. After a quick nod and the last swig of tea he was off, returning 40 minutes later in his pretty little blue and red aeroplane. Observing from the ground as he came into the circuit, it was very quiet and the slightly swept back wings added to the attractiveness of the design. There was quite a stiff north westerly breeze but the Hawk was down and stopped in less than 100 metres without even trying.

After a brief guided tour of the aircraft Gordon asked if I'd 'like to go for a little flight around the area?' I think by the time he'd said 'flight' I was strapped in ready to go. Getting in is easy and there's not much to get hung up on, which will be a real bonus when the youngsters start flying. The car type harness slips on and fastens easily and all the controls fall easily to hand and foot, catering for a reasonable size range, so another good score. The cabin is quite spacious with a simple and easy to read instrument panel, another tick in the box. After a blade or two the Jabiru engine fired into life and we taxied out. I've never taken off across the shortest part of the field at Watchford, which is about 300 metres, Devon bank to Devon bank, but after lining up and accelerating away, by the time we crossed the far bank we were probably at about 100 feet. Shortly after that Gordon offered me the controls to have a play.

I should point out at this stage that I'm not a test pilot, but always hanker after being one so anything I write here is from the point of view of a keen amateur, rather than a professional. I found the controls to be positive and effective and it was quite a joy to roll into 45 degree turns and then reverse them. Pitch was nice and stable but as Gordon said, the rudder was quite light, but for me that is a bonus because it teaches good habits if you have to use your feet as well. It was quite a thermic day and I would have expected to get bounced about but not a bit of it. At 2400 rpm we were returning an honest 90mph, making this a very capable touring machine along with its 4 hour endurance. The aircraft seemed to cope well with all the ups and downs making fairly light work of the displacements. Again, this scores points as it is not over sensitive or twitchy but it's not a slug either.

After flying round for a while I lined up for an approach to see how it handled at lower speed and was amazed that for such a light machine it took quite a long time to slow down. At the speed of 60 mph control was still very positive and stable and at about 20 feet we went around without bother. Lining up for a second approach, Gordon managed the very effective flaps for me and we did the same again, this time making a full stop landing – me grinning.

So, is it fit for purpose? For me it is absolutely the right choice of aeroplane for this project. Not only is it easy to assemble, but once completed it becomes a fun little aeroplane with lots of character and capability that those who built it will be able to cope with. In more experienced hands it is capable of some astonishing things and makes a serious touring aeroplane too.



Progress is being made in building the Devon aircraft and it will come full circle on the 24/25<sup>th</sup> November when it will be displayed on the PFA stand at SPLASH. Then, in early Spring 2008, with great anticipation we are all looking forward to the day when 'Spirit of Devon Youth' takes wing for the

first time. I'm convinced that it will be fully suited to its intended role and thereafter will continue as a capable fun flying and instructing machine.

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## Flying the Fuji

by Steve Cole

Having recently been chatting to Mike Mold it appears that I am not alone in the Devon Wing of the LAA as someone who likes to turn himself upside down in his aircraft in order to put a big beaming smile on his face. Mike very kindly asked if I would do a little write up on the Fuji so here goes.

The Fuji Heavy Industries (aviation div.) was formed in 1953 and was the successor of the former Nakajima Company. Initially The Beech T-34 Mentor was produced under licence. Later a four seat version of this aircraft called the Nikko was built. In 1964 the Fuji FA 200 was designed and the prototype first flew on 12<sup>th</sup> August 1965. The plan was to build a multipurpose four seat light aircraft not as expensive as the Nikko but basically capable of performing all functions of this aircraft. The Fuji Fa-200 was therefore certified in the normal (4 seat), utility (3 seat) and aerobatic (2 seat) categories and was built to the same military standards. It was intended to later develop STOL and seaplane versions, but only 298 aircraft were built in the period 1968 – 1986. Three versions were made: the basic 160 hp version, a 180 hp model with constant speed propeller and a 180 hp version with fixed pitch propeller.

Sometimes called Subaru (Japanese for what we call the Big Dipper) the aircraft never gained the popularity it deserved, because in fact it is quite nice to fly. A special flat four liquid cooled engine was even developed for it but never used. This engine was later used incidentally, in the Subaru range of cars! Long underrated, the aircraft is now slowly gaining collectors status and is quite useful for basic aerobatics being stressed to +6/-3 g's.

I have owned this aircraft for nearly three years now and the longer I have owned it the more I have appreciated it. Now it's not as cheap as an LAA type, but so far has cost me no more to buy than the equivalent Piper or Cessna and what's more it has no life'd airframe parts. Fuji will still make you parts if they are needed, but my aircraft is maintained by Colson Aero Services at Stockton in Wiltshire who specialize in Fuji's and they are able to get most bits remade, not that you ever need many, the bits that do break tend to be the American bits and they are not hard to come by.

The Fuji is a Jack of All Trades, truth be told, but for it to do all it does any better you would have to buy two aircraft. It's not a bad tourer and will carry four fairly large adults on half tanks. I guess I could go on about cruise speed etc and I've added some specs below but really it's the aerobatics that most people are interested in.

The Fuji does lose some height in performing aerobatic manoeuvres. However, I'm sure that much of the height loss is down to the pilot and not the aircraft. With practice I've managed to perform aileron rolls with no loss of height, barrel rolls and loops. Stall turns are great fun and spin recovery is very easy. The pilots'



operating hand book shows it can perform a clover leaf, flick roll, Immelmann turn and Cuban eight, so for a big aircraft (it's actually heavier than a Warrior) it is very agile. You might expect it to have some vices but unless you do something really stupid it won't bite you. I took an instructor up the other day and we performed a few stalls. As we got well past the stall buffet and the aircraft still didn't drop a wing his comment was 'that's not very scary is it' (he then made sure we tested its aerobatic capability – just to be safe of course). To sum up the Fuji experience there is nothing better than flying to an LAA fly-in with the canopy back on a hot sunny day, having a cup of tea and a cake, flying back to Exeter and before coming in to land doing a few LAROSA'S (loops and rolls on sunny afternoon) to finish the day.

Basic data for the 160 hp version: 160 hp 122kW Avco Lycoming O-329 engine. Maximum speed 122 kts; economy cruise 90 kts; range 690 nm. Empty weight 620 kg; maximum 1059 kg Span 9,42 m; Length 8,17 m; Height 2,59 m.

If you fancy getting involved with flying the Fuji then I operate a non equity group around the aircraft; just give me a call. – Steve Cole, Tel. 01395-578999

## Improvements to Jodel D120 G-BHXS

by Richard Walker

I brought this aircraft in August 2006 and over the period January to May 2007 carried out much improvement to the layout of the controls and other aspects of the aircraft. Probably one of the biggest changes was to move the positions of all the controls. When I brought the aircraft the carb heat was on the far left hand side of the panel, the mixture was on left hand side, the throttle was in the middle and the trim just right of centre.



If all the controls had been original then I would have retained them but as they had already been messed about with and not in a very satisfactory arrangement I decided to change them to a “normal” configuration. All the controls were removed and fitted to a metal panel in the centre below the instrument panel in the order from the left of carb heat, throttle, mixture and trim, and the throttle cable was renewed completely. The existing trim which is a vernier control, like those fitted on the mixture of most modern light aircraft, was retained and works well as you can make large changes of trim or just turn the knob for small changes and the trim is always locked. People who have no locking device on their trim tell me that it often creeps and has to be re-adjusted.

The biggest problem was with the fuel system which had a return line from the discharge side of the mechanical pump which returned to the electrical pump suction. This worked until I took the fuel lines off to have new connectors fitted after which it seemed impossible to prime the system and prevent the pumps from loosing suction. After much pushing of the aircraft in and out of the hangar and trying various ways to prime the system we blocked the return line and the engine ran perfectly. David Storey, my inspector, suggested that we delete the return line and this we did by having a new fuel pipe made up and the engine has worked perfectly ever since.

Another job was to replace the brake master cylinders which appeared to have come out of some car, certainly not of any aircraft type, another of the many bodge jobs on the aircraft. The brakes now work quite well with much bleeding and the renewal of the flexible hoses to the disc callipers and also replacing the pads which were badly worn.



Other jobs have included making and fitting new engine baffles, tidying up the engine compartment and fitting new air hoses. Removing and refurbishing some of the wiring, another bodge job, and fitting a new ASI as the previous one was not the correct range. We have also fitted ptt switches to the tops of the sticks, moved the position of the intercom to between the two seats on the after bulkhead, which necessitated lengthening the intercom cable to the hand-held radio and fitting a 9 volt supply from the aircraft to the intercom which avoids all those flat 9 volt batteries when you forget to turn the intercom off!

After much searching I found someone to make me up some cellulose paint to match the white and blue of the aircraft and he did a superb job matching it perfectly and at a very realistic price. This has meant that we have been able to touch up the aircraft and even re-spray some parts, such as the propeller, to match the aircraft. I must thank David Storey for all his help and advice and to agreeing to all the many minor changes I have made to the aircraft. I am pleased to say that the aircraft is even

more of a joy to fly than it was before but there are still many jobs that need to be done to carry on the improvement process.

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Strut committee member David Millin had a recent business trip to Florida and took the time to experience the delights of the Warbird Adventures' T6 N452WA at Kissimmee. WA's air museum includes several Harvards and Stearmen (?) but the main restoration attractions are two FW190s.

<http://www.warbirdadventures.com/news.htm>



David Millin before his Harvard experience at Kissimmee



FW190 being restored at Kissimmee



Barry Enock's Menestrel 2 approaching time for F/F



Mike Lodge's Stinson HW-75 G-AFYO

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### **Oil Breather Fixes on Continental Engines (Abstracted from the internet by Mike Mold)**

Nearly every owner of a Continental-powered aircraft has had this problem and is looking for the cure for the oil smears and streaks on the landing gear and belly of his or her machine. The routing and exit of the oil breather line cause most of these streaks and smears. Even if the oil loss is small, a tiny amount of oil makes a big mess of the belly when combined with airfield dust and dirt.

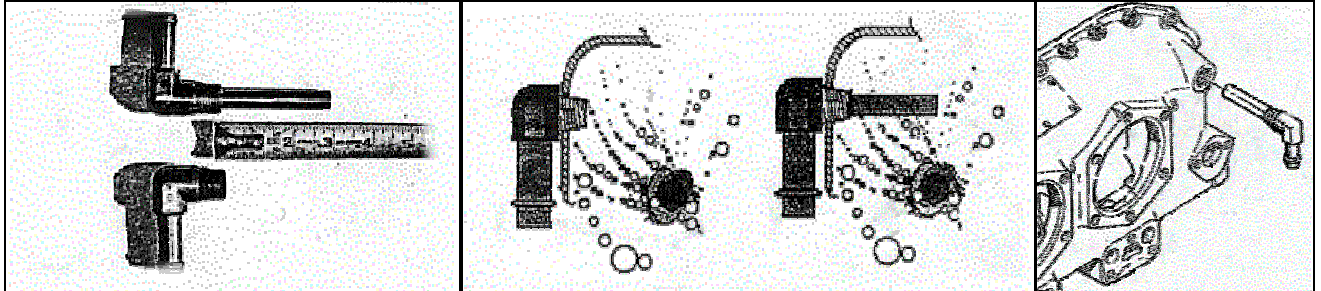
Talk with a half-dozen aircraft engineers and you'll get half a dozen different recommendations for how to correct the problem. Various oil-air separator pots are available (including from Aircraft Spruce, LAS and Andair) and Peter Smoothy (AirWorld UK) sells an ali breather pipe assembly that has PFA approval but these all address the symptoms and not the underlying cause.

Continental did do a breather oil loss "cure" on the O-200s but it wasn't explained and no part number was listed anywhere. After doing some serious digging among the various Continental parts and service manuals, the Continental recommended "cure" can be found in the O-200 service manual. Continental's cure was to modify the brass right-angle breather tube fitting (AN 842-10) that screws into the top right-hand corner of the engine and attaches to the breather hose. The modification involves attaching a tube to the end of the fitting, which goes into the engine. The purpose of displacing the pickup opening of the fitting is to "hide" the opening from the droplets of oil flung by the

cam and the front bearing. Comparing the stock breather tube to the modified breather tube, the modified version has an approximate 2-3/4 inch extension that is inserted into the breather tube cavity on the crankcase.

The new Continental assembly number is 633182, but it is almost impossible to find in the parts catalogue. It is made up of the usual AN 842-10 fitting and the new extension tube. The new tube's part number is 633250, but it isn't in the parts catalogue. The most effective solution is to make one or have one made and sanctioned by your inspector & PFA Engineering instead of buying it from Continental because the price seems to be outrageous. (In the 2000 catalogue it was listed at nearly \$240!)

Sketches and photos tell the story better:



The added tube is of copper, brass, or steel with the outside diameter machined to fit inside the bored-out portion of the AN 842-10. The difference in outside diameter of the pipe and the inside diameter of the fitting should match the process used to join them, e.g. about five-thou for brazing. Brazing is stated to be compatible with the other materials of the engine.

See <http://www.mooneymite.com/maintenance/continentalbreatherfix.htm> and <http://150cessna.tripod.com/c150o200ainsp.html>

N.B. Lycoming have just issued a Mandatory Service Bulletin on all Marvel-Schebler, Facit and Precision carburetors regarding threads stripping on bolts retaining the float bowls. <http://www.lycoming.textron.com/support/publications/service-bulletins/pdfs/SB366A.pdf>

Precision Airmotive, manufacturers of MS and Facit carbs recently announced that they would be halting production due to their inability to obtain product liability insurance. That move prompted concern in the vintage and experimental aircraft communities as Precision was the only manufacturer of the Marvel Schebler float carbs used in many type-certificated aircraft engines. A group led by Tim Henderson, president of Aero Accessories, and others from Tempest and Precision Airmotive saw a significant need for someone to continue that product line. The acquisition and relocation of the production line from Seattle, Washington, to Gibsonville, North Carolina, will be completed by January 31, 2008. The product line will eventually be integrated into the Tempest engineering and research & development programs and be sold as "Tempest" products, as they did when Airborne dropped out of the vacuum pump business.

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## Aeroletters

### From David Hayman: Branscombe Airfield

We Need Your Support - Please Can You Help? Application for Planning Consent for Continuation of Existing Use of Branscombe Airfield. The planning reference number is: 07/3197/FUL.

Branscombe Airfield is under threat of closure due to the change of ownership. On Friday 9<sup>th</sup> November 2007 we submitted our application for the continuation of existing use of the airfield to the East Devon Count Council (EDCC) and we are expecting some opposition to the application. We would like to be able to show that there is an enormous amount of support for the Airfield. To help support the continuation of the existing use of Branscombe Airfield we would be very grateful if you would at the very least click on the following link and submit your comment of support for the airfield and associated events and businesses. If you have the time please add your own comments and

reasons for supporting the Application. For a stronger case, a hand written letter addressed to the Planning Office would be very helpful.

The full Application can be downloaded from the internet from the following link:

[http://planning.eastdevon.gov.uk/PublicAccess/tdc/DcApplication/application\\_comments\\_entryform.aspx?caseno=JRJX30GH03P00](http://planning.eastdevon.gov.uk/PublicAccess/tdc/DcApplication/application_comments_entryform.aspx?caseno=JRJX30GH03P00)

Our application is simply to continue to use the airfield as it is and not to change anything. We have requested that we be permitted to continue to run the Branscombe Air and Classic Car Show and we have also requested permission to hold an Air Experience Day for under-privileged children and Air Cadets. The Air Show up to now has been running for over 16 years and has raised over £100,000 for many charities. This is due to an extraordinary bunch of people who have given their own time and ensured that the events were a success. If the planning consent for the airfield is denied or restricted it is very likely that we will not have another event here, so we really need your support now and the clock is ticking. Even if you haven't received funds raised by the Air Show please could you show your support by putting pen to paper and write to me (David Hayman) at Branscombe Airfield, Higherlands Farm, Northern Lane, Branscombe, Devon, EX12 3LB or the Planning Department, East Devon District Council, Knowle, Sidmouth. - quoting the Planning Reference Number [07/3197/index1FUL](#), to reach the council before 6<sup>th</sup> December deadline.

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**From Graham Clark: Owners of Jodel DR1050 or a 1051 on a UK Private Cat C of A.**

We don't yet have it in writing, but Jeremy Liber (DR1051 G-AYGD) has been told by the head of UK CAA Applications and Approvals, Mr Howard Dyer, that the CAA has decided not to wait for an EASA announcement on the issue of Private Category C of A or UK Permits to Fly. Jeremy was told the CAA has just concluded that the DR1050 and DR1051 no longer meet the requirement for a Private Category C of A. For some obscure reason, the CAA wishes to be seen to 'consult' rather than lay down the law (are we flying illegally?). Let us leave them in no doubt. So, Gentlemen, if you have a 1050 or 1051 on a UK Private Cat C of A, write now to:

Mr Howard Dyer, Applications and Approvals, Civil Aviation Authority, Aviation House, Gatwick Airport RH6 OYR; and request a transfer to 'Permit to Fly' administered by the PFA, on expiry of your current CofA. Please copy your letter to Barry Plumb and Francis Donaldson via [engineering@pfa.org.uk](mailto:engineering@pfa.org.uk) If you know a Jodel owner not on the Yahoo! list, please pass on the message, (also posted on the PFA Bulletin Board). I smell a tea party! Regards, Graham.

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**From: Chris Puntis, EAA Ch.14 San Diego**

Dear Pete, Just a note to say how much I enjoyed my visit to your Strut meeting (*November 8<sup>th</sup>*). The welcome was a warm one and Barbara and I thank you. I learned a lot and will pass on some of the wisdom to Chapter 14 when I return. Season's greetings, Chris

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**From John Holden: Free Landings**

Pete,

I tend to support your view on free landings. When everything else in aviation costs an arm and a leg, and some of it to no great positive purpose, it seems churlish to deny airfields the wherewithal for their survival - and landing fees are usually relatively small beer anyway in the great scheme of things.

That said, I'm afraid I am guilty of using free landings and, because my machine is frugal and prefers a diet of mogas rather than avgas, I don't even refuel very often "away" - although I do make a point of always having a cup of coffee and something to eat at the host airfield concerned.

I often discuss with those in control/reception at the "freelanding" airfields why they do it and whether they mind accepting the vouchers. Many are surprisingly positive and the remainder stoical; but it doesn't leave me feeling any happier about it.

Of course, one could fly in and simply not use the voucher. I suppose I justify myself by recognising that I will use a free landing voucher - as I did today - to fly to an airfield I haven't visited before and probably wouldn't otherwise have flown too. If I like it, I will likely make a return visit and then pay the



fee. Similarly, I will use a free landing to make a trip to somewhere I know but wouldn't ordinarily bother to visit (e.g. Kemble in November courtesy of Today's Pilot; ordinarily too short a hop for me to be worthwhile) - so there is generally some marginal benefit in it for the airfield, or at least for their catering arm. The other side of the coin is that airfields don't have to participate in these schemes if they don't want to. I can't think that the aviation magazines have such editorial or advertising clout that they could make life difficult for an airfield that doesn't participate. So all in all, I tend to support your solution of encouragement for half price landing fees. Still an incentive for pilots and still some direct reward for airfields, most of which must surely struggle to pay their way in today's rapacious times.

Cheers, John H.

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### **From Chris Howell: Circling the Patch – Free Landings.**

This month, if I may, I will respond to Pete White's comments about Free Landings. When I took up the torch as Fly-In Organiser, circa 1996, it was standard that most fly-ins were free from landing charges and that was part of the appeal to have a social get together and have some good tucker. At that stage only Watchford Farm raised funds for charity and the Annings have been very successful in that department. I have spoken to Terry Case at Farway and over the years he has tried a range of collections, some more successful than others, and again, has donated much to charity. Nigel Skinner at Eggesford has never formally charged a landing fee and when pressed, suggested a donation.

It is fair to say licensed aerodromes have considerable overheads and I whole heartily agree with Pete's suggestion that Strut members would be happy to pay half price fees to encourage them to fly out and support the local airfields. Many aerodromes have hangar space and this provides a welcome regular income, winter and summer. Bolt Head has, as part of its lawful use, the right to keep six aircraft there but business rates would take up more than half the rent if the farmer erected a hangar. At grass strips the landing charges may just about cover the cost of cutting the grass. Please remember not all farmers are of the flying variety. Malcolm Squire, owner of Bolt Head, has very little interest in flying but was encouraged to keep a grass strip for aircraft by his late friend Chris Millward. John Cummings then organised a small group to look after grass cutting and general maintenance and collected a fee on Malcolm's behalf. Then John Cummings, together with John Kempton, organised an application for lawful use. This was successful and Malcolm extended the strip to 620 meters which in its self was not easy as Malcolm had to negotiate a rent with his uncle who in turn had rented the field to another farmer. This was all agreed and now enables us locals to enjoy a very pleasant facility.

Halwell has a slightly better arrangement as they have community sports club status and therefore lower overheads all round. Halwell began many, many years ago when a group of keen flyers badgered another local non-flying farmer to give up some of his land. Keith Wingate administered many improvements over the years and with Stuart Chambers' skills and persistence in acquiring the Community status, South Hams Flying Club now has eight purpose-built hangars and planning permission in place to fly from the field.

It could well be that times are changing and we need to create a collection at fly-ins. Lundy Island was one of the first venues that generated a landing fee. It was recognised that it is quite a privilege to land there and the island survives solely on tourist income so we all felt quite happy to pay our dues. Last year, for the first time, we could book in and pay the fee at the landing strip whereas previously a walk to the tavern and hunting out a member of staff was required. From that time forward many more airfield operators recognised that a fly-in was a great way to give something back to a local charity.

During my years in office as Fly In Organiser and then Strut Co-Ordinator I negotiated many reduced landing fees at various commercial airfields as a benefit to Devon Strut members. Some remain today, namely Plymouth and Dunkeswell, where members enjoy lower landing charges. The airfields seem quite happy to administer these offers and although they do cause some challenges they seem popular with our members. Block landings can be purchased at many aerodromes and is a good way to support your local facility. There are more than enough completely free landing vouchers in the aviation magazines and a list is published in this newsletter each month. For a modest outlay a

magazine can provide tremendous value for money and be quite entertaining to see if all the airfields listed are visited. Running aerodromes is a very complicated and costly business and they need all the income possible if we are to continue enjoying their facilities. We all contribute in one way or another, by storing aircraft in the hangars, membership fees to the clubs, landing fees, uplifting fuel, bacon butties in the food halls and supporting the maintenance facilities. AOPA is still adding aerodromes to the CAP 6679.2c to encourage aerodromes to sign up and agree not to charge pilots for landing following an emergency or weather diversion. Plymouth City aerodrome has signed up; come on Exeter, do the decent thing!!!!!! Somebody please petition Exeter to join this worthy scheme. – Chris.

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***[Cardiac problems can creep up on us all with differing degrees of surprise. At best they provide a wake-up call and emphasise the need to follow the right diet, exercise and lifestyle with maybe a reliance on the NPPL. At worst, there's no wake-up call at all so I make no apologies for including the following text from Jonathan in full – Ed]***

### **From Jonathan Pote: An Appeal for Medical Research Funds**

Hi Everyone, A year ago I came as close to death as anyone would wish. Lynette, my wife, when confronted with this unexpected situation, kept as many people as possible informed via my email address book, but if you were not one of them, sorry. In brief, I had a leaking mitral valve replaced, but it did not go to plan and I am only alive because of the most recent advances in cardiac surgery and intensive care. Not only alive, but running my first half-marathon on the very day a year after I recovered consciousness, trying to raise funds for medical research as I do so. Although it is the Auckland City Hospital research fund, medical advances made anywhere are rapidly spread throughout the world by learned journals and personal contact of specialists, so it is for universal benefit. In New Zealand, donations to charity reduce your income tax bill, rather than the government refunding the tax to the charity. That does disadvantage donors elsewhere, sadly.

Please have a look at <http://www.fundraiseonline.co.nz/JonathanPote/> and read the article below, which is the basis of articles being published this Thursday in my local NZ paper, and the North Devon Journal Herald. At least you are spared the photos of me running by the Tasman surf, 'Chariots of Fire' style! As to news, well life here is great. I'm spending as much time as I can on Conservation, both of nature reserves (a lot of endemic NZ species have only a tenuous grasp on survival) and the fabulous array of historic military and civil aircraft in museums and collections around Auckland. Hopefully I'll get a full news email out when this race is over.

### **An Appeal for Medical Research Funds**

In late 1998, life seemed perfect as I gazed upon the several peaks of Kangchenjunga, the third highest mountain in the world, in remote eastern Nepal. With the other expedition members, I had tramped over 150 km to the 5,400 meter high base camp, only two years after collapsing whilst out jogging, and then finding then myself with two coronary artery grafts at the age of 47. I had no risk factors then, never a smoker, fairly fit, never overweight. "I guess you are just unlucky" the surgeon had said. Well, now I felt very lucky indeed, and would have felt even better had I known I would soon marry a Kiwi and move to New Zealand.

The next chapter started slowly, even insidiously. A murmur, over the mitral valve of the heart, was barely audible, and stayed that way for years, causing me no symptoms, and my doctor no concern. A couple of years ago however, whilst walking in the Pyrenees, suddenly the effort was greater, and my heart thumped within my chest. I had developed atrial fibrillation, an irregularity of the heart rhythm. Inconvenient, yes, but treatable and not too much trouble. Just over a year ago however, the slippery slope started – more and more fatigue, despite various medications which were of little help. That slippery slope steepened rapidly and within weeks getting up the gentle slope of the garden to the house became a two stop slog. Five meters per rest. My cardiologist expedited my admission for a valve replacement. By then, even with large doses of diuretics to squeeze out the excess fluid that my kidneys no longer had the blood supply to remove naturally, walking around the house required strategically placed chairs for frequent rests. It is impossible to be certain of course, but based on the previous few weeks experience, I thought I had at most two weeks left to live when I was admitted to the Waitakere Hospital for a week's complete bed rest and investigation. Those last emails to family and friends are not easy when you hope for great improvements, but know that death

is a real possibility. An angiogram showed the coronary arteries to be at least as good as 10 years before, possibly better, proof that improved diet and increased exercise do indeed help. The mitral valve, however, was leaking catastrophically. As the anaesthetic took effect on me in Auckland City Hospital's cardiothoracic theatre, there was a brief moment of peace and happiness. At last it's happening I thought, I'll be fine soon.....

But it was to be ten days before I knew of anything else. Ten days of terrible strain for my wife and family, friends, and not least for the surgical team and the nurses of the Cardiovascular Intensive Care Unit (CVICU). The surgeon had promised to phone my wife as I left the Operating Theatre "in about four hours". It was to be eight hours before that call came:- Not only had the previous surgery left scarring that greatly complicated the procedure, but it had proved almost impossible to get my heart to beat strongly enough to keep me alive after the artificial valve was in place, so I had remained on cardio-pulmonary bypass for hours whilst the surgical team tried to achieve what now seemed impossible.

Finally I was moved to CVICU, and my wife told that I had at best a 20% chance of living, half that of being able to leave hospital, and even then "quality of life unsure" – the brain may be severely damaged. It was far from over – next day, the heart beating ever more weakly and after the consultant surgeons could reach no consensus as to the best course of action, my surgeon bravely decided that the least dangerous course of action was to re-open the chest to relieve the pressure on the heart, and insert an aortic balloon pump. This device pumps blood around the vital organs after the heart, triggered by a pacemaker, had weakly expelled it from within the heart. The blood pressure was barely measurable, however, and my kidneys shut down. For two more days my chest remained open, the feeble heart visible, driven by a pacemaker, aided by the aortic balloon pump, whilst my lungs were artificially ventilated, my kidneys artificially dialysed. I was not doing a lot for myself! Our children had returned immediately from around the world, sons from England, daughter from India. They counted seventeen tubes and wires entering my body.

Progressively life support measures were reduced, and on the tenth day I recovered consciousness. There was little pain - the wound was well healed by now – but I was completely helpless. The nurses were absolutely magnificent, combining the centuries' old skills of hygiene and care of body and mind with the latest in technology to aid my bodies' recovery. They worked twelve hours on, twelve off, with added time to brief their colleagues. Quite often, two alternated for a few days, continuity of care at its best. Whilst there was one nurse per patient, some procedures need the muscle of two or more, so they were frequently helping one another. No rest at all, it seemed. My wife and sons were allowed to mount a vigil around the clock, that being of some help to the nurses, but of enormous benefit to me. I didn't help matters by having hallucinations – whilst my body remained firmly in CVICU, my mind was off around the world, at sea, in the mountains, everywhere. The memories of those hallucinations remain quite clear today, whilst I have only very dim memories of CVICU itself.

About three weeks after the surgery, I was moved out of CVICU onto the cardiac surgery ward, firmly told I would not be home for Christmas, a month away. Now the nursing was less specialised, but the physiotherapist and occupational therapists worked hard to get me on my feet. It was hard work for all. I had lost fifteen kilograms, and had little excess fat to begin with: my body had survived on its muscle as much as on its fat reserves. That I had no bedsores despite a circulation so poor that my toenails dropped off later is proof of the very best nursing care. Gradually, I began to navigate from chair to strategically placed chair around the ward, and then could reach a toilet unaided. Bliss! And I was home well before Christmas.

Given the chance, and a little determination, I have looked over into the abyss, but made my way back to good health. Six months after surgery, I walked across the Waitakere range from the Cascades to the sea and back, and on 17<sup>th</sup> November I will enter the Kerikeri Half-marathon. That will be my first ever long distance run, a year to the day since I recovered consciousness, "with a ten percent chance of leaving hospital, quality of life uncertain". I feel that for me to even think of doing so is an amazing tribute to all in the Auckland City Hospital Cardio-thoracic unit.

I am a retired doctor myself, and in the 1970's was a Cardio-thoracic surgical registrar in Australia. From then to my first surgery in 1996, and now again in 2006, I have seen huge strides forward in what cardiac surgery can achieve, but I firmly believe that New Zealand has a cardiac surgery

expertise (and indeed healthcare in general) second to none in the world. I was very lucky indeed to survive, and needed the most modern surgical and nursing skills and care to do so.

I can never repay those to whom I owe my life, but I am trying to make a gesture by fund raising on that marathon. I hope some people who have benefited from this care, or who may do so in the future (and that's everyone!), will feel able to contribute to the Green Lane Research and Education Fund. This was founded in 1971 when many specialist departments, including the cardiac surgical unit, were based at Green Lane Hospital. It continues its valuable work today from Auckland City Hospital, supporting research and advances in many important branches of medicine and surgery, finding solutions to practical problems of patient care rather than supporting theoretical studies. Who knows – one day, perhaps soon, you or another person close to you may need that state of the art procedure that saves a life in circumstances not long ago thought impossible.

You can donate securely on line to support the Green Lane Research and Educational Fund at <http://www.fundraiseonline.co.nz/JonathanPote> A message of thanks, and an IRD compliant Tax Receipt is automatically sent to you. For those not in New Zealand, rest assured that medical advances anywhere spread very quickly throughout the world via 'learned journals', and the continual movement of doctors internationally to gain experience.

**Update:** It's over, and was a great success. I completed the 22.1 km in 2h 55m, with enough puff left to 'sprint' the last 4 km to get under the three hours. Lynette finished in a very creditable three and a half hours, and I was able to back-track a few km to accompany her to the line. The event was superbly organised, and a pleasure to compete in. The web page remains open. Do visit it to view the comments/blog and see how it is going. About \$2500 or 1000 GBP so far, with a target of \$10 000. Now it's back to laying 6 - 8 cubic meters of stone on the drive.....  
Cheers Jonathan

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### Insurance Consultation

EU requirements on insurance for aircraft operators [us] became applicable in April 2005 and were implemented in the UK amid some confusion. Insurance for passengers, minimum levels of third party cover related to MTOM and cover for claims arising from acts of war and terrorism all became mandatory and were bound to make the cost of GA flying higher. Well did they? Rates of airline insurance have apparently dropped by forty percent since implementation of these regulations. I doubt ours have.

The EU Commission is required to report to the EU Counsel and Parliament in early 2008 on the impact of these Regulations and we now have an opportunity to feed back experience and suggestions for change or improvement. There are real opportunities here to propose changes including reduction of requirements for non commercial operation of aircraft under 2,700kg MTOW – (that's us) and highlight inconsistencies in application of the regulations between member states, Opinion is also sought on means to minimise impact of the Regulation on heavy historic aircraft such as Sally B – outside our direct remit but encouraging to all aviation enthusiasts

See the consultation [http://ec.europa.eu/transport/air\\_portal/consultation/2007\\_17\\_11\\_en.htm](http://ec.europa.eu/transport/air_portal/consultation/2007_17_11_en.htm) and there is a link to the [EC Regulation](#). PFA's Response: [http://www.pfa.org.uk/issues\\_list.asp](http://www.pfa.org.uk/issues_list.asp) & [here](#).

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### December Free Landings

**Pilot:** Cottered (Buntingford), Peterlee (but with restrictions), Plymouth City, Seething, Shipdham,

**Flyer:** Bagby, Bourn, Fishburn and Sandtoft - plus one more

**Today's Pilot:** Fishburn, Popham, Sibson and Wick

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### FOR SALE:

**Aeronca 65CA Super Chief** 1941. Rare 2 seat side by side aircraft in first class condition. Cont. 85hp engine. Millennium cylinders, Slick magnetos, Sensenich propeller, excellent touring aircraft, 90mph cruise with superb STOL, 3.5gph (Mogas), 70lbs baggage capacity, 300 nm range, radio, GPS, Mode C transponder, £14,500 ono. Contact: Phil Brewer 07962 646035 or Pete White 01752 406660 / 07774 017704.



**Mode S Latest News:** This link <http://www.pfa.org.uk/PFA%20Turweston%2017%20Nov%2007.ppt> shows the PowerPoint presentation given by the CAA at Turweston on the 17th November but importantly, there is that a further consultation that will be happening in the new year and we will be looking for members views of the plan for Phase 2. Regards, Peter Gristwood.

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### LAA – Devon (?): Fly-In & Event Calendar 2008

Date	Location	Host/Organiser	Tel for PPR
May 3 <sup>rd</sup>	Bodmin	Pete White	01752-406660 / 07774-017704
May 4 <sup>th</sup>	Plymouth	John Kempton/ Steve Leach	01548-842057 01752-785452
May 31 <sup>st</sup> / June 1 <sup>st</sup>	Dunkeswell R/Rally	Dave Silsbury	01752-690358
June 29 <sup>th</sup>	Halwell	Keith Wingate	01548-857531
July 27 <sup>th</sup>	Branscombe	Bill Hayman David Hayman	07920-263956 01297-680259
August 3 <sup>rd</sup>	Lundy Island	Pete White	01752-406660 / 07774-017704
August 17 <sup>th</sup>	Treborough	Mark Weatherlake	01984-641179
September 6 <sup>th</sup>	Belle Vue	Jim Gale	07887-906789

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### Next Meeting:

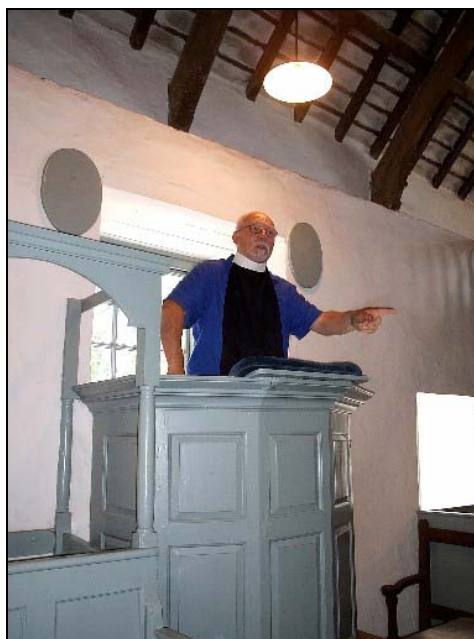
Ley Arms, Kenn, Exeter. **Thursday 13<sup>th</sup> December 2007**, 7.30 for 8.00 p.m. <http://tinyurl.com/2zw3dq>  
Kevin Lambton, SATCO at Plymouth Airport, will be our guest speaker.

The Ley Arms is reached by exiting the A38 at the Kennford junction, adjacent to the Shell petrol station and following the minor road eastwards for 1km from Kennford into Kenn village.

### Future Meetings

Thursday 10<sup>th</sup> January '08 **Strut AGM** followed by the **Derek Boyce** slide show.  
Thursday 14<sup>th</sup> February '08 **Polly Vacher**. Aviatrix extraordinaire will be our valentine for the night.  
Thursday 13<sup>th</sup> March '08 **Rob Midgely**. Shell Oil's technical expert.  
Thursday 10<sup>th</sup> April '08 **Bill Leary**. AN2 Club. Discover this big biplane and how to fly one!

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Thou *shalt* enjoy a Yuletide packed with fun.  
Happy Christmas to all members from our very rev'd Co-ordinator and committee

