



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

## DEVON STRUT NEWS – January 2009

### Welcome to LAA Devon Strut - Co-ordinator's Comments

by Pete White

A temporary change of working airfields from Dunkeswell to White Waltham for our guest speaker Simon Bailey made fitting in his talk at the Ley Arms an impossible task for him but after a couple of phone calls we were able to bring forward our March 2009 guest, John Webster, which culminated in an interesting and enjoyable evening. It was fortuitous that John was to be with us, as he was able to assist Sharon Claydon in donating to us the latest Strut trophy, the Mike Claydon Trophy for the best home built, rebuilt or renovated Strut aircraft, in honour of her late husband.



John began with a short resume of Mike Claydon's aeronautical life followed by the presentation of the trophy. Sharon presented a beautiful scale model of Mike's Easy Raider G-OEZI and the Strut will treasure this for many years to come. Then John slipped into his role as guest speaker and enthralled us all with an excellent illustrated talk covering early air traffic methods and aids from London Airports, Croydon, Heathrow and Gatwick; then on to other related tasks he was involved with during his aviation career.

The preceding Sunday was another successful Strut Scramble, when about 20 Strut members flew to Old Sarum on 7<sup>th</sup> December to support the aerodrome's winter fly-in initiative (*see article by Peter Gristwood*). It is hoped to have more 'Scrambles' during the winter months if the weather allows and then to continue the format through the year, which will help if the scheduled seasonal events are cancelled due to bad weather.

As a committee we are endeavouring to satisfy the needs and wishes of all our Strut members and later in this newsletter you will see our 'Strut Plan' which details all that is available when you join the Strut. We offer a variety of options and choices of events from fly-ins, fly-outs, 'Strut Scrambles', a SW Regional Rally, evening meetings with speakers, Young Aviator events, a Scout Aerocamp, a Build-a-Plane 2 project plus many other features. It is not compulsory to be involved in everything but you can do just what suits you. We have many more events than most of the other Struts around the country can offer their members but unfortunately, we have learnt of a small element of dissatisfied people who perceive that we do not offer very much and feel our direction is not as they want it. If you feel this way, please communicate constructively with us and we will be very happy to consider your proposals, which after all, could benefit us all in the long run. Until we are approached formally and the matter can be discussed we cannot action anything at all; mind reading is not our forte! However, Steve Robson, on behalf of the committee, has written a response to these concerns, to be read in conjunction with our Strut Plan for the coming year.

Those of you that may have been on one of the new LAA Training courses will appreciate their value and due to their popularity more venues around the UK would be a very useful addition. Our local LAA engineering guru, Dave Silsbury, has offered to run a course on 'wood and fabric' to be held in Devon so please contact Brian Hope at the LAA to book your place. (Yet another addition to the list of positive assets offered by the Strut).

Recent news from the LAA, announced that a 'single Rally' will be held at Sywell over the weekend of 5<sup>th</sup> and 6<sup>th</sup> September 5<sup>th</sup> 2009 which could be a return to one major annual event attracting aviators from across the UK and abroad. *Naturally*, this will have to prove to be a success if a permanent return

to a single rally is viable. Despite this latest move agreed by the LAA EC, we are still going ahead with our regional event at Dunkeswell on 4<sup>th</sup> and 5<sup>th</sup> July 4<sup>th</sup>, especially as it will be our celebratory 30<sup>th</sup> Anniversary Rally. Yes, next year will be 30 years since the formation of the Devon Strut and I appeal to any of you that may have photographs or literature from that period that you may wish to loan for us to copy and feature at our event.

Some good positive news from Branscombe; they have won their right to continue as an airfield plus the permission to hold Devon Strut days and hold the classic Air Day in July. There are some planning restrictions but it is great to see that common sense and fairness has prevailed. Well done David Hayman and many thanks to all of you out there for making an effort to help David and his family during this difficult time.

We have adopted a set of Strut rules based on a model provided to all Struts by the LAA. These make provisions for governance, membership, subscriptions, day-to-day management and resolution of contentious issues. The Strut Rules will be posted in the membership area of the Strut website homepage.

The budget set for Strut activities in 2009 requires the subscription to be increased from £15 to £18. Over recent years a significant number of members have failed to renew their subscriptions promptly and required repeated reminders by members of the committee, often several months into the New Year. Now, in line with the Strut rules, if existing members do not renew by the end of February they will be considered to have resigned. However, for members renewing before the end of February 2009 the rate will be held at £15. For late rejoins and new members joining in March or later, the higher rate of £18 will apply.

*Minutes of the 2008 AGM were published in the February 2008 newsletter, which is available on the Strut website: <http://www.devonstrut.co.uk/pages/newarticles/NL0208%20for%20web.pdf>*

The agenda for the forthcoming Strut AGM is attached to this newsletter together with the Strut membership application form for 2009.

The next time I will see you all will be at **the AGM on Thursday 8<sup>th</sup> January** and we are fortunate to once again have Derek Boyce along to give us a photographic round-up of what happened in 2008. Between the AGM and Derek's spot, Strut member Sarah King will present her range of aircraft covers manufactured here in Devon.

On behalf of the lads on the committee I thank you all for your support in 2008 and hope you had a great Christmas holiday. Well, now let's look forward to an aeronautically action packed and peaceful New Year.

Stay safe and have lots of fun.  
All the best     Pete White

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## **Response to Members' Concerns     by Steve Robson on behalf of the Committee**

A small number of Strut members have recently approached two of the committee expressing the view that they felt that Strut members' interests weren't being properly looked after. Some of the comments were:

- Not as many Strut Fly-ins as there used to be
- The committee are externally focused and Strut members are losing out
- Spending time and resources on youth and educational activities is wasted
- The Strut Committee are actively preventing members from organising events

As a committee we felt bound to respond to this and to let all 200+ Strut members know what the benefits of being a Devon Strut member are and explain why things are currently as they are. Coincidentally, one of the areas that we have been developing to present to the AGM is the Strut Strategy for 2009 that also outlines the benefits to members (see below).

## **The Events Programme**

If we examine the events programme we hope that you'll agree that a lot has been planned for 2009, but also for reasons beyond our control and outlined below some of the 'traditional events' will not run.

Bodmin – on as planned

Bolt Head – on as planned, organised by Chris Howell & John Kempton

Plymouth – now to be run as a Plymouth Airport event as they no longer want Strut involvement

Eggesford – operating considerations / local objectors

Farway Common – still being negotiated

Halwell – by invitation only on request of the South Hams Flying Club.

Branscombe – subject to recent planning approval and will go ahead

LAA Devon Strut 30<sup>th</sup> Anniversary Regional Rally – on as planned

Treborough – on as planned

Lundy – on as planned

Jodel Fly-in (Dunkeswell) – on as planned

Scillies – being planned as a Fly-out

Roserrow – cancelled by airstrip owners

Manstage – unavailable due to other commitments of airstrip owner

Taw Mill – unavailable due to other commitments of airstrip owner

Truro – not conducive to holding an event

Devon Strut BBQ at Dunkeswell – on as planned

Belle Vue – on as planned

Watchford – on as planned

Some of the other strips in the region can be challenging and are not really suitable as venues for large events, but they can be used as impromptu destinations for Strut Scrambles (see below).

There are other events being planned such as the Jodel Fly-in at Dunkeswell. This is being organised by the Jodel flying members of the Strut and will be another event that all members can attend by road or air. Another example is the Scillies Fly-out that will be arranged at short notice depending on the weather.

All of the events that have been planned so far are within the region using our local facilities kindly donated by our amenable airfield and strip owners. From this it should be clear that our members are our primary focus. If we made them exclusive to Strut members we would not be able to see the great variety of aircraft that come to visit.

As much as we'd like to run an event every weekend there is also the capacity of the committee to consider. Our sport should be fun, not a chore and it would be a shame to see some of our members getting AIDS (Aviation Induced Divorce Syndrome) as a result. This is where the members can help us and the Strut by organising events at venues around the region. This is already happening at a couple of venues where dedicated groups are running events; Bolt Head and Halwell are good examples of this. So there is no block on anyone wanting to organise an event.

## **Youth and Education Programmes**

The Devon Youth Build a Plane project is managed by Jim Gale and supported by a dedicated group of volunteers. It makes no demands on Strut members and has had limited budget support. In effect it takes place with the blessing of the Strut Committee as an independent operation. That said, it also has very wide support from a large section of the membership and a great deal of money has been raised by voluntary contributions to help complete the project. The committee would like to go on record by thanking all those who have given so generously of their time and money.

The Scout Aerocamp is now well established and the Strut has a fantastic relationship with the Scouting Association within the region and nationally. The Aerocamp takes place one weekend a year, again run by a dedicated band of volunteers and makes little demand on the Strut membership, but has a small budget implication (see Strut Accounts & Budget at the AGM).

The National Young Aviators Day takes place over one weekend and has now moved towards the end of the flying season. Again, this makes no demands on the Strut members unless they want to be involved.

The benefits of running youth and education events are not always obvious, immediate, or easy to audit. Not all the kids we fly will go on to learn to become pilots but they do receive a valuable experience. This could mean that in 10 to 15 years' time there might be one less NIMBY because they have seen at first hand what we do.

The Strut also gets recognition for the work it does at a number of levels and across different organisations and associations. We know that we're not 'rich boys with toys' but does the wider public? The public relations aspect is a very important issue and one that we cannot afford to ignore. All our youth and education activities help to promote a positive image of a group of local sport and recreational aviators and enthusiasts that are putting something back into the community.

### **Listening to Comments**

So, what can we do to address the concerns of our members? It seems that the main point is the apparent lack of flying activities although as previously explained there is still a very full programme. However, we plan to expand this without increasing the organisational workload by arranging Strut Scrambles and Fly-outs to venues both inside and outside the region. A return 'Brunch Patrol' is also being planned with the Henstridge / Wessex Strut following this year's very successful and enjoyable event.

These will be published via email and by their nature will be at relatively short notice, especially through the winter. This is fine for members who have access to electronic information but we also need to consider other members who rely on traditional communication means. It will be impractical to produce and send out a mail shot, or to ask the Committee to do a phone round, so the request goes out to the membership to 'buddy' up with one of the 30 or so members who do not have access to the internet. The concept of this is simple; find someone in the Strut who does not have internet access and if an event comes along give them a call to get the information across.

It should be pointed out that the Strut Committee members are all volunteers and the demands on us are high. A considerable amount of work goes on behind the scenes to organise the Strut Events and Activities Programme for the benefit of members and many others. This is communicated by an excellent newsletter and website, all of which requires a lot of work, again unseen for the most part.

### **Summary**

On balance the committee members feel that we are meeting the needs of our members with the largest and most diverse flying programme in the country. We are blessed with lots of good venues, relatively uncontrolled airspace, fantastic scenery, interesting aircraft and good people and we feel we are making the most of these assets.

We are always happy to receive constructive comments and feedback, especially if a good idea emerges. Help is *always* welcome so if you would like to help out, please get in touch.

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## **Devon Strut Plan: Objectives and Activities, 2009**

- Support LAA principles  
*We promote affordable recreational flying through the support and encouragement of homebuilding, flying & self-maintenance of light, micro-light, classic & vintage aircraft, together with events and involvement of non-flying aviation enthusiasts.*
- Actively represent the Devon Strut at LAA National Council meetings
- Produce promotional leaflets and photostory / video clips
- Structured approach to flying events
  - 2009 - 30<sup>th</sup> Anniversary Regional Rally
  - Summer fly-ins
  - Strut fly-outs to other national & local events, including regular Strut "scrambles"
  - Gliding day

- Scout Aerocamp
  - Young Aviator days
  - Non-pilot members' flying opportunities
  - Youth Build-a-Plane 2 (Spirit of Devon Youth) flying programme
  - Inter-strut brunch patrol with Wessex Strut
  - Strut summer BBQ (Dunkeswell)
- Autumn / winter evening meetings
  - Wood and fabric training course
  - Monthly newsletter – articles invited from members
  - Web site resources – updated monthly or more frequently – feedback invited from members

## **Strut Scramble to Old Sarum, 7<sup>th</sup> December 2008**

*(Photos by Derek Boyce)*

**by Peter Gristwood**

Well, what a summer we've had. The Strut lost most of our scheduled fly-ins but at least we had our Regional Rally at Dunkeswell, even though that too was hit by poor weather on the second day.

Back in September, Pete White suggested that instead of planning events several months in advance and praying for good weather, we should use the electronic media to arrange fly-outs at short notice – the Strut Scramble. All Strut members with an email address would get a flash email letting us all know where we are planning to go and when. The first was held at Bodmin in October and that proved to be a good little event, but the weather has not been kind since then.

Fortunately the weather gods smiled on us on Sunday 7<sup>th</sup> December and made a bit of a mockery of the Met Office forecast (again!). Saturday was one of those brilliant clear and fresh winter days we dream about and Sunday proved to be almost as good. In other words, ideal for a Scramble, this time to Old Sarum.



Old Sarum airfield has gone through some major and traumatic changes during 2008 and the new owners and operators are making strenuous efforts to improve the facilities. Pete had always wanted a Strut event to fly there, although for some of the Cornish members it is a long haul, especially on the shorter winter days.

I turned up at Dunkeswell early on Sunday to find that John Crabb, John Hope and Chris Deverenne were already getting themselves ready. Alec Janaway had started to rig his Escapade ready for the trip, so it looked like there was going

to be quite an attendance from the Strut.

Coincidentally, there was also a fly-in of RVs into Dunkeswell so the air was quite busy with arriving and circuit traffic. (One bugbear of mine – why is it that the slower the aircraft the further back they turn finals??)

Once airborne, the trip was one of the most pleasant and enjoyable flights I'd had for months. The air was still and visibility generally good. The valleys were still filled with mist, which never really burned off and in the shaded areas, the morning frost was clear to see. For once I wasn't having to fight turbulence or thermal activity. The air was smooth and silky and G-BUTH (DR220) chugged manfully on over the stunning chalk landscape of Dorset and Wiltshire.

Approaching Old Sarum from the Fovant badges we called up and asked for joining information. A somewhat harassed FISO informed all and sundry that the circuit was very busy with 6 in the circuit and 4 others joining. I could hear John Crabb was elbowing his way through the throng to finals, so being

the good-natured person I am, I made a gentle dead-side join and descended to circuit height. I then promptly found myself on a collision course with a Cygnet joining crosswind from Alderbury (apologies for that). Fortunately, I was much faster so entered the very busy circuit following the beautiful BA Swallow of Charlie and Anna Huke around the Old Sarum castle. As I looked back I could see 3 other aircraft following me to finals.

The problem with grass strips at this time of year, especially after the amount of rain we have had lately, is that the surface becomes rutted very quickly and Old Sarum is no exception. However the superior drainage meant that the airfield is still perfectly serviceable, unlike some others. Taxiing to the parking I found the airfield was FULL. A line of Strut and other vintage aircraft stretched the length of the airfield from the clubhouse to the eastern threshold. And what a collection of aircraft it was. Over 20 of the Strut were there and in no particular order we had the Aeroncas of Derek Boyce and Steve Waddy who flew up from Bodmin in company with Steve Slater (Eurostar G-OTUN). From the Cornwall Flying Club Ed Ovenden raced up from Bodmin in his Diamond Star, having given Derek an hour's head start and still beat him by 10 minutes.



From Eggesford the Auster and Cub Squadron of Richard Webber, Nigel Skinner, Jeff Houlgrave and Richard Horner were there, as were the Dunkeswell Jodels of John Crabb and John Hope (and myself in G-BUTH, of course) with the Garston Farm-based Jodel of Mark Collett. Another Dunkeswell resident was Chris Deverenne who took his wife Signy for a £100 hamburger in the RV6 he now shares.



The Watchford Farm mafia contingent consisted of Steve Robson and Chris Bailey in the Condor (get out of PA28s, Chris), Mike Wells in the Emeraude and Trevor Reed in the Bucker Jungmann. Steve Leach was in his Taylorcraft and not his RV9 this time.

I did feel sorry for the restaurant – I don't think they knew what had hit them. A lesson for us, though, as it was suggested if we do this again we should pre-warn the airfield to sacrifice a few more pigs and to hire in more staff. But the restaurant was buzzing with a host of familiar faces and the unmistakable sound of line-shooting.

Being early December, the light began to fade quite soon and regrettably we had to make our way back. I really felt sorry for Derek Boyce in his trusty Aeronca, ploughing his lonely furrow back to Bodmin into the setting sun. Time to get a Jodel, methinks, Derek!

I dropped in for another cup of tea at Compton Abbas on the way home but the day was ending and, as the light faded, the Robin wings were laden with early evening condensation. The sight of low mist in the valleys generated by bonfires was a stunning end to the day and I regretted once again the loss of my third digital camera this year. We dropped gently back to earth at Dunkeswell at about 4pm just in time for "beer o'clock".

In many ways an event like this is the best possible way of bringing together the Strut aviators. Too often at a Strut fly-in, we don't get the chance to just enjoy the day and mix with each other. There is always the pressure to organise, marshal and just make sure that everything is sorted for the visitors.

By that I don't mean we should give up fly-ins – by no means. But these Scrambles are so much more laid back and a chance for us to do what we like doing best – flying, eating and boring the pants off each other with our tales of daring-do.

The Strut Committee cannot stress enough that we want to have as many flying events as possible, and we will be having a lot more of these Scrambles throughout the year. Just so everyone knows, we will be emailing the details of any of the Scrambles only to Strut members so please make sure that we know your email address when you pay your subscription for next year. If you don't have an email address, ask a friend to pass on the details to you.



During the winter it may be that we go to airfields with hard runways to avoid chewing up the surfaces of the grass runways. So if you have any ideas of suitable airfields you'd like to visit, please let us know.

We already have plans for other fly-outs throughout the summer as well. One place I think we should all visit en-masse would be the Duxford museum. As the airfield is prepared to offer cut-price landings and admission to the museum for fly-out groups, this is one worthwhile doing. A bit of a hike, but one for the longer and, hopefully, warmer and sunnier days of summer 2009.

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## Members' News



*Kevin Stewart's Eurostar G-CCKL*



*Barry Enock's almost complete Menestrel*

For members interested in the Menestrel type, Brian Gowland, Co-ordinator of the North Wales Strut has made substantial progress with his Menestrel project for which he has created an excellent photo website. <http://menestrel.smugmug.com>

## George Neil – A remarkable Canadian

by Bill Tee

*The Devon Strut is internationally twinned with two other organisations; EAA Chapter 14 based at Brown Field, San Diego, California (through its ex-pat member Chris Puntis) and the Canadian RAA - Toronto Region (through its member Bill Tee.) This month we welcome Bill's contribution of news from Toronto.*

I note in your last newsletter that the LAA AGM was attended by some of your Strut members. I was looking forward to attending myself as an off-shore member. However, having arrived in the UK on 11<sup>th</sup> November to visit relatives in Winchester and visit friends Barry Plumb, Mike Jackson and Ken Ballington I had to return home to Toronto on the 20<sup>th</sup> November in order to participate in a 90<sup>th</sup> birthday party for my friend George Neal, member of Canada's Aviation Hall of Fame in Edmonton Alta.

My bachelor friend George Neal is quite a remarkable person and not just for achieving 90 years on this planet. He was born on 21<sup>st</sup> November 1918 so the Toronto Aerospace Museum took this opportunity to not only celebrate his great achievement on 22<sup>nd</sup> November but to celebrate the induction of George's DH Hornet Moth into the Toronto Aerospace Museum in the original 1929 DH factory at Downsview. About 160 friends, relatives and former co-workers showed up to help George begin his ninety first year.



George has worked for de Havilland Canada all his life except for the years of World War 2 when he was a civilian staff pilot for the RCAF. George followed his family into de Havilland Canada during the mid thirties when he was learning to fly at the Toronto Flying Club then located at the south end of de Havilland's present Downsview Airport on Wilson Ave, north of Toronto. The flying club site was gobbled up and incorporated into the larger airport in order to accommodate the performance of the hundreds of Mosquito bombers built there during the last 'big' war.

Subsequent to war time duty, George returned to de Havilland to resume his job as an engine mechanic. It was not long before George was offered a job by Rus Bannock, WW2 Mosquito ace, as test pilot which he eagerly accepted. Although Rus did the first flight of the DHC2 Beaver, George did a great deal of the certification flying. George also did most of the Chipmunk production test flying and indeed still has a Chipmunk that he regularly flies. First flights of the DHC3 Otter, the DHC 4 Caribou and the Canadian derivative of the Grumman Tracker of which DHC built a hundred for the Canadian Navy when our navy had aircraft carriers were done by George.

Not only is George a superb pilot but he is also a superb craftsman having demonstrated this by the very accurate 1960's construction of a Sopwith Pup complete with an original rotary engine now owned by our National Aviation Museum. His project for the 70's was the reconstruction of his DH Hornet Moth which he had shortly before imported from the UK. This is the same Hornet Moth that on 1st November 2008 he flew into Downsview Airport for its presentation to the Toronto Aerospace Museum, now its new owners.



<http://torontoaerospacemuseum.com/home96.html>

Next on George's list was the reconstruction of a derelict Hawker Hind, located in South Asia, for the National Aviation Museum in Ottawa. With dreams of flying this bird for the museum, George restored the artefact completely to airworthy condition. Alas, it was not to be. The museum, after a crash of a Nieuport in its possession, decided that it would no longer fly any of its planes. This led George to his next and present project, a 100% full size Hawker Fury, a popular fighter aircraft for the RAF in the mid 1930's. George has just completed a complete rebuild of the Rolls Royce Kestrel engine for this aircraft. A shortage of off-the-shelf parts meant that George had to have some significant parts manufactured new from raw stock. As the engine moves out of the shop the almost complete fuselage moves in for completion before covering, followed by the wings to be assembled from parts obtained from sources in the UK. George hopes to fly this project in about two years.

What's next? George says that he would like to build another Pup! After all he does have an engine for it.

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## **Aeroletters**

### **From David Hayman, Branscombe Airfield**

Dear all in the Devon Strut, supporters and friends,

I am delighted to inform you all that this morning (Friday 19<sup>th</sup> December) EDDC have granted approval for our planning application to continue to use Branscombe Airfield.

This was a campaign filled with false information and lies by many of my neighbours. However, throughout, we held and now always will hold, the higher moral ground. We stuck with factual data which left EDDC in a situation where from a planning perspective, they had no option but to grant consent or face a very costly appeal which I have no doubt they would have lost.

That said, the conditions proposed are very restrictive and I will be seeking further legal advice as to whether or not to accept or appeal as the primary consent requested, that being consent on the land was denied and a personal consent on owners name only now applies - which is pathetic as it still doesn't sort out the long term future of the site or the businesses that rely on it.

On the upside however, we now have consent to host a Devon Strut fly-in which sits outside of our 250 flights per annum. We also have consent to host youth air experience days and the annual Air Day.

As there are 4 resident aircraft at Branscombe, it sadly means that we will not be open all year round to anyone as we are strictly limited to 250 flights per year between us and so I will put a landing fee in line with that at Exeter in place, outside of the above mentioned days, to discourage use of the strip by visitors.

We can now look to 2009 for a Strut fly in again at Branscombe as well as anyone that would like to come along and help out on the youth air experience days.

I want to take this opportunity to thank everyone in the Devon Strut, as well as our neighbouring Struts and anyone else that has been connected in helping to support us through what has been a torrid introduction for my family to some of the locals. I am pleased to say that they do not represent the local community of Branscombe who I believe, by and large, are very much in favour of the airfield's existence.

Thanks to you all - have a fantastic Christmas and very Happy New Year and we look forward to welcoming you to Branscombe again in 2009.

Regards,  
*David Hayman*

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Hi Pete, Sorry we did not make Old Sarum on Sunday. The Tiger was late back from the previous booking and there were mist patches around Waltham that looked likely to thicken later in the afternoon so we just went as far as Popham. It was lucky actually as Jan and Martin (*Day*) were there with a brake problem on their C170. In the end I wing-walked them onto the runway as the C170 is un-steerable without brakes on the ground at taxi speeds. I hope you all had a good day's flying, I heard Sarum was very busy and it was the most beautifully still day wasn't it? A tad chilly in the Tiger, but not too painful for the 30 minutes to Popham. Hope to make some of your other events and are always interested to know what's going on. Best wishes and a very happy Christmas to all the Devon Strut team.

John Coker

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A belated thanks to the members who attended the November Strut evening and contributed £76.40 to Children in Need – Jim Gale

## January Free Landings

**Pilot:** Sandtoft, Andrewsfield, Popham, Roserrow, Stauning (Denmark) and Sibson.  
**Flyer:** Earls Colne, Maypole, Lands End and Damyns Hall.  
**Today's Pilot:** Bagby, Netherthorpe, Bodmin, Eaglescott, Newtownards and Gloucestershire.

## 2009 Evening Meeting Programme

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

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 and through Kenn village.



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| <b>Thursday 8<sup>th</sup> January</b> | <b>AGM &amp; Derek Boyce slide / video show</b> |
| Thursday 12 <sup>th</sup> February     | Dave Linney (Harrier Sqdn Ldr RAF- ret.)        |
| Thursday 12 <sup>th</sup> March        | Simon Bailey (Ditching and Sea Survival)        |
| Thursday 9 <sup>th</sup> April         | An introductory talk on gliding. TBC            |

## Provisional Fly-In and Event Programme 2009

| <b>Date</b>               | <b>Venue</b>                      | <b>Contact</b>   |
|---------------------------|-----------------------------------|--|
| 2 <sup>nd</sup> May       | Bodmin                            | Pete White   |
| 3 <sup>rd</sup> May       | Bolt Head                         | John Kempton/ Chris Howell   |
| 6-7 <sup>th</sup> June    | Belle Vue Aerocamp (not a fly-in) | Pete White   |
| 4 <sup>th</sup> July      | Dunkeswell LAA Regional Rally     | Dave Silsbury  |
| 26 <sup>th</sup> July     | Branscombe                        | David Hayman   |
| 1 <sup>st</sup> August    | Jodel Club Fly-in                 | tbc (Fall-back for 2 <sup>nd</sup> Aug or 1 <sup>st</sup> week in October) |
| 9 <sup>th</sup> August    | Lundy                             | Pete White   |
| 16 <sup>th</sup> August   | Treborough                        | Mark Weatherlake tbc   |
| 23 <sup>rd</sup> August   | Dunkeswell Strut BBQ              | tbc  |
| 5 <sup>th</sup> September | Belle Vue                         | Don Easterbrook  |
| 13 <sup>th</sup> Sept     | Watchford Farm                    | Brian Anning tbc   |
| 19-20 <sup>th</sup> Sept  | Dunkeswell National YA weekend    | tbc  |

## DEVON STRUT COMMITTEE

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