



REPRESENTING SPORT & RECREATIONAL AVIATION IN THE SOUTHWEST

[www.devonstrut.co.uk](http://www.devonstrut.co.uk)

## DEVON STRUT NEWS – March 2008

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

by Pete White

On Tuesday 19<sup>th</sup> February I was listening to Jeremy Vine's lunchtime programme on Radio 2 and, low and behold, Branscombe airfield was one of the day's subjects of discussion. The scene was set with a fanatical neighbour of the airfield explaining to Jeremy how she lived in fear of her life on a daily basis in case an aircraft fell out of the sky and wiped out her existence from this planet. No doubt the two recent accidents at the airfield had fuelled her fire of contempt for anything that flew but no mention was made of her holiday transport arrangements? Anyhow in the opposing corner was David Hayman who replied calmly and intelligently with his argument for continuing the flying from Branscombe and raising money for local charities if the planning permission was granted. David handled the situation very well and I know that I speak for all of you in wishing him all the luck in the world to remedy this situation as soon as is possible.

Although I am aware of these problems, this programme made me think again and realise that outside of my little aviation bubble there are probably many such bigoted, uninformed and deliberately spiteful individuals whose wish is to spoil others' pleasure and livelihoods for no other reason than being ignorant of the facts. Should this be tackled by those of us that understand the world of aviation? How do we get this over to the individuals concerned? As a Strut we are always striving to help our community so perhaps the answer lies out there amongst the members so please put your thinking caps on and let us know what you think.

We are fast approaching the new flying season and I know of many pilots busily preparing their aircraft for the forthcoming year. This keeps us on track mentally and prepares us for those good things in life that are available to all of us that seek them. Your committee works tirelessly to prepare the various annual Strut activities to help all of our members, including those that may be ignorant of what goes on behind the scenes. Unless we get feedback on how our progress is perceived it's sometimes difficult to gauge whether we're getting it right. As I have said before, please contact me or the committee if you have any 'axe to grind' or constructive criticisms, as we can only improve the Strut for you in the ways you wish if you actually talk to us and then we can discuss the issues. I am sorry to have to start my monthly ramble in that way but the best Strut in the country cannot afford to drift off track!



*Photos by Pete White from the February Strut meeting with Polly Vacher*

Thursday 14<sup>th</sup> February was Valentine's Day for many but in the meeting room at The Ley Arms for 100 plus people it was another successful Strut evening. Our guest speaker was the intrepid lady aviator Polly Vacher who spoke to us about her solo trip around the North and South Poles. Having previously flown around the world in her beloved Piper Dakota via the more conventional East/West route, this new challenge seemed to be there waiting to be done. The preparation Polly put into the flight was in itself an outstanding story and included winter survival training with the Marines and learning to shoot a

303 rifle, this being her only protection against polar bears if she was to force land. The room was packed and we all thoroughly enjoyed the experience of listening to this 'gutsy' lady in an orange flying suit relating her tale. After a lively question and answer session, copies of her latest book, 'Wings around the World' were available and Polly sat signing copies as the evening's crowd slowly dispersed. Mark Draper, a friend of Polly's and a disabled passenger on one of her flights around her recent 'Wings around Britain' expedition, turned up for the talk from Weston super Mare. Another great night at the Ley Arms.....

June 7<sup>th</sup> and 8<sup>th</sup> is to be the weekend of our annual Scout Aerocamp when 24 selected scouts descend on Belle Vue with their leaders and members of the Strut for the two days and help the lads and lassies gain their aviation badges. For the last 3 years we have been perfecting the delivery of this event and it now runs very smoothly. However, some of our 'lecturers' are either looking for a change of task and wish to fly the scouts or other things have prevented their continuation and we now have some vacancies. The job is a pleasure and the knowledge the scouts require for their badges is not to PPL standard so please consider helping your Strut in this little way and helping these youngsters form their future. I will e-mail all of you separately with a list of the jobs available but between now and then please think hard about how you can help the Strut team.

See you all at the Ley Arms on 13<sup>th</sup> March for Bill Leary's talk on that monster biplane, the AN2.  
All the best, Pete White.

---

## Pitney Airstrip

by Mike Mold

*With the development of the airfields page of the Strut website to incorporate a GoogleMap, I thought it would be worthwhile introducing some of the new airfields that are featured on the map.*

Pitney is located towards the eastern extremity of the southwest region, 1.4nm NE from Langport in Somerset at N51:03:44 W002:47:48. It is a 400 yard grass strip orientated 07/25, on top of a NW facing escarpment, at 184 ft amsl with a down slope from the east to west of about 30 feet.



*Approaching from the north-east –photo: Mike Mold*



*View from west end*

The airfield is owned by Tony Higgins of Middlegate Farm, Pitney, Langport and is managed by Dave Linney on a strictly PPR basis on either 01458-252459 or 07901-826351. Dave owns the resident Se5a replica G-BDWJ and also operates Tony's Cub G-BGSJ. The Se5a was built by Mike Beech in 1978 and was previously owned by Chris Pidler, having been restored by Dave Silsbury in 2001.

Dave has had an illustrious military flying career, having done his PPL in 1965 with Surrey and Kent Flying Club at Biggin Hill before joining the RAF in 1967 and training on Jet Provosts, Gnats and Hunters. Between 1971 and 1985 he flew Harriers with Nos. 1, 4 and 20 Squadrons with two tours as an instructor on 233 Harrier OCU. He commanded 1417 Flt in Belize and 1453 Flt in Falklands and was the RAF's Harrier display pilot in the 1978, 79, and 81 display seasons. His service was recognised with the award of the AFC in 1980 and Dave retired with the rank of Squadron Leader.



Not content with the quiet life, he then continued as a fast jet jock', flying with FRADU at RNAS Yeovilton on Hunters, Canberras and Hawks between 1985 and 1995, and on Falcon 20's with FR Aviation on the RN / RAF contract between 1995 and 2007, retiring in August of last year having accumulated around 11,500 hours, primarily on Hunters, Harriers and Falcons.

Other than flying the Se5a and Cub, Dave's other passion, in common with many other Strut members, is aeromodelling which he's been involved in since he was 7! Currently he is Chairman of the Pitney Aero Club which was founded in 1994 and he's also Chairman of the Wessex Scale League. The Club does not have a website but is fairly active, with a membership of 24, limited to that for many good reasons! They fly at any time of the week but, as always, Sunday morning seems most popular and would be a good time for anyone interested to pop in to Pitney.

There's room for about 12 aeroplanes to park at the east end of the strip and facilities include a caravan with tea and coffee available and portaloos facilities. For visiting pilots, the normal procedure (subject to PPR from Dave) is to land uphill on 07 and take off downhill on 25. This is good for up to 10kts of tailwind. The top (eastern) 200 yards is closely mown with the remainder usually approximately 2 – 3 inches. Because the Pitney Aero Club may be model flying at any time, visitors by air are asked to fly overhead above 500ft to warn the aeromodellers of the intended landing.



Dave has provided a Google Earth image of the site, looking eastward and showing the strip to the right (south) of the woodland on the edge of the ridge, between two brown, ploughed fields.

---

### LAA PRESS OFFICER

At present the LAA has no press officer or any person to advise on press matters. If you, or anyone in your Strut, knows of anyone who would be willing to advise the Association or act as its Press Officer please notify Penny Sharpe at [penny.sharpe@laa.uk.com](mailto:penny.sharpe@laa.uk.com). (Harry Hopkins, Chairman - National Council)

---

### EASA & GAAC Working to Protect Our Flying Environment

The item below has been sent to me by Janet Hoare - the GAAC Board Member with special responsibility for airfields. A reply from Baroness Andrews endorsing a similar policy to that expressed in the EASA Opinion is already lodged in the House of Lords library, so taken together the GAAC campaign for the Safeguarding of Airfields is gaining momentum.

We hope to have a further policy statement from the DfT in the near future so please do use all available evidence in those Planning objections you may lodge with regard to hazards and, if you have not already done so, please ensure that the landing and take off places that you may use ARE SAFEGUARDED. See GAAC Fact Sheets 4(a) and 4(b).

<http://www.gaac.co.uk/factsheets/fs4a-safeguard.htm> and <http://www.gaac.co.uk/factsheets/fs4b-safeguard.htm>

Regards, Charles Henry FRAeS, Chairman GAAC

***EASA Opinion 3/2007: Paragraph 33***

"As suggested in NPA06/2006, a vast majority of stakeholders considered that some critical elements necessary to mitigate safety hazards related to air operations near aerodromes can simply not be legally imposed on the aerodrome owner or operator. The reason for this is that these hazards originate in areas outside the aerodrome perimeter and cannot be directly addressed by the aerodrome owner or operator. **The Agency then is of the opinion that the Basic Regulation must create obligations on Members States themselves to ensure that the necessary measures are taken to protect aerodromes against activities or developments, which may cause unacceptable risks to aviation in their direct vicinity.**"

Essential Requirement C - Aerodrome environment states:

1) The airspace around aerodrome movement areas must be safeguarded from obstacles so as to permit the intended aircraft operations at the aerodromes to be conducted without the creation of unacceptable risk by the development of obstacles around the aerodrome. Obstacle monitoring surfaces must therefore be developed, implemented and continuously monitored to identify any infringing penetrations.

a) An infringement to these surfaces will require an assessment to identify whether or not the object constitutes an unacceptable risk. Any unacceptable risk shall be removed or mitigated.

b) Any remaining of such obstacles must be published, and according to the need be marked and, where necessary, provided with lights.

2) Hazards related to human activities and land use, such as, but not limited to, items on the following list, must be monitored and controlled. The risk caused by them shall be assessed and mitigated as appropriate:

a) any development or change in land-use in the aerodrome local area

b) the possibility of building induced turbulence

c) the use of hazardous, confusing and misleading lights

d) the dazzling caused by large and highly reflective surfaces

e) the creation of areas that might encourage wild life activity in the surrounding of the aerodrome movement area

f) sources of non-visible radiation or the presence of moving or fixed objects, which may interfere with, or adversely affect, the performance of aeronautical communications, navigation and surveillance systems.

---

## **Build-a-Plane 2 Update**

**by Jim Gale**

Hi Folks.

This is a long overdue progress report but you will be glad to hear that the project is moving forward, albeit slowly.

The rear fuselage and empennage is finished and covered, jobs mainly completed by Exeter and Barnstaple Scouts. The cabin now has a roof, the floor a carpet and the windscreen installation has just been completed by the Barnstaple Scouts. We have trial fitted the engine but unfortunately the incorrect bolts have been supplied (too short). As they are metric we are awaiting replacements from France, due in about 10 days time. The fuel system is now plumbed and engine controls installed although

again we have run into a problem with incompatibility of fittings, which the X-Air agent is attending too. Add to this 5 further modifications required by the LAA and you can see how progress has slowed.

To help speed things up the instrument panel has been sent down to Kingsbridge Air Cadets where cutting the panel, mounting the instruments and fitting the wiring loom is taking place at Keith Wingate's workshop (see report from Chris Howell on p6). Also some sheet-metal work has been sent over to Branscombe for one of the Seaton Cadets to get involved with.

The next major job is the mounting of the wings but this will require a calm dry Saturday as all the wing strut pins have to be reamed in before we can connect up and set all the control runs. Keep your fingers crossed for some better weather so that we can get outside!

When you buy a kit you might expect it to include most of what you need to complete the project. Experience has shown this to be far from the case and we're grateful to several organisations including LAS, ST Aviation and Micro Avionics who have donated instruments, engine parts and avionics to the project. We now need to find a quantity of camloc fasteners for the cowling. I think, at the moment, as the saying goes, we are 70% done with 70% to go. The aim now is to have the aircraft ready for flying by May 08. Again, fingers crossed.



*Barnstaple crew. 31/01/08. Engine trial fitted and cowl clearance checked.*

There was a chap from East Devon, I think, who wanted to get his son involved in the BaP2 project last year. At the time Mike King had a full compliment but now we are working on an almost one to one basis because of the stage we are at, the lad would be welcome to come over to Tim's at Thorverton on a Saturday. Unfortunately I have lost the father's details. If anyone knows of him or if indeed he himself reads this on the Strut website, please give me a call on 01363-773767. Regards, Jim.

## **Build-a-Plane 2 project, 1876 ATC Squadron Kingsbridge**

**by Chris Howell**

A Big Hello from down here in Kingsbridge, a small hick town out in the sticks of the southernmost tip of Devon. Thanks to Jim Gale, the ATC Cadets have been able to keep in touch with the building of the Hawk G-SPDY which is nearing completion with help latterly from Strut stalwart Keith Wingate. Keith has lent us space in the workshop where he is completing the construction of his Steen Sky Bolt, a project commenced many years ago by Bill Penaluna, who is now resident in France.

Tim Gilmour-White very kindly delivered the aircraft's instrument panel to the Kingsbridge Squadron's HQ and we laid out the panel together with all the instruments and gave the cadets a very thorough briefing of all the functions of the instruments. It was very refreshing as all the cadets gathered round and took a good level of interest and asked many questions. The CO of the Squadron's only remark was "I have to have a full risk assessment of the workshop before I am able to allow any cadets to visit". This was duly carried out by instructor Richard Sinnott, Keith having ensured we had fire cover and I donated my First Aid kit. The cadets have spent the past two weeks drilling pilot holes and cutting out for switches and fuses. Now we have a full compliment of instruments we can start cutting and mounting them and next week they'll start to fit the wiring loom.

Part of Jim Gale's master plan is to have the aircraft flying by May 2008 which would be a tremendous achievement. This is a fantastic project and it is anticipated that the Kingsbridge Cadets will be flying in the Hawk from either Bolt Head or Halwell later in the year. This will be the culmination of their involvement in the project and they will also receive the LAA Young Aviator award. Bolt Head in particular is a fabulous location, steeped in history from the days when it was an RAF Base between 1941 and 1945. We owe a huge debt of gratitude to the late Chris Millward who persuaded Malcolm Squire to keep a strip mown and in recent years this has been extended to 620 meters and acquired lawful use status.

Halwell has developed into a bustling little airfield with a strong core of club members, including one of the most intrepid senior aviators in Devon, Brian King. There have often been various issues with complaining neighbours and these have been skilfully neutralised by Keith Wingate and Pete Callis who have often visited the complainant and chatted through their grievances. They have a fairly rigid circuit pattern and requirement for prior permission.

I know that we would have a large group of youngsters wishing to experience the thrill of flight so in addition to flying the Hawk to locations in Devon we will also have trailer transport which will allow the aircraft to be taken to where the cadets and scouts can easily get to. We have massive transport problems for youngsters down in this part of Devon as they often have to rely on parents to run them around, which, in the past has made it difficult for them to get to Dunkeswell to take part in Young Aviators events. Bringing the aircraft to them will offer many more opportunities to experience flight. And where better than over the locality they live in combined with some of the most spectacular scenery in the UK.

This a first class example of The Devon Strut leading the way and thanks go to Tim Gilmour-White, Jim Gale, Steve Robson and the respective LAA inspectors, without whose hard work and dedication this project would never have been born and more importantly seen through to completion.

---

## News & Aeroletters

### Mode S Information from John Brady

Dear all, I have posted in the LAA bulletin board some amended info about the draft rules on transponder installations as published in the CAA consultation. Look on the first thread on the "hangar chat" section. This will be updated with more info at the end of the month when I have confirmation on a couple of issues from the CAA. Basically, it appears you can fit any type of transponder and there will be no restrictions until 2012 when whatever comes out of the consultation kicks in.

One of the main proposals is to ban all non-mode S flights that cross international boundaries. I will be using the LAA website to publish information to help anyone respond to the consultation with our main push being between 1 May and 31 May when the consultation closes. We need until 1 May to analyse the issues and get our act together. Anyone is welcome to use this resource; you don't need to be a member. <http://www.laa.uk.com/> <http://www.lightaircraftassociation.co.uk/Consultation/ModeS.html>

LAA has agreed with the CAA to host one of their Mode S 2nd Consultation roadshows at Turweston on 15th March starting at 10.30. It is open to anyone, not just LAA members, so please spread the word around. Peter Gristwood has registered and will report back to us but he can't stress enough that we need to make individual responses to this consultation if we are to ensure that we are not badly affected by the downside of the proposal. However, we recommend you defer your response until John Brady's analysis has been published.

The CAA consultation is at <http://www.caa.co.uk/default.aspx?catid=1698&pagetype=90&pageid=9307>

There is also an online form we all need to send back to the CAA to take advantage of the exemption for our a/c from Mode S carriage;

<https://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=form&id=3038>

---

## Letter from Yorkshire

Hi Mike, I've just looked at your website again. Brilliant! My Jodel still isn't ready but if it were I'd be down your way to see the strips. A "while ago" I had promised my inspector that I'd completely re-cover my 117, plus anything else that needed doing. We'd bought it in 1982 and operated it for 10 years. I bought my friend out almost at the beginning so the 1,400 hours it did were almost all mine. We only paid £2,400 for it, so I reckon it doesn't owe me much. On inspection with the covering off there wasn't really much amiss; a few very minor problems with joints and that sort of thing, just like me! Unfortunately, I underestimated the work in getting it back together!!! But it is progressing.

I used to go into Sheepwash (old). I think the owner, Charles Trace, died. He last had a Varga Kachina. We also went to Brendan Butler's Moretonhampstead strip and had cream teas and a very warm welcome. I was last down your way in RV6 G-GDRV from Oxenhope to Truro, as my girlfriend was camping at St Mawes; - said aircraft then flew round the world!



*Oxenhope from the west*

I see your airfield page has some strips listed that don't have contact numbers. I'd think there's a good reason you've left them unpublished, like they're Private! Evidently this is lost on the likes of some people who've recently gone on Pprune and, by publishing numbers, have done the strip owners no favours at all. In fact, quite the opposite. I operate my friend's strip, which is also unpublished, although we do have visitors in "suitable" aeroplanes and who so far haven't disgraced us. The field was really a football field; the far end of the strip is where the goalposts are! One way in and the opposite way out, through the gap!

I think you went to Wick last year, so you did fly over Yorkshire! If this year finds you up this way, let me know; it might be an excuse to go for a curry! Best wishes, David Hardaker

---

## Dyn Aero MCR-01 Variants Grounded

Following the ongoing investigation into the accident which befell MCR-01 ULC G-BZXG in late December, and acting on LAA advice, the CAA has issued MPD 2008-002 which grounds the MCR-01, MCR-01 ULC and MCR-01 CLUB types in the UK due to concern that the tailplane attachments may be vulnerable to stress corrosion cracking. Kit manufacturers Dyn Aero are working on a safety bulletin to resolve the issue, in close co-operation with LAA Engineering.

---

## New Plastics Supplier in Exeter

Hi Mike, I've found a good supplier for plastic sheet including acrylic and polycarbonate. I wanted some white PVC sheet to form into a pipe cover for under the downstairs loo and picked up an 4'x8' sheet for about £40. He will also do polycarbonate to size rather buy a whole sheet. He also does 1mm PVC sheet which is quite soft but could be formed to make mouldings / fairing etc plus a load of other stuff. He was also very polite, friendly and knowledgeable. Plastexe are located in unit 21, Apple Lane. Trade City, Exeter, EX2 5GL, 01392 360999 <http://www.plastexe.co.uk/> Rgds, Steve Robson

---

## LAA Merchandise

LAA merchandise, as advertised in Light Aviation and on the website <http://www.laa.uk.com> and <http://www.pfanet.co.uk/acatalog> is now available preferentially through the Strut. Telephone or email Dave Dale at Turweston with your order, quoting your Devon Strut membership number to qualify for the discounted price.

---

**Dave Silsbury** has announced that he's becoming UK distributor for the Italian **Aerolab Lo-Camp** design. The Aerolab firm was founded in 2001 by Francesco Rizzi, an Airbus Captain for Alitalia and

EAA member since 1989. The enterprise is supported by a group of financial partners. Their mission is to produce charming flying machines with a soul as standard equipment.

The Sport Camper family of aircraft includes three different aerodynamic layouts: the low wing "Lo-Camp"; the parasol wing "Hi-Camp"; the biplane "Bi-Camp". The aircraft may look romantic, but under the skin they are modern state of the art machines. All parts are CAD designed and produced by CNC/laser cutting equipment to exacting tolerances and perfect finish. The Lo-Camp will be available as a 49% kit. The powerplant is the Australian Rotec R2800 radial of 110 hp, already approved in the UK in Les James's Kitfox V (featured in March 2004 Popular Flying and now owned by Don Lord).



The design is going through structural assessment by LAA Engineering and so far the feedback is very favourable. Dave is expecting his first kit deliveries in August. Reminiscent of the Turbi and a low-wing Pietenpol, it's not surprising that the Lo-Camp appeals to Dave! For enquiries, he can be contacted on 01752-690358.

---

### Barry Enock's Menestrel Project

Hi Mike, Please find a couple of pictures of my Menestrel project. I'm just awaiting the final inspection and some warmer weather to finish off the paintwork. Not long now I hope. Regards Barry.



---

We wish **Daryl Mansbridge** a full and speedy recovery after his glider accident at Talgarth. Daryl, an experienced gliding instructor, was flying as a passenger with another experienced pilot in a Capstan when they encountered severe rotor whilst ridge flying and were unable to avoid a heavy out-landing on rocky terrain. The P1 was comparatively unscathed but Daryl was lucky to only suffer a fractured

vertebra in the impact. He was airlifted to hospital in the Welsh Air Ambulance and is now making a steady progress.



*Derek Sweet's Super Cub at Dunkeswell prior to air test.*



*Dave Silsbury's Jodel DR1050M rebuild*

---

## **Frank Mares DFM - RIP**

It is sad news to report that Frank Mares has died. He was a Czechoslovakian-born former RAF pilot who flew with 312 Czech Sqdn from RAF Harrowbeer in 1942 and was well known to members of the Harrowbeer Interest Group.

Appalled at the German occupation of his homeland in 1939, Frank was determined to assist his country in their battle for freedom in the only way he could – as a fighter pilot. Unable to do so from Czechoslovakia, he began his mission, navigating his way through Poland to France through manned borders, guarded stations and hostile territory, in order to assist the offensive against their common enemy. Armed with fake identities, evading arrest and faced with uncertainties and frustrations at every turn, his journey was one of courage and fortitude.



Narrowly avoiding a five-year enlistment in the foreign legion, Frank eventually made it into the French Air Force and finally, following the withdrawal of France from the war, joined 601 Squadron with the RAF. Patriotic and determined, he was involved in numerous dogfights and had many engagements with the enemy, flying Hurricanes, of which he was particularly fond. In all of the battles that he fought in the skies with German Luftwaffe pilots, he was never shot down. In 1942 he was decorated with the DFM and Czech War Cross.

Despite incident and injury Frank persevered, always driven by love for his country and for the planes he flew. He remained in England after the war and lived at Sampford Spiney, Yelverton near the old RAF Harrowbeer airfield. The Harrowbeer Interest Group were instrumental in getting Frank's memoirs "Mission Accomplished", (ISBN 1 904943 82 9 and ISBN-13 978 1904943 82 2), previously only available in Czechoslovakian, printed in English by Grub Street Publishers.

Frank died peacefully on Sunday 10<sup>th</sup> February in Derriford Hospital, aged 88. He had been taken to hospital with a chest infection that had been troubling him for the week previously and had been getting steadily worse. Our condolences go to his family.

---

## **G-VFWE Cancelled**

The 2008 Great Vintage Flying Weekend (G-VFWE) which was to be held at Hullavington, Wiltshire, has been cancelled. The event was started by former publisher and enthusiast Peter Campbell, and

subsequently developed by Operations Manager Terry Booker. Its long term future had been in doubt for some time. Despite early optimism and considerable effort, the organizers said it had proved impossible to create any form of umbrella organization to take on the brand. (*This, despite efforts by Pete White, John Broad of the VAC and Wally Epton of the HAA - Ed*).

G-VFWE was one of the few volunteer run events to achieve national and international significance. It had no salaried employees and the whole event was personally underwritten by the organizer. In a brief press statement, Terry Booker said: "I am proud that everyone has worked together for so long to make G-VFWE into the flagship event in the UK for vintage and classic civil aviation. The enthusiasm of the pilots, their generous financial contributions, the funding from our sponsors and commercial supporters and the interest shown by the public has made the show consistently successful. But our costs continue to rise and while we have never made a loss, the struggle to just 'break-even' gets harder each year. I have always been required to underwrite the event's finances from my own bank balance. The current uncertainties in the wider market place and their undoubted knock-on effect on consumer spending can only increase my personal risk. Sadly, as I near my 70th year, this is no longer a risk that I feel either willing or, indeed, morally obliged to undertake."

During the eleven years of its existence, G-VFWE generated around 12,000 incident free aircraft movements on eight different airfields, in front of approximately 70,000 spectators. Terry Booker will still be involved in the 'Wings and Wheels Fly-In' at Henstridge airfield in Somerset on August 23rd.

---

## **Welcome to New Members**

Gordon Salter of Taunton, Somerset. X-air Hawk G-CEEC, Gordon is the UK distributor for X-Air.

John Hall of Holsworthy. John has a Skybolt project and is an experienced fibreglass fabricator.

Peter Chapman of Wadebridge. Robin DR400 G-GAOM at Bodmin

Bryan King of Dartmouth. Bryan keeps his MW6-S G-MZCH at Halwell and was mentioned in the February newsletter.

Ernest Lee of Chard, Somerset. Ernest is ex Observer Corp and a retired RAF airframe mechanic. He has been involved in balloon crewing and event organisation and, being a member of Air Britain, has been introduced to the Strut through our fly-in marshalling team.

Mark Beacham from Hemyock. Mark is a neighbour of Steve Robson (who is working his way through the population of Hemyock with Strut membership forms!)

Rachel Worth of Falmouth, Cornwall. Rachel flies at Perranporth, has an interest in aerobatics and helps out at the aero events at Bodmin.

---

## **Message from John Hope (Membership Secretary)**

Please will all members who have yet to renew their subscriptions, return their membership application forms with their cheques for £15 and the Data Protection Act clause signed. The information listed in the form needs to be included in the Strut's return to LAA HQ to maintain the Strut's status as affiliated to the LAA and to qualify for primary insurance cover.

At the last Strut meeting two members paid their subs but did not include their renewal forms so there was no means of identifying them. If you were one of these members please contact John on 01392-271932 so he can complete the records (*and you can get future newsletters!*).

---

## **New links on the Strut website:**

Plymouth Flying Club <http://www.plymouthflyingclub.co.uk/>

Tipsy Nipper forum <http://www.tipsynipper.com/forum/>

Taylor Monoplane forum <http://forum.aceboard.net/index.php?login=131701&rub=>

## March Free Landings

**Pilot:** Coventry, Eshott, Newtownards, North Coates, Sandtoft and Seething.  
**Flyer:** Dunkeswell, Eaglescott, Gigha and Wycombe.  
**Today's Pilot:** Bagby, Campbeltown, Fishburn and Old Buckenham.

---

## Fly-In & Event Calendar 2008

March 23 <sup>rd</sup>	Henstridge	Wessex Strut	01963-32101 / 01963-364231
April 13 <sup>th</sup>	Popham	Jodel fly-in	01256-397733
May 3 <sup>rd</sup>	Bodmin	Pete White	01752-406660 / 07774-017704
May 3 <sup>rd</sup> -5 <sup>th</sup>	Popham	M/L Fair/ & AeroJumble	01256-397733
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	07920-263956
		David Hayman	01297-680259
August 10 <sup>th</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
September 14 <sup>th</sup>	Watchford	Brian Anning	01823-601268

### Non fly-ins

May 10<sup>th</sup>/11<sup>th</sup> National YA weekend  
June 7<sup>th</sup>/8<sup>th</sup> Belle Vue Scout Camp

**Let's support the Wessex Strut** at their traditional start of season Henstridge event on Easter Sunday, but be sure to check the Henstridge website <http://www.henstridgeairfield.com> for PPR and noise abatement arrival & departure routes.

Please contribute your **old southern England 1/2million maps for the Scouts'** take-away packs at the Belle Vue camp. Steve Robson (or any of the other committee members) will be happy to receive them at either of the remaining Strut meetings or by arrangement for collection at the airstrips around the region.

N.B. The Strut has been informed that our **Plymouth fly-in, planned for 4<sup>th</sup> May, has been cancelled** due to an anticipated busy period of business and commercial air traffic associated with the TransAt race. Steve Leach, John Kempton and the committee are working with SATCO Kev Lambton and Manager Terry Linge to re-schedule our fly-in.

---

## Club Class - The Aviation Comedy by Harry Denford

**At the Plough Theatre, Torrington on Fri 29th March**

Try something slightly different... Join a cast of four dressed as cabin crew yet playing everyone from pilots to passengers, baggage handlers to even bits of the Airbus A320 on this charter flight of fun to Portugal. Now in its third successful year touring regional and London theatres and written by a headline 'Comedy Store' and 'Jongleurs' comedian who was an ex airline pilot, this high camp comedy musical set to the routines of 'STEPS' is a real belly laugh experience. Fancy dress is encouraged: the theme is sexy cabin crew, pilots or holidaymakers and there will be a prize for the best effort (plus possible upgrade to first class with Champs)

Suitable for adults (16yrs+), Full £12.00, Concession £10.00, Supporter £9.00, £10 for aviation staff  
Contact number for tickets is the Plough Theatre at 01805-624624. Book tickets and pay at the door.  
[http://www.ents24.com/web/event/1440677/Club\\_Class.html](http://www.ents24.com/web/event/1440677/Club_Class.html) and see  
[www.myspace.com/clubclass\\_theatre](http://www.myspace.com/clubclass_theatre) for previous shows audience fancy dress efforts.

---

## Next Strut Meeting:

Thursday 13<sup>th</sup> March 2008, 7.30 for 8.00 p.m. Ley Arms, Kenn, Exeter. <http://tinyurl.com/2zw3dq>

**Bill Leary.** The AN2 - The world's largest single engine biplane, or how to spend £500 per hour on a 9 cylinder, gas-guzzling, oil drinking, hissing biplane - and still be able to fly it on a PPL. Bill has spoken at several other Strut's meetings and has received very positive responses.

<http://www.an2club.info/talks.htm>



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 Meeting:** Thursday 10th April '08 Shell Oil's technical expert **Rob Midgely**.

---

## Tailpiece

Katie Couric, of American CBS News programme, while interviewing a Royal Marine sniper in Afghanistan, asked: "What do you feel when you shoot a Taliban Fighter?"

The marine shrugged and replied, "A slight recoil."

---