



DEVON STRUT NEWS – June 2008

Co-ordinator's Comments

by Pete White

Well, that glorious weather did hang around long enough for us to start the fly-in season and even if the conditions weren't ideal for Bodmin and Bolt Head the following fly-in reports show that everyone involved had a great time. On behalf of the Strut I would like to thank Chris Howell, John Kempton, Keith Wingate and their team for producing a good effort at Bolt Head which would have introduced many new people to our world of light aviation and given them the opportunity to view aircraft at close quarters.

Bodmin's weather started a little doubtful and some of the visitors arrived by road, including a couple from Ireland who, whilst visiting relatives in Torquay, had made a special journey to our fly-in. Talking to them reminded me of when the aviation scene was dominated by a major event, for instance our 'PFA Rally' and the G-VFWE vintage meeting, when we got the opportunity to meet up with friends old and new from not only the UK but Europe, United States, South Africa and even Australia. Sadly this is no longer the case and I for one do understand why and obviously support the regional rally principle but will forever miss the concentrated effort made by *all* to get to one place for a target date. This annual reunion will hopefully return to us all one day and with this, a centralised effort to have a showcase worthy of the LAA, our ever-growing organisation.

On the subject of regional rallies, our committee members are extremely busy planning and preparing for the **Dunkeswell event on Saturday 31st May and Sunday 1st June**. The list of exhibitors being collected by Ian Walsh is growing and includes several aircraft types, which will be on show beside their stands. We will have a Flea Market so bring along your old (or new) aeronautical goodies and label them and we will try and sell them for you with 10% going to the Strut. Dave Silsbury, as airfield event organiser, will be out soon with his lawn mower (remember the 60th PFA event), cutting the aircraft parking lines and taxiways. Keith Wingate is supporting Dave and bringing with him his knowledge on safety issues and airfield procedures. Mike Mold, Steve Robson and team are ensuring that the booking-in area works efficiently whilst Jim Gale is will proudly show to everyone what has been achieved by the people involved in the BaP2 project. Dan Griffiths will be looking after the first aid post, Peter Gristwood, John Hope and Steve Cole are committed to rally organisational tasks and I, with Dave Millin's help, will be running the marshalling team. Although we have had several members and non-members enlist to help, this is a big event and needs a lot of manpower to work successfully and safely for everyone's benefit. Your Devon Strut team still need you to help at our rally so please contact any committee member or myself and give perhaps an hour of your time, which will not only be extremely useful but also very fulfilling for you to be a part of the organisation. This is how new friendships are forged when people work together for the same cause so don't sit out there on the fence; come and join us in the fun.

An event of ours that is well proven and now in its fourth year, takes place over the weekend of 7th & 8th June at Belle Vue airfield. Yes, our Scout Aerocamp is another of our youth orientated programmes, which will send many happy boys and girls home after their first experiences of the wonder of flight and having had an enjoyable two days camping. The scouts all leave Belle Vue with certificates (presented this year by Polly Vacher), other goodies and a half million chart which has been donated by pilots from our Strut and afar. On that note I would like to give a hearty thank you to Mark Preston who was able to encourage Stuart McKay of The Moth Club to ask his members to donate their old charts. Once again, don't be shy in coming forward if you want to have the joy of helping others experience flying in light aircraft, something that we may sometimes take for granted.

Another report in our newsletter explains how the Devon Strut did its part to help the national LAA Young Aviator's drive over the weekend of May 10th & 11th. I was away on holiday and regrettably missed a brilliant day organised by Jim Gale and other members at Dunkeswell when they managed to take flying several youngsters and their helpers from the South West Children's Hospice.

As you can see many of your fellow members of the Strut value their gift of flight and are willing to share this with others, especially those that are less fortunate than the majority of us. Our flying time does not have to consist only of fly-ins and touring. We are all very lucky to be able to enjoy the thrills and pure poetry of flight. To be able give a bit back or help others using these skills of ours, is a small thing to ask and, when viewed by the recipient, a big thing to do.

In case the July newsletter doesn't reach you in time, our next local fly-in will be at Halwell on 29th June, details from Keith Wingate.

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

Bodmin Fly-In, Saturday 3rd May

by Derek Boyce

Strong winds and poor weather kept the number of visiting aircraft down to just 17. The wind also kept most of the based Aeroncas in the hangar, although Pete White, John Colgate and Alistair Smith pulled IVOR out for the first engine run with



from Old Sarum.



its new A65. The carb was a borrowed one but there was a big smile on all the group members' faces. As part of the Aeronca fly-in Alan Crutcher arrived from Cardiff in his Chief and Paul Isherwood flew his new Super Decathlon G-DDGJ

In 1983 the Trago Mills SAH-1 made its first flight from Bodmin. We were very pleased to welcome Chris Burleigh who flew down from Thrupton in one of the three later derivatives now flying, a Sprint 160, which generated a great deal of interest with Cornwall Flying Club members who remembered the original SAH-1 being built.



One time Cornwall Flying Club member Simon Desormes battled a very strong headwind to fly his Renegade Spirit down from Stoodleigh Barton; he was looking forward to a much faster return journey!

Richard Webber and Nigel Skinner arrived from Eggesford in the Auster III, which is another aircraft with Bodmin history, having been based at the airfield in the 1980's. Also from Eggesford was Jeff Houlgrave with the prototype Auster AOP9. From Plymouth came Phil Foden (Jodel D120) and Steve Leach (Taylorcraft BC12D) whilst Russell Marshall (Jodel D112) and Mike Wells (Emeraude) made the

journey from Watchford Farm. Travelling from further afield were John Holden (Eurostar) from Wadswick Farm, a Silence Twister from a strip near Bristol and a Robin DR400 from Headcorn. Many

thanks to everyone at Bodmin, including Matt in the tower, Fred the fireman / refueller and Michelle and Kirsty for the excellent catering.

Bolt Head Classic 2008, Sunday May 4th

(Pictures by Maurice Wickstead and Dick Flute)

by Chris Howell

I got up from my bed at 5.30 am and straight away took a look at the forecast for the day. It was not good; there was a front straddling right across Devon and Cornwall, moving east with rain and low cloud forecast. A great black cloud loomed over me and my spirits plummeted; months of hard work looked to be wasted. Our only hope was that with the Bunker open we may still draw in a few stragglers. Then, following my breakfast, I began to notice the METAR'S were much improved from the TAF's and the sky at home was partly blue and the cloud high! Could the met men be wrong??

Well, we had one aircraft to display, Dick Flute had flown in the day before in a Cessna 172 and beggars can't be choosers! [See Dick's letters of appreciation below – Ed]. I raced up to the airfield to find John Kempton and Tug Wilson already there with the direction boards up and the kettle on. We had secured mains electric from the Bunker, which would feed the tannoy system and the catering trailer. The weather was not great but at 08.30 we heard the distinctive sound of an aircraft overhead. We all looked up and saw Steve Leach arriving in his smart Taylorcraft. What a result; what a great effort from Steve to arrive so early and now we had two aircraft. Gradually cars began to roll up and folk began quizzing us about aircraft arrivals, when was the bunker open, where was the Tiger Moth? We had invited Rob Wotton from Ace Flight at Dunkeswell to come down and offer a few pleasure flights. A frantic call to Dunkeswell where Nicola Procter confirmed Rob had departed some twenty minutes beforehand. Minutes later the distinctive sound of a Gypsy Major arrived overhead, now we had three aircraft.



Strut members began to arrive to help out, Ian Law took up door duty on the Bunker and Richard Turton was madly selling draw tickets. Keith Wingate arrived with the Portaloo's and realised with the crowds arriving a second was needed post haste! The phone was hot with calls asking about the



weather and I had to report CAVOK as the METAR at Plymouth was showing CAVOK and we had very high fine cloud overhead. It was getting really warm and the music poured out from the recently set up sound system and we even dragged in a part time radio presenter Dave Botha. Now cars and people began to flood in, classic cars from the

MG Car Club, The Jaguar Club The Bentley Owners Club, The Devon Vintage Car Club and a military vehicle club.

Steve Leach flew Keith Wingate over to Halwell to collect his Emeraude and Peter Gristwood arrived in his Robin DR220. A mob of Irish pilots on tour flew in with Gordon Salter, the X Air Hawk attracting much attention from some of the cadets and their parents.



One mother was heard to remark, "That dashboard looks just like the one that was on my kitchen table the other day" See Jim, your hard work does not go unnoticed!

We also organised a prize draw, 1st prize being two Air Southwest return tickets to Dublin, the 2nd a trial flight at Plymouth, 3rd - a dinner for two at the Soar Mill Hotel, and the 4th a dinner for two at The Tides Reach Hotel. This raised £1,200 and thanks go to Tricia Kempton, Mrs Tug Wilson, Richard Turton and friends who spent all day scribbling and selling tickets. We raised a further £1,463.00 from donations making a total raised on the day of £2,623.22. This has been presented to Macmillan Cancer Support and The Friends of Redfern, Salcombe Health Centre who have been able to purchase a second 24 hour blood pressure monitor which saves patients making a long double journey to Derriford Hospital in Plymouth. Many thanks to all who gave so generously.

It has been estimated that 3,000 people visited by car on the day and the three local pubs were so busy with the overspill they ran out of food!! Twenty aircraft flew in against the awful forecast which did not really materialise. Thanks to the Eggesford mob for taking the trouble to visit and a special thanks to Steve Leach for arriving so early and lifting all our spirits. Rob Wotton was so busy with Tiger Moth flights he had to return the following day to complete the list of passengers wanting pleasure flights.



Thanks also go to John Kempton, Keith Wingate, Tug Wilson, Ian Law, Richard Turton, John Havers, Maurice Wickstead, Jim Gale and ALL the ladies without whose support the event would never have happened. May 3rd 2009 is the date for the Bolt Head Classic 2009 and we aim to better the event with a few more surprises!!!

Young Aviators' Day, Dunkeswell, Saturday 10th May

by Steve Robson

The day was bright and sunny for the Young Aviators event at Dunkeswell, which rather set the tone for the whole day. Our mission for the day was to fly youngsters from the South West Children's Hospice, also their siblings and the parents/carers as well. This provided a day out at Dunkeswell Airfield, creating a focussed event for all the families involved. Several of these families arrived at the café during the early morning and it gave everyone a chance to mingle and make introductions. After a quick few words of welcome from Jim Gale, Steve Robson gave a safety briefing and then Jim did a talk and tour of his Jodel. Everyone paid very close attention indicating the genuine level of interest.

Once the formalities were out of the way the flying programme began with the ground crew, Alan Faupel, Maurice Wickstead and John Havers providing their usual high standards of service and the pilots, Jim Gale and Peter Gristwood in their respective Jodels, Mike Wells in his Emeraude, Martin Ryan in his Stinson and yours truly in my trusty old Condor. David Hayman in his Cirrus joined us a bit later on.

First of all we flew the 'little kids' followed of course by the 'big kids' and just to make sure no one felt left out we gave everyone a Young Aviators Certificate. I always find it very rewarding when you give

someone a flight and you see their faces light up with excitement and in some cases the sheer joy of being in a light aircraft, and this day was no exception.



Because Martin's Stinson has four seats he was able to take families including some of the hospice patients and this was very warmly appreciated. Similarly, David was able to make a number of trips and also carried a few others.

Sincere thanks go to all those who helped on the ground and in the air and to Brendan and the team at Dunkeswell who provided us with an excellent base from which to operate. By the end of the afternoon, we had lifted 18 youngsters, 2 in wheelchairs and 8 parents from the families Fuller, Daudry, Kelly, Ballard, Lee and Smith, leaving everyone with a smile and a warm satisfied afterglow, which was especially poignant as one family had been recently bereaved. Overall, another successful event.

We are always looking out for others to help and if you would like to come and be a part of this and other events, please get in touch – there's always a space!

Footnote:

Dear Jim,

Please find enclosed a cheque for £20 as a donation to your other project, BaP2. Thank you again for the wonderful experience on Saturday of being able to fly in the Devon Strut aircraft. As a family we really appreciated the time taken by the pilots to fly their aeroplanes in order to bring enjoyment to families from the Children's Hospice South West.

Yours sincerely,

Ruth Fuller.

BaP2 Update

by Jim Gale

Hi all.

Just to update you with progress of the Hawk during April. Barnstaple Scouts have been beavering away on the airframe and we now have one wing covered and ribbed. (Took 5 of us to do that - could have done with 6!) Next one will be easier, fingers crossed. Kingsbridge Air Cadets have done the major work of cutting and assembling the instrument panel with finishing touches being completed at Thorverton this week. The doors are on and Steve Robson has come up with better door latches than the elastic loops supplied with the kit. The second wing is due to be covered and ribbed so the final engine installation, piping and wiring is the next big job. The X-Air agent and his technical officer have promised to visit Thorverton so hopefully they will tell us that we have completed everything correctly.

With that task finished it's registration letters on and final inspection by John Skinner, paperwork signing off and application for Permit to Test to be sent to the LAA! Will we see the aeroplane in the air by the end of May? I certainly hope so.

We have another sponsor, Pooleys, who have provided us with a full set of navigational charts, flight guides, wizz wheel, ruler and protractor, all in a nice new flight bag. They have also entered us into their promotional programme, so if anybody wants to order from Pooleys, using our promo code gets them a 5% discount and the BaP2 gets a percentage payback too. So to all of you reading this, please use the promotional code SPIRITOFDEVONYOUTH when ordering from Pooleys as it will help with our running costs and you get a discount – can't be bad.) I'm now working on Shell for engine oil and (tongue in cheek) fuel. Nothing ventured.....

So, the aim is to display the Hawk at the LAA Regional Rally at Dunkeswell 31st May/1st June and we might even see it flying.

May Update by Steve Robson

By the time you read this the wings should have been completed. Over the last couple of weeks the covers have been put on the wings and the process for getting the right tension has started. As with most things, it's easy when you know how but getting it right first time caused us all to chuckle a bit! To help pull the covers on we were advised to use talcum power, which as you can imagine went everywhere, but at least were all smelling sweet! All the control surfaces have been fitted before so it's just a case of bolting them back on. The doors are now on with some minor work to be done to the handles before they are complete too. Thanks to the kids at Salcombe the instrument panel looks fantastic and has been fitted. Work to connect everything will start shortly. Thanks to Chris Howell and Keith Wingate for helping to make this happen. Another concerted effort should see the remaining work done and we still hope to have the aircraft ready for static display at Dunkeswell.

Thanks to all the youngsters for their great work so far and thanks also to the LAA inspectors and Strut members for your continued support, both physically and financially.

Spirit of Devon Youth Appeal

On behalf of Jim, myself and all others involved in the Spirit of Devon Youth project, I would like to express my most sincere thanks to all those who have made a donation. Your response has been nothing short of overwhelming! What we have raised, thanks to your generosity, has been miraculous and will make a significant contribution towards completing the project. At the last count the total was approaching £600 – you all know who you are, many thanks!

If you haven't yet made a donation, but feel that you would like to, we'd be very pleased to receive it. You can make a donation in a number of ways, by sending a cheque direct to Peter Gristwood, payable to the Devon Strut of the LAA (please write 'BaP2 donation' on the back of the check) or to a Strut committee member, either cheque or cash. All donations will be recorded and a 'roll of honour' of the names of those who contributed will be published in the Strut Newsletter at a later date (confidentially / anonymity respected). My most sincere thanks, Regards, Steve.

Aeroletters

Appreciation of Bolt Head by Dick Flute

[Dick is a friend of Maurice Wickstead and attended the Bolt Head fly-in along with two other friends in his Elstree-based Cessna 172 G-BDNU. His return to Elstree from Bolt Head was postponed due to sea fog on the Sunday afternoon. He is an LAA member and runs a successful transport business specialising in film set and aircraft relocation, advertising in Light Aircraft. He also contributes articles to GASCo's Flight Safety magazine. – Ed]

Hi Maurice, We eventually departed at 11.00 on Monday for Dunkeswell with just a couple of visitors asking if any more flying was planned to take place. Did the Tiger Moth come back? *[Yes –see Chris's report]* We didn't see it. Our trip back to Dunkeswell was disappointing, rather murky, overcast, low cloud on the hills, no horizon out to sea etc.....but fortunately uneventful.

Wherever I fly to I always have an incredibly difficult decision to make. Nine times out of ten I have been asked to return, (mainly to apologise?), but my quest in life is always to explore further by visiting new airfields of all shapes and sizes. Largely due to your influence I have discovered the Devon Strut events and in both cases, Watchford Farm and now Bolt Head, they have been very enjoyable indeed. Indeed, both Geoff and Gordon want to return to Hope Cove with their wives, (probably by car), to sample the delights of The Cottage Hotel again. For my part I'm much more interested in your Fly-In events so have made a pledge to try and visit at least once a year for as long as my medical holds out. I couldn't do it last year as all my spare money and more was spent flying to the Algarve for my 60th birthday to visit our daughter. If space can be found for a paragraph or two in the Devon Strut newsletter perhaps our sincere thanks can be expressed? The way you guys go about such things really does deserve much greater exposure to the GA world and beyond. To watch the public milling around our humble Cessna 172, (who amongst the privileged would even bother or give a damn elsewhere airside at airfields?), and so interested in these flying machines.....gives the clue I think. MOST people are simply very interested in aeroplanes, and it was obvious that many found even our aircraft of considerable interest.

The fact being, they almost never get a chance to get close, peer inside or be invited to sit in them. I think we missed a lot of opportunities at Bolt Head by not fully appreciating the importance of this and being stuck in the GA frame of mind that a Cessna 172 is boring, boring, boring. To the public it is AN aeroplane, (they aren't interested what it is), but.... even the chance to actually sit in one, to have the controls and instruments explained, really makes their day!

The comments from that young lad we took up probably said it all. He was so delighted and utterly impressed. I'll bet a pound to a penny he'll never forget the experience for as long as he lives, even if he goes on to be a fighter or airline pilot. That breathless sense of wonder when you first lift off, the rush of bumping along the grass, then the utter smoothness, the known world quickly dropping away. The "Wow" of amazement when the whole world outside tilts on its side in a steep turn. His asking how fast are we going? Me telling him, "About 100mph." He saying, "It seems like 5mph." We pilots tend to forget about all this? His comment as I approached for a 'fast' low pass, "Are we going to land now?"

I suppose the crowning comment was pulling up from the low pass and banking over the cliffs, "THIS is the ONLY way to travel!" From the mouths of babes as we say, the essential truth? Exactly why we pilots do it? Perhaps so easily forgotten when thinking about weather, ATC, plotting courses, etc, etc? And of course, over the years we do get quite used to it, the initial sense of delight and wonder being replaced by other issues. I like to think I still have a small sense of that wonder remaining and I strongly suspect that the Devon Strut members are thinking along similar lines.

In future, I think I will spend much more time talking to the public and inviting them to sit in the aircraft if the circumstances allow. Also if funds allow, (I'll need to check out the insurance details), taking a couple of passengers for a circuit or two. As far as I'm aware, if I'm not charging anything, I can certainly take passengers, subject to policy limitations.

At Watchford Farm two years ago it was mainly 'self contained' I think. Pilots gathering to enjoy the day. *[Actually, many of the home based pilots at Watchford use the opportunity to give rides to family, friends and public visitors – Ed].* This 'explosion' of public interest at Bolt Head came as a complete surprise to us so we weren't in the 'box' in terms of getting involved. If anything we felt rather concerned about so many people being around and actively interfering with our aircraft! Pulling the prop around etc.

I now realise we lost a great opportunity to engage the public. Yes, we did talk to them, did let them look inside from time to time when getting something we needed which required unlocking the aeroplane, but mostly left the aircraft locked up. I now regret that we didn't pick up on what was happening sooner and get ourselves organised in a roster to welcome the public and explain what we were doing, how we were doing it, and how the aeroplane worked and telling them what a total privilege it is to learn to fly. Food for thought on future events?

As always, my best regards,
Dick

And later..

Dear Maurice, Having just spent about two hours writing up an account of our sea fog encounter taking off from Bolt Head, (ramifications, previous encounters with sea fog etc, etc), on Sunday for GASCo Flight Safety...guess what....it disappeared when clicking on 'save to desktop', never to be seen again, I suppose. There are times when I could cheerfully dump my computer into the trash can! I have just read your e-mail again. Great news to hear the event eventually raised over two grand. I will expect a certificate of appreciation for the thruppence ha'penny I put in. I thought I had a tenner to spare but blew that on a burger!

However, I *must* say this; please be assured there is no criticism intended in my comments about the Bolt Head Fly-In. Quite the opposite in fact. I only hope that my comments might have a positive result, in terms of taking advantage of a sudden upsurge in public interest whereby visiting pilots should be encouraged to welcome people and explain their interest and passion for flying and so on. As said I feel somewhat ashamed for not picking up on the moment.

I do honestly believe that the Devon Strut leads the country in how to put these events together, if anything possibly a victim on the day of your own success? As visiting pilots, we cannot praise you enough. We all agreed the event was first class. Enough control to make it safe, but certainly relaxed and thoroughly enjoyable. Just to say, many, many thanks. We had a wonderful trip, thoroughly enjoyed ourselves, and will look forward to planning a future visit.
Dick.

Tale of another tailwheel

photos by Pete White

These pictures are self-explanatory and illustrate the construction of a tailwheel dolly for moving Aeronca Chief G-IVOR around the hangar at Bodmin. The design was drawn from an internet image by Ian Law, welded by Pete White's son, Seth, and finished by Pete.



Members' News

Russ Marshall and Mike Wells have a new toy at Watchford

Driven by their desire for something faster than their Jodel D112 and Emeraude and more aerobatically capable than Russ's EAA Biplane, Russ and Mike have bought RV4 G-VANS. It's a 150 hp O-320-E2D powered version with a wooden Warnke 70x74 prop, having previously been imported from America and based at Brighton. Flight planning now involves calculating routes at more than 2 nm per minute rather than half that figure. The Bipe has been sold and future of the 112 is under review!



Chris Willis continues the restoration of his Aeronca Defender under Dave Silsbury's guidance at Dunkeswell.

Welcome to New Members

Malcolm Vest of Wellington, Somerset. Malcolm has a share in Piper Super Cub R151 / G-BIYR based at Watchford.

Mike Claydon, Memorial Scattering of Ashes

Hello again Pete, I do hope that the Strut members have been making the most of the recent fine weather and that the fly-in season is off to a truly flying start. It's hoped that Mike's ashes will be scattered over Old Sarum on Saturday 7th June (with the 8th as a weather alternate). Mike's widow, Sharon, has sent out an invitation and I echo the fact that any Strut member who knew Mike and who may wish to attend would be more than welcome to do so.

I trust that your fellow committee members also approved of my proposed memorial award. Having had further thoughts on the nature of the trophy itself, I have been investigating the possibility of basing it on a model of Mike's Easy Raider. As such, I have yet to obtain further details of the practicalities following my initial enquiry to a known model producer. Should this also meet with your approval, I shall keep you informed accordingly. With my thanks for your earlier warm response.
Best regards, John Webster.

ATC "Apparent Holes in Coverage" (contributed by Maurice Wickstead from *Aviation News*)

NATS has recently undertaken an investigation into the operating characteristics of air-ground communications, following a number of 'Loss of Communications' reports. Some of these incidents have led to airliners being intercepted by fighters as a precautionary measure. In common with many other European ATC providers, NATS uses a method of radio transmission where the same signal is radiated simultaneously from up to five separate radio stations. This system is used to provide area coverage by extending the effective range of the operating frequency. Detailed testing showed that

despite meeting the published minimum performance specifications, some aircraft radio equipment is susceptible to spontaneous receiver muting when subjected to multiple transmissions. Operations in UK and European airspace can suffer from a localised phenomenon known as the Multi-Carrier Effect. The effect is usually observed by aircrews as an apparent 'hole in coverage'. The principal defining symptom is that all ATC to pilot communication is suppressed, while pilot to ATC and pilot to pilot calls operate normally. In the event of a suspected occurrence, it is suggested that aircrew should make contact with ATC via another aircraft using an air-to-air relay call.

2008 Sport and Leisure Aviation Show

The British Microlight Aircraft Association and the British Hang Gliding and Paragliding Association have confirmed the dates of the 2008 Sport and Leisure Aviation Show as the 29th and 30th November 2008 at the National Exhibition Centre in Birmingham. Further details will be available as they are confirmed at the show website www.theflyingshow.co.uk

ELT Exemption Extended, (from Graham Newby via LAA Forum)

The CAA has reissued the ELT exemption for a further year. It was hoped that the Ops NPA from EASA would have been out earlier so there could have been some joined up thinking rather than a repeat. Unfortunately the NPA has been delayed until June so the CAA decided to reissue the exemption as it was until 1 May 2009, unless previously revoked.

New AIS Website (from Mike Cross, Luscombe Club and AOPA-UK AIS rep.)

The AIS website www.ais.org.uk has been re-designed and is now live. The site has been re-hosted to the European AIS Database. This is about far more than just NOTAM. AIS covers all of the data in the AIP, which includes aerodrome and procedure plates. Clearly anyone who uses a paper flight guide, a GPS or a FMS needs this AIP data to update their flight planning resources.

The new site features several improvements, developed in response to customer feedback: It is accessible to a wider range of web browsers, the UK Aeronautical Information Package can be accessed without the need to register, NOTAM output can be ordered geographically, there's an easier format for entering a date/time group, easier access to non-UK information and a brand new 'point brief' is available.

Pilots will still need to register to download NOTAM information. Users who initially registered after 16 Feb 2008 will need to re-register, but will find the process much simplified. There is no need to register if you solely wish to view Static Data i.e. UK AIP, AICs and Supplements. Subject to satisfactory performance of the new website, NATS planned to switch off the old site on 30 May 2008. NATS AIS would like to record its thanks to all those who have helped to develop the new site: from consultation to design, development and hosting, and the population of the site with information.

Weston Zoyland:

Besides Jeff Thomas's Weston Zoyland microlight flying school website <http://www.westonzoylandflyingclub.co.uk/index.htm>, the airfield has a new website devoted to the RAF WZ museum <http://www.freewebs.com/westonzoyland/index.htm>

June Free Landings

Pilot: Andewsfeld, Beverley, Gigha Island, Lashenden, Panshanger and Sturgate.
Flyer: Bourn, Barton, Gloucester and Sturgate.
Today's Pilot: North Coates, Sibson, Kilkenny and Beverley.

LAA South West Regional Rally, Dunkeswell, 31 May – 1 June 2008

Essential information for all visiting pilots

As we are expecting large numbers of visiting aircraft to arrive during the peak periods (11.00 – 13.00 local) on both days, all pilots are requested to follow the instruction given by the marshals and ground staff at all times. This is to ensure that aircraft are parked safely and efficiently and to reduce delays. Your co-operation is much appreciated. For further information please see the arrivals information published in the May newsletter and on the Strut website.

Devon Strut / LAA Fly-In & Event Calendar 2008

May 31 st - June 1 st	Dunkeswell R/Rally	Dave Silsbury	01752-690358
June 13 – 15 th June 21-22 nd June 29 th	AeroExpo North Weald Halwell	Wycombe Air Park Air Britain Keith Wingate	http://www.expo.aero/london/ http://www.air-britain.com/ 01548-857531
July 5-6 th July 12-13 th July 19-20 th July 27 th	Popham R/Rally Fairford LAA Shuttleworth Branscombe	RIAT Old Warden Bill Hayman / David Hayman	01256-397733 http://www.airtattoo.com/ http://www.shuttleworth.org/ 07920-263956 01297-680259
August 9-10 th August 10 th August 17 th August 31 st	Sherburn R/Rally Lundy Island Treborough Plymouth	Sherburn-in-Elmet Pete White Mark Weatherlake Steve Leach / John Kempton	http://www.sherburnaeroclub.com/ 01752-406660 / 07774-017704 01984-641179 01752-696970 01548-842057
September 6 th September 14 th	Belle Vue Watchford	Jim Gale Brian Anning	07887-906789 01823-601268
October 4 th October 5 th	Dunkeswell -Jodels Popham LAA PCS coaching day	Jim Gale	07887-906789 see LAA website
Non fly-ins June 7 th /8 th	Belle Vue Scout Camp	Pete White or Jim Gale	01752-406660 / 07774-017704 07887-906789

Free tickets to Aero Expo at Booker on 13-15th June are available if you email Penny Sharpe at LAA HQ with your post code & LAA membership number. penny.sharpe@laa.uk.com

[The Breckland Strut](#) will be hosting its Tibenham fly-in on Sunday 15th June.

Our friends in the Devon & Somerset Microlight Club have a programme of events publicised on their website <http://www.devonandsomersetmc.co.uk> including their **Jurrasic Coast fly-in at Dunkeswell**, on **Saturday 30th August**. As last year, there'll be an all day BBQ starting at 12.00 and into the evening. Visitors will be camping over and restaurant food will be available also from the Air Centre.
