

DEVON STRUT NEWS

The Newsletter of the Devon Strut of the Popular Flying Association. April 2006.

CO-ORDINATOR'S COMMENTS

by Christopher Howell

Well, my fellow aviators, I thought Spring had sprung when the green daffodil shoots popped up. How wrong that prediction turned out to be! Ever the optimistic type, I am now informed that the plants know best and they will be joining us shortly to display their full Spring bloom. With that, we move the clocks, the temperature doubles, the wind goes southerly and it pours with rain. I can hear the grass groaning and crying out, "Time to grow, get your cutting machine out, sucker, and catch me if you can."

Following on from a recent meeting of Strut Elders the question was posed, "What is in it for me if I join the Strut?" I can only liken it to a swim in a nice warm swimming pool and calling out "Come on; in the water is great" when they're warm and dry and looking at the wet water thinking, "Is it worth getting wet?" I will try and relay some of the reasons why it is worth becoming a Devon Strut member.

When I first got interested in aircraft my old mate Steve Leach used to call up and we would fly off in his Taylorcraft. I would meet the odd soul here and there and Steve would occasionally say there was a meeting or talk, so it took a long while for the Strut to sink in. It was when I finally got my licence and the cost of aircraft hire really started to bite that I looked around for a more economical form of flying. I then met Pete White and he introduced me to G-IVOR, a 1946 Aeronca Chief. I was amazed how generous Pete was with his time and how friendly the rest of the group were. That was when the Strut really rose to the fore. My friend John Kempton always maintains he joined the Strut for the social attraction of joining fly-ins and the winter meetings with a guest speaker each month. We hold some tremendous fly-ins now, none more memorable than Lundy Island. I was fortunate enough to join Pete White for my first trip to Lundy and my second visit was with another Strut member, Dave Berger. Derek Boyce has ventured to Ireland and France during 2005, again with Strut members and the Aeronca Club UK.

We have various landing concessions, none better than free charges at Dunkeswell with fuel uplift and half price without taking fuel. We publish all the free landing offers that are available in the aviation monthlies so you can decide to buy a magazine or not! And then enjoy cheaper flying. There is tremendous technical advice available, practical help, contacts for all manner of products and repairs. When I became an aircraft owner I could not have managed without Joe Thomas and Mike King, whose help and advice became invaluable. There are many co-ownership groups, all accessible through the Strut. Advice on hangar location, rental rates, and where it is available. We have details of insurance companies and their rates. There are many strip owners who are only too happy to pass on their advice, e.g. how to go about putting up a hangar up in a farmer's field, how much will it cost, where to go for planning, what will the rates be? These and many other questions can be answered through the Strut membership. We also have Jim Gale, our National Council representative, raising our concerns and keeping his ear to the ground at PFA HQ. Then there are the PFA Inspectors, essential when you take on a building project or buy a permit aircraft. The PFA Coaching Scheme is invaluable when you're in need of some moral or practical support, when hoovering out the winter blues. All this for only FIFTEEN QUID. So think on, when some bright spark asks "Why should I join the Strut; what's in it for me?"!!!!!!

On an even more challenging note, recent experience is teaching me there are many crazy driving fiends on the road today. Top of the hit parade must be mothers taking their dear little offspring to school. I fear for my life when dropping my daughter off at school. Sooner or later one of those mad mothers, who stop for nobody and no machine, will become a statistic at a CAA Safety Evening, I can tell you, those motor cars will fly and then crash into high ground. Low flying pigs? Forget it; lookout for low flying mothers. I know, I live with one!!!

Safe Flying, Christopher.

Strut Meeting 9th March. Peter Vacher's Hurricane R4118

52 members and guests were entertained by Peter Vacher's account of how a genuine Battle of Britain veteran, Hurricane R4118 was reborn in 2004, following an extensive three-year restoration, and flew for the first time in over sixty years. The journey from Battle of Britain fighter to restored aircraft has been a long one. R4118 was delivered new to 605 (County of Warwick) Squadron at Drem on 17 August 1940. During the Battle of Britain, R4118 flew some forty-nine combat sorties and shot down a number of enemy aircraft. After being battle damaged on 22 October 1940, the aircraft was rebuilt and delivered to 111 Squadron at Dyce on 18 January 1941. There, it was flown on patrol over the North Sea and was again in combat.

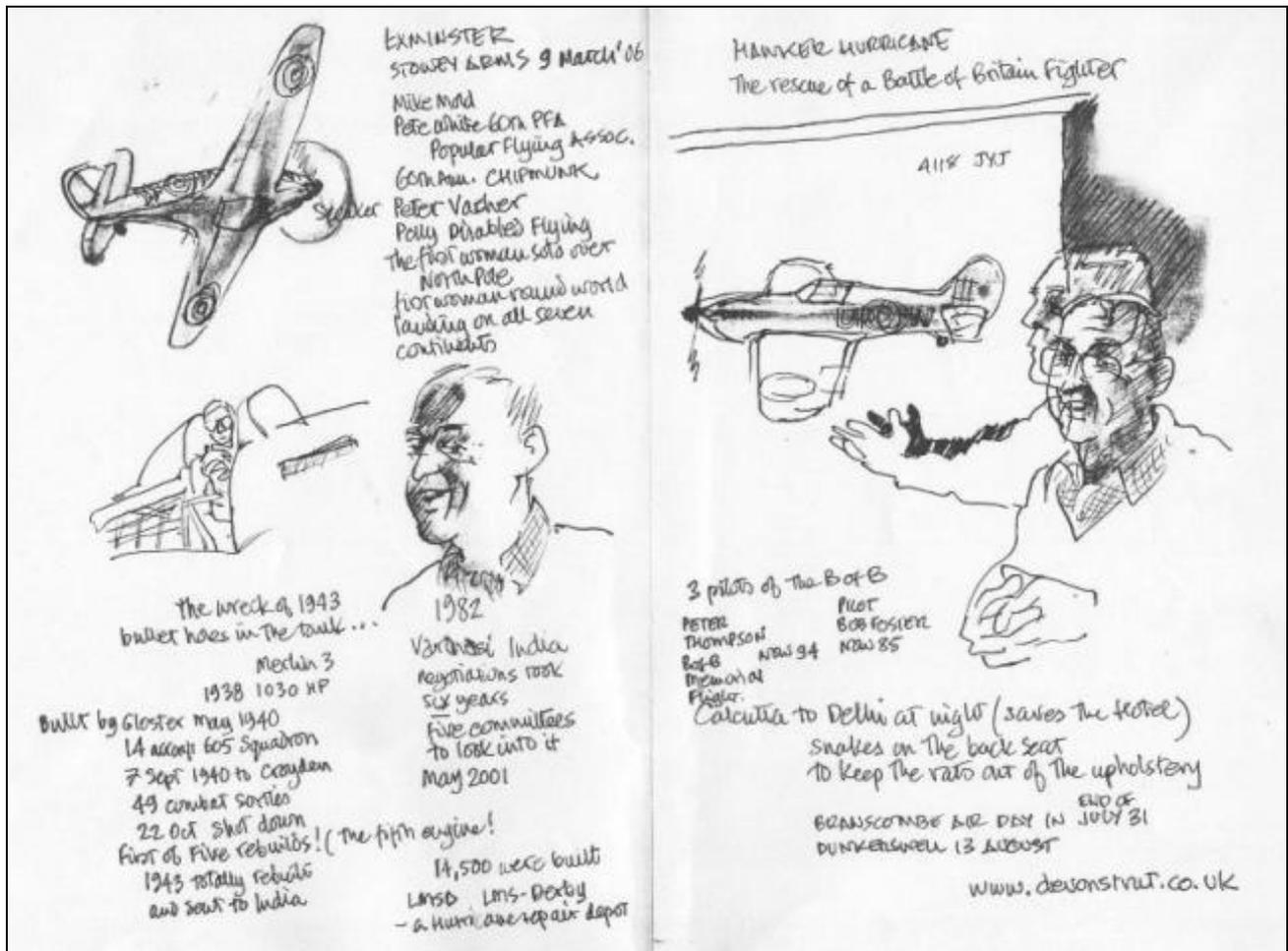


Over the following two years it was used primarily as a training aircraft with 59 and 56 OTUs and was rebuilt a further four times following major accidents, including hitting a lorry on the runway and being stuffed into a snow bank! In December 1943 R4118 was crated at Cardiff and shipped to India as a training aircraft. It remained in its packing case in Bombay until 1947 when it was struck off charge, never having been used. It was donated to a northern university for engineering instruction where the fuselage stood outside in a compound with the propeller, wings and tailplane laid on the ground and there it remained until

One of Peter Vacher's great passions in life is restoring Rolls-Royce motor cars. In March 1982 he was travelling in India on RR research when quite by chance in the grounds of Benares University he stumbled on the rusting remnants of an aircraft. It was unrecognisable but Peter was intrigued. Initially thinking it was a Spitfire, he managed to get the serial number from which he obtained confirmation that it was in fact a Mark I Hurricane, R4118, which had flown in the Battle of Britain! For years he did nothing but the fantastic idea of bringing it back to England and seeing it fly again stayed at the back of his mind. In 1996 he decided to act and made an offer to buy the remains. There then followed six years of wrangling, committees, red tape, Indian Air Force involvement, and much patient lobbying before in 2002 Peter was given 24 hours to remove the plane. Then the truly difficult process began. Hawker Restorations Ltd in Suffolk undertook the meticulous restoration work, including a worldwide search for parts, fitting every piece of equipment that was in the aircraft during the Battle of Britain, such as the first of the VHF radios, the Identification Friend or Foe (IFF) unit, eight Browning machine guns and the camera gun in the starboard wing. It is said to be one of the most historic fighter aircraft to have survived the war.

Along the way Peter re-united three auspicious veterans - Peter Thompson, Bunny Carrant and Bob Foster - with R4118, men who had flown her during the war. Wing Commander Bob Foster DFC, (who damaged two Ju88s and shared the kill of another), was reunited with his former aircraft at Duxford in 2005 and witnessed its first public air display. This is truly an amazing story and for Peter Vacher, a dream come true!

One of the guests at the strut meeting was retired film director and artist Jed Falby from Budleigh Salterton. Jed always carries a sketch book wherever he travels and the page from Thursday 9th March is reproduced below with his kind permission.



Peter's book is available from Amazon [Hurricane R4118: The Extraordinary Story of the Discovery and Restoration of a Great Battle of Britain Survivor](http://www.amazon.co.uk/Hurricane-R4118-The-Extraordinary-Story-of-the-Discovery-and-Restoration-of-a-Great-Battle-of-Britain-Survivor/dp/0954571100) <http://www.warbirdsofindia.com/News/news25.html>

With acknowledgements to <http://www.airsceneuk.org.uk/airshow05/dxve/dxve.htm>

Update on Celebrating the PFA's 60th Anniversary

60th Anniversary Hangar Dance

Aerodance tickets are now available from Pete White and are numbered for the raffle. They cost £20.00 per person and cheques should be made payable to Cornwall Flying Club Ltd. To save Pete and the strut some money you should send a SAE when writing to him (address below) for tickets. There is a growing demand for the tickets from all over the UK and because we will have to limit the numbers for safety reasons *Strut members are encouraged to book their tickets asap*. If the met is poor, drive rather than fly!

60 Aerosites Challenge

As part of the celebrations for the PFA's 60th year the Strut has devised an 'Aviation Challenge' set within the area of Cornwall, Devon and parts of Somerset. Pete White has located over 90 sites within the region that have been used, or are still active, for aviation. Many of these sites represent a significant part of our national aviation heritage and include the fields as used by Mon Henri Salmet in 1913 in his Bleriot as well as WW1 Airship Stations. Between the wars joy-riding and early passenger carrying airfields also feature and more recently WW2 Fighter and Coastal Command Patrol aerodromes. To bring us up to date, the active airports of today and the many airstrips that have developed since the end of WW2 also get a look in. The inaugural flight to launch the '60 Aerosite Challenge' will be held in late April or early May 2006 by three Devon Strut pilots flying their Aeronca Chief aircraft. Once completed, the '60 Aerosite Challenge' will be open to all registered applicants.

What do you have to do?

- Register your application enclosing the administration fee
- You will be sent details of the 90 plus aerosites giving the location by grid reference (OS I:50,000) and co-ordinates (GPS) plus a short description and history of the site.
- Plan your route to include the 60 preferred aerosites and be prepared to record each one by photograph and a short description.
- Go and fly it!
- Record the sites you have chosen (A simple log book would be an excellent way of presenting your challenge once completed and could be in any format, paper or CDROM etc.)
- Submit your log. There will be a prize for the best example.

All successful applicants who complete the '60 Aerosite Challenge' will receive a signed certificate. To cover the costs involved there is an administration charge of £10.00 per applicant. (Cheques payable to 'Devon Strut of the PFA'). Any remaining money will be donated to a local charity. All details of this will be published via our web site. The key to the success of this challenge is SAFETY. All applicants will receive a briefing prior to starting and you will be encouraged to fly safely and take the time that suits your ability and comfort zone. Remember that this can be completed a bit at a time and no risks should be taken in any way, but don't forget to enjoy yourself! This fascinating Aerosite Challenge will not only help us celebrate the PFA's 60th anniversary but it will provide some very enjoyable planning and flying, giving us a purpose and a sense of achievement. Contact: Pete White 92, Sherford Road, Elburton, Plymouth, Devon, PL9 8BG 01752 406660 / 07774 017704 pete@aeronca.co.uk

Fly a Teacher. The Strut will participate in the Youth & Education "Fly a Teacher" programme at the Plymouth fly-in on 14th May 06. This will be initially limited to Strut pilots flying with 6 teachers selected from schools local to the Plymouth area. Further events will then be considered after this initial event.

Young Aviators. A reminder that if members take youngsters flying then they could be awarded YA Certificates. (available from Jim Gale). The Strut Aerocamp has been rescheduled for 9-11th June.

Breaking the Ice

by Steve Robson

The days are getting longer, spring is approaching and having to break the ice on our garden ponds or scrape it off our cars is something that we have to do less frequently. However, there's more to breaking the ice than having to deal with frozen water.

We were told by Roger Hopkinson during his visit to the Strut in February that the PFA had received comments that some struts were 'unfriendly places'. Now I'm not suggesting for one minute (and nor was Roger) that the Devon Strut is unfriendly, but something that happened the other day to me got me thinking.

I'd been to Dunkeswell for fuel and had pushed my trusty old Condor back against the fence next to the main road. As I was doing so a chap pulled up in the lay-by opposite the end of the runway and got out of his car for a look. Rather than come over and have a chat, as one might expect, he reached into his car and got his binos out to stare at me from across the road, about 20 feet away, and that's when the penny dropped! The point I'm trying to make is that we come into contact with all sorts of people in all kinds of places but do we always spot this as an opportunity to 'break the ice' with them? It might not always be appropriate but that person might someone who is mad keen on aviation but is just a bit too shy or timid, or downright fearful to make the first move and start a conversation. There is much more to this than increasing strut membership, although any new member is always welcome. It's about education and our image as pilots and flyers with the general public. We know that we are all a friendly, cooperative bunch of safe and responsible pilots and enthusiasts, but do others know that as well?

Have you ever been to a fly-in outside our region where you don't know anyone and not been treated the way you would have liked? Have you ever been 'lectured to' by a 'holier than thou' type and been left with the feeling that you'd like to chain him to the wind sock for a week? Have you ever seen a group of seasoned farm strip pilots who apparently seem to know each other quite well who are taking about magneto timing, prop bolt torques or turnbuckles and you would like to join in the conversation but not felt that the moment was right? And what about road visitors to our fly-ins? Remember, a significant number of PFA members are aviation enthusiasts who are not pilots; are this group ever considered at our events?

A little bit can go a long way so just saying 'hello' will break the ice. Even acknowledging someone is there with a polite nod and a smile might do the trick. As a strut I believe that we are a friendly and welcoming lot, reflected by our large and diverse membership. My point is about recognising when someone who is on the outside would like to be included, and taking the first steps to break the ice without being pushy. They might never end up learning to fly or being a member of the strut but if they go away with a smile on their face, having had a good experience, then perhaps we've one less NIMBY to battle with in the future.

Finally, I'd like to thank John Havers for his helpful comments and suggestions that prompted me to write this article and also to thank all our volunteers for the hard work and support that they put into making our fly-in events a success, including breaking the ice for the road visitors!

National Council Notes, 11th March

by Jim Gale

To stay out of trouble with the CAA, carry a copy of your mandatory insurance with you because they are visiting airfields unannounced. Even better, send a copy to the G-INFO site as this is a requirement for the freedom of info act.

Engineering. Difficult times. Andrew Moore has departed, John Tempest will have gone by mid March, Francis is working flat out, Ken is helping, as are 2 EC members. Out of 12 interviews only one junior engineer has been found. No replacements yet for either Head of Engineering or Applications Engineer. Please be patient with mods etc and if it's not urgent, please hold off.

Next year's (2007) Rally (Not FFF) needs a new Strut to run the Homebuilders tent because Cliff Piper is retiring. (In attendance at the NC mtg having recovered from his heart attack.) Any offers to go to Stuart MacConnacher.

Brownfield Planning PPS3. Due to the lobbying effort, the clause protecting airfields from new development is to be re-inserted by ODPM.

HQ building. The public enquiry to be held on 21st-23rd March at Westbury Old School was to be reduced to one day as the pre enquiry submissions indicated to the inspector that the PFA had nothing to answer and everything to gain, including all its costs against the council. [However, it did run on and after the second day the enquiry was adjourned until the 2nd of May due to a planning technicality which the barristers were investigating – Ed].

Liaison. There is still lots of liaison happening between BMAA & PFA. Much common ground regarding Light Aviation and EASA and a diminishing CAA responsibility.

Budget. After losses at last year's FFF of 2005 accounts finally show an overall operating surplus.

This year's FFF. Home builders' tent needs examples of Tin, Timber and Tupperware projects. Any offers to Cliff Piper. Any photos of early rallies required for the inside 60th exhibition. Please send to

Harry Hopkins. Cliff Piper/Stuart MacC looking for a broken JAP engine to show as a sectioned example of an early PFA type engine.

FFF Historical Aircraft display. Now agreed to be restricted to early (up to 1969) examples only. Devon Strut has now got all of the area in front of the pavilion as the beer tent is open only to the south, not onto the area in front of the pavilion as we had thought. This means we can set up a display of about 20 a/c bordered by the homebuilders tent, the pavilion and on the third side, the back of the beer tent. We'll need a rota of Strut members to man the exhibition in 2 hour slots. *Volunteers please contact Pete White on 01752-406660.*

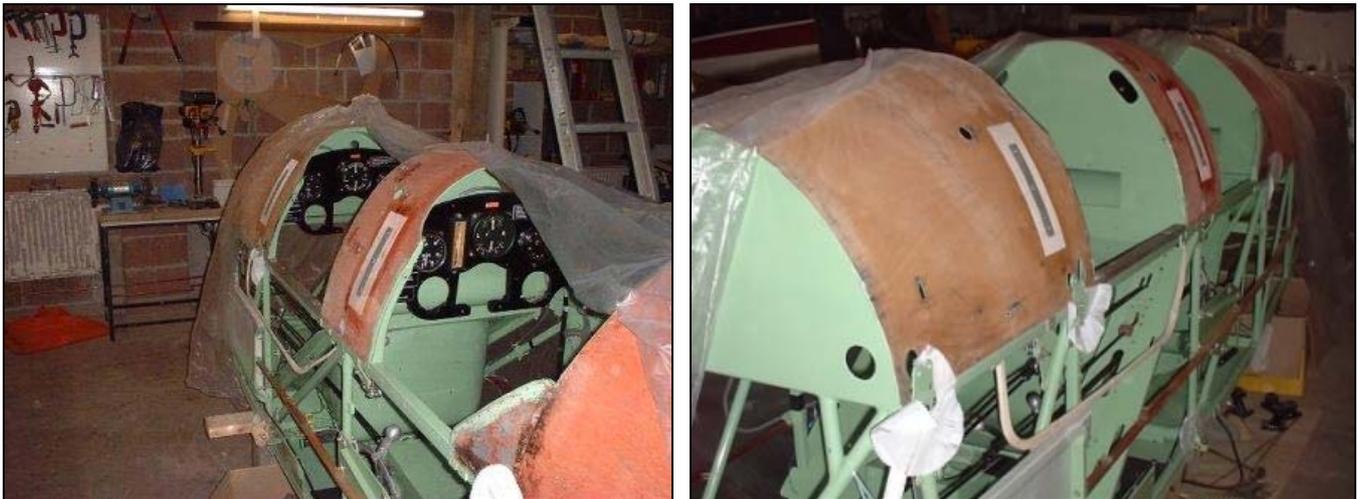
Build a Plane Project needs a financial home as it now appears that the PFA is not supporting it.

Members' News

A warm welcome to new members:

Chris Bailey, of Hemyock. Chris is an engineer and close neighbour of Steve Robson.

Zac Rockey of Exwick, Exeter. Zac's DH82A Tiger Moth G-ASPV is being restored at Branscombe. A zero-timed engine is awaiting installation and the entire airframe is also effectively being zero-timed with some new parts being fitted along with overhauled instruments. All metalwork has been corrosion inhibited with etch primer and the woodwork has been carefully treated. Hopefully it will be a superb example of a classic trainer. The final colour will be the military camouflage it wore in 1941 when it was delivered to the RAF after being built by Morris Motors. The aircraft should be airworthy for this coming season provided the CAA doesn't delay too much with issuing paperwork!



Zac Rockey's Tiger Moth in the workshop at Branscombe

Ron Graham of Honiton. Ron is a licenced engineer, a PFA Inspector and flies PA28R-180 G-AWFD.

David Millin from Kingskerswell. David owns Rans S6 G-MYGP which he keeps at Dunkeswell, where he's currently doing his PPL-A.

Diddie Sims of South Brent flies Thruster Sprint G-DIDY

William Smale from North Molton has a share in Emeraude G-BKFR

Congratulations to Jenny Dalton. After years of putting up with Jabiru Geoff's flying, Jenny (Geoff's better half) decided she wanted to learn to fly herself. She has been learning on the C42 Ikarus at Bodmin and on Monday 13 March completed her first solo, which by all accounts she performed very well.



Jenny Dalton's post 1st solo champagne!



Francis de Beer's Rans S6



Peter Warren's Quantum at Dunkeswell & his Kolb Mk111 Xtra project taking shape in Bridgewater



Recent new member Peter Warren reports: I started building the Kolb in July 05. I don't really have timetable but I would like to get it flying this year. Ray Harper is my inspector; he lives quite close. My main reasons for choosing the Kolb were visibility (moving from a flexwing I wanted good vis. and the Kolb is one of the best), wing-fold as I hope to trailer it and a 4 stroke Jabiru engine. Silver Fern Microlights are the UK distributors of Kolb a/c <http://www.sfmicrolights.com/page5.html>



Having sold his Woodys Pusher, Mike Wells has bought Richard Gibson's share in Super Emerald G-BJVS at Watchford. Alan Crutcher and Reg McComish visited Birr in central Eire last year and obviously had a great time! Alan made it back to his base at Cardiff in one leg.



Richard Horner's J5C Ambulance Cub captured by Mike King



Ernie Hoblyn returns the Sopwith Pup replica to Watchford

PFA Safety Survey

by Mike Mold

In response to the recent request by Colin Mitchell (PFA's Treasurer) in March's PF for figures to populate the PFA permit aircraft accident database, I've offered to collate the return from the Devon Strut. The value of this information was spelt out by Roger Hopkinson in his talk to the strut on 15th Feb and relates to the need for a more statistically valid comparison of accidents on the basis of permit a/c hours flown and pilot experience. Four bits of data are needed as listed in the table below. I initially circulated this request to the 100 or so members on that are on email. Unfortunately, the response was most disappointing and did not reflect the motivation and enthusiasm we've come to expect from Devon Strut members. I'd be grateful if members with permit a/c (either microlight or "Gp A") would take a few minutes to go through their log books, fill in the boxes and return the data to me by email or post (addresses in Strut contact box) so I can collate the numbers for HQ. If only the data from 2004 and 2005 is available, then that would be better than nothing! Thanks, Mike

		Year					
		2000	2001	2002	2003	2004	2005
1	Is your permit a/c a microlight? Yes/No						
2	The a/c hrs in year to permit renewal date						
3	P1's total cumulative hrs up to permit renewal						
4	the P1's cumulative hrs on type up to that renewal						

For Sale

New! Two Eismann AM4 magnetos, good working order £75.00. Chris Howell. Tel. 07970-251386

Robin DR400 G-BAHL New public Cat C of A, A/f approx 3000hrs, Eng approx 1650 hrs, IMC & night, £34K or shares @ £6K, based Dunkeswell. Steve Wells 07775 534 050 / swells@hotmail.co.uk

Mk9 Auster G-BKVK £30K Martin Robinson 01805 804322 or Rodney Rushton 0800 2794880.

Yak 18T HA-YAV one share left at £10K. Based Exeter / Eggesford. Martin Robinson 01805 804322

Jodel DR1051 Sicile G-BPLH, £24K ono. John Sheerin 07816-671793 jsheerin@madasafish.com

Aeronca Chief G-IVOR 1/6th share based at Bodmin £2750. Pete White 01752-406660 / 07774-017704 or pete@aeronca.co.uk

Falco F8L well advanced project, Dunkeswell. £26K Gordon Morris 01752-862388

ARV Super 2 G-STWO. Best factory built example. Permit to June 2006, full panel including A/H, Becker nav/com, transponder, hangared at Plymouth. Contact: Gordon Morris 01752-862388

Also see Adverts also on: <http://ukga.com/classified>, <http://www.thehangar.co.uk/cgi-bin/classifieds/classifieds.pl> and http://www.pfa.org.uk/the_pfa/sales_wants/index.asp, <http://www.afors.com>.

Holiday Cottage close to Bolt Head. Excellent accommodation in cottage located to the western end of the runway, within easy walking distance of the strip. <http://www.soarfarmhouse.co.uk/Details.htm>

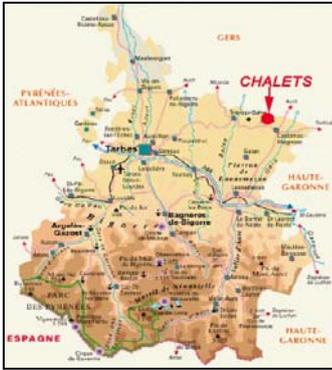
Gites in the Dordogne. Friends of Chris Howell run a series of gites in Aquitaine; see website for details: <http://www.nieudegat.com> Nearest airfield is Sarlet (LFDS), 13km to west from where cars can be hired or it's a 20 Euro taxi ride away.



New! These gites are east of the private strip and restaurant at **La Ferme de Rebeyrotte** previously recommended by Mike Wells <http://www.aerotourisme.info/La-ferme-de-Rebeyrotte.html>

New! Chalets in the Pyrenees.

Hello, My chalets are located in the small village of Sadournin. They are close to my private airfield. They have air conditioning, bathroom linen, and a vehicle is available. There are 2 sizes of chalet: small for 2/4 persons and a big one for 6. There are many activities: swimming, horse riding, riding bikes, visiting the Pyrenees. The prices vary between 220€ to 300€ a week. More information (in French) on <http://home.tele2.fr/chalets> and details of the airfield at <http://sadournin.apme.free.fr/accueil.htm>. Regards, Julien Vidou, 65220 Sadournin. Tél.: +33 (0)6 07 16 05 93 julien.vidou@free.fr



Wanted

Scott Tailwheel Model 2000 with 6" solid rubber tyre. Must be in good condition. Tel. John Kempton on 01548842057 or kempton@lowick13.freemove.co.uk

Recommendations

Over the past few years we've carried members' recommendations on topics such as fly-in events and venues, places to stay, books and websites. We hope to expand this to include sources of services, skills and supplies and *so recommendations are invited from strut members for the benefit of all.*

In the website category, besides the PFA's own website, the PFA Bulletin Board (linked from our own homepage) is a useful source of opinion and advice. On broader GA topics, we like www.ukga.com for its wide community of forum participants and its flight planning facilities. In particular, have a look at the airfield (Google map enabled) and waypoint search facilities together with the interactive navplot form linked to Google Earth. It enables you to cross-check your flight planning nav calculations and see your track superimposed on the Google earth map in relation to controlled airspace.

We also like the use of Google Maps for the portrayal of weather stations. Weather Underground has added this at <http://www.wunderground.com/stationmaps/gmap.asp?zip=00000&magic=1&wmo=03839> and, as with other Google Maps, you can click and drag the map to re-centre it on different parts of the country. This opens up a vast number of local weather reports, as well as airfield Metars and Tafs, that might be relevant to your destination strips. E.g. local weather stations can be found for Wellesbourne Mountford airfield. <http://www.wellesbourneairfield.com/weatherflash.htm> and for Croft Farm (Defford) <http://www.wibbleweather.com/dslweather.php>

2006 Events

April	16	Henstridge, Wessex Strut fly-in	
May	??	60 a/f project	tba
	06	Bicester Aeronca Club	01752-406660
	14	Plymouth.	01752-515341
	??	Scillies provisional Strut fly-out	(tba)
	20	Hucknall - Robin Hood Fly-in	East Midlands Strut (01159-470554)
	27-29	Keevil G-VFWE	www.zolid.com/cirrus
	28	Caernarvon – Late spring fly-in	North Wales Strut (01286-830800)
June	9-11	Belle Vue Scout Camp	
	17	Eggesford	01363-83746
	17	Priory Farm Aeronca Club	01379-608110
	17-18	North Weald Air Britain Fly-in	http://www.air-britainflyin.co.uk
	25	Halwell	07850-620801 / 07971-480078
July	1	Bodmin fly-in /60 dance / camp	01208-821419
	2	Manstage	01837-871518
	7-9	Nevers, France. RSA Rally	

	8-9	Farway	01395-597535
	16	Lundy	07774-017704
	29	Branscombe Aeronca Club camp	01297-680259
	30	Branscombe Air Show	01297-680259
August	6	Treborough	01984-641179
	13	Dunkeswell Air Day	www.zolid.com/cirrus
	18-20	Kemble PFA Rally	http://www.flyingforfun.net/index.html
	25-28	France Aeronca Tour	01752-406660
	27	Rosarrow	01208-863000
September	2	Belle Vue	01805-623113
	10	Watchford	01823-601268
	23	Middle Wallop Aeronca Club	01980-678727

Auster Club events - http://www.austerclub.org/club_stuff/calendar.htm

Luscombe events - <http://www.europeanluscombes.org.uk/Events/Diary.htm>

N.B. Belle Vue is closed to visiting a/c due to soft ground until further notice.

April Free Landings

Pilot: Bodmin, Brimpton, Enstone, Gigha Island, Sheffield and Wolverhampton.

Flyer: Huddersfield, Kilkenny, Panshanger, Sherburn-in-Elmet

Today's Pilot: Bagby, Bembridge, Great Oakley, Sywell (Northampton).

Next Meeting (Stowey Arms, Exminster, 7.30 for 8.00 p.m.)

April 13th Ted Lawrence will show a film about Light Aviation at Brooklands.

A Drilling Jig from Plumbing Materials



Salut ! The philosophy of Charles Schultz

The people who make a difference in your life are not the ones with the most credentials, the most money, or the most awards. They are the ones that care. "Don't worry about the world coming to an end today. It's already tomorrow in Australia." (Charles Schultz)

