

# ***DEVON STRUT NEWS***

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

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## **CO-ORDINATOR'S COMMENTS**

**by Christopher Howell**

The hot news this month is the lottery funding awarded to the South West Struts. Thanks to the dedication and application of our National Council representative, Jim Gale, £5,000 has been awarded to the South West Struts for education and promotions. This award means we can fund the Scout Camp, Young Aviators, Build a Plane visits and Fly a Teacher. The will also help our PR Officer, Steve Robson, with the funds needed to cover printing costs and projection equipment. Hopefully, we can then use our own up-to-date equipment at our winter Strut meetings as to date we have been blessed with Mike Mold's kind help borrowing equipment from his office.

The final Strut meeting was held in April with an interesting film shown by MG Car Club enthusiast Ted Lawrence. The film detailed the aviation history of Brooklands. I was amazed to hear how much aviation had taken place at Brooklands. ([http://www.brooklandsmuseum.com/aviation\\_history.cfm](http://www.brooklandsmuseum.com/aviation_history.cfm) ) right up to recent times. There then followed a short film based on early Army Air Corp day's, the principal role having been taken by an Aeronca. This was a truly delightful film portraying simple, unhindered flying in the 1930's.

News abounds from Europe! Following a meeting on March 16<sup>th</sup> at the offices of EASA in Cologne involving the Rule Making Group, a proposal has been put forward to introduce MDM.032 for firstly, a new PPL called a Recreational PPL and secondly a new aircraft category, similar to the US Light Sport Aircraft, with a proposed upper weight limit of 5700kg. EASA has asked for the new PPL to be in place by September 2007. Naturally, the CAA expressed concern at the proposed time scale!! In conclusion, this all bodes well for us sport flyers, providing our own UK authorities can cope with all the changes; we wait to see!!!!

Life in the hangar is an ongoing challenge for many pilots. Most share a hangar with several other aircraft and owners. The challenges are how to fit these machines in, some with 36 ft wingspans, how to get them in and out without damage, how to park them when they seem to have a life all of their own, some have wheels that resemble supermarket trolleys and steer in the same 'sideways' fashion. Many pilots will be severely deterred when arriving at said building to find their precious steed parked snugly at the back! Not only have they had to battle with Er Indoors to gain some form of blessing to be allowed time away at the airfield, leaving home with sweet tones from their loved one, "I suppose you will be gone all day, *again!* Make sure your back by 5.00. I'll have a little job waiting for you". You managed a sneaky five minutes on the computer, checked the Met and decided it was best to go anyway. Indecision is best pondered in the first Little Chef you find, not at home. You arrive and, sure enough, the bloody aircraft is at the back. "Oh God, I am supposed to be home by 5.00" whilst looking at two hours' work to re-arrange the whole hangar. You eventually extract your precious machine and it starts raining while you enjoyed a coffee with old Mike in the maintenance hangar, so not only is flying cancelled for the day but the aircraft is soaking wet and the front seat soaking as you left the window open!. Oh, and for a final punch in the balls, your watch stopped and its 5.30 and you still have an hour's drive home!! Try wearing a neck brace and limping home to gain some sympathy. On second thoughts forget it. I have tried that one; sheep, traffic jams, urgent shopping, flowers, cards, flat mobile, flat tyre, hospital,. Get real - you're a man doomed in the eyes of a woman!!

The Devon Strut fly-in season begins on Sunday May 14<sup>th</sup> with an event at Plymouth Airport. This will be the first fly-in at Plymouth in many a long year thanks to the generosity of Airport Manager, Terry Linge. We plan to have the Build-a-Plane project on display, promoting Youth & Education. The MG Car Club will also support this event with 25 vehicles registered to date. Fly a Teacher will also take place at

Plymouth, where the plan is to create a workshop for teachers and then take them flying. Hopefully, they will go back to their schools and inspire more youngsters to enjoy the benefits of aviation. The Harrowbeer Interest Group will put on a display of ongoing historical research, dedicated to all service people who served and flew from the airfield at Yelverton. Keith Saunders, author and local historian, will be displaying a potted history of Plymouth Airport dating back to 1931. Lothar Berger, the new owner of Plymouth School of Flying, has kindly agreed to host the lunch time bun fight and all refreshments will be available adjacent to their new school buildings. Aircraft parking will be north of runway 06 and marshals will be on hand to guide pilots to booking-in. Please study and print off the briefing sheet from the link on the homepage. Landings will be free on the day but air traffic have asked that all pilots PPR please 01752-515341

We believe we are over regulated in Aviation!! Spare a thought for a pensioner reported in the 'Times' who was ejected from a bus in Cardiff last week, his offence being carrying onboard a tin of 'Antique Cream' Emulsion. Cardiff Bus Company class this as a hazardous article and may only be carried when in TWO sealed containers!! Watch out next time you go shopping and catch the bus home!!  
Happy Flying, Christopher Howell.

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## Forgotten Fields: Haldon Aerodrome, Teignmouth

by Maurice Wickstead

Returning home to Teignmouth after wartime service as an observer and pilot with the RNAS, WR 'Bill' Parkhouse set up Agra Engineering in the town to manufacture and maintain agricultural machinery. A qualified instructor, Parkhouse enlisted in the RAFVR in 1923 and with his company now established as a successful motor dealership and repair workshop, he turned his attention to private flying. With the nearest facility inconveniently some distance away at Yeovil, Parkhouse decided to create his own local aerodrome, in pursuit of which he obtained the lease of 80 acres of land at a nominal rent, adjoining the Teignmouth Golf Club situated on open moorland at Little Haldon, overlooking the town at 770ft ASL.



Aspiring to open a de Havilland aircraft sales agency as an adjunct to his successful motor business, Parkhouse was pipped at the post by Maude's Motor Mart of Exeter (*see John Havers' article in March 2005's Newsletter*). Instead, he gained a concession from the Avro company and in March 1928 purchased an Avian III (*G-EBXO*) at a cost of £595. In May the Avian was flown to Haldon, but lacking any hangarage the aircraft's wings were folded and it was towed to Agra's showrooms in Bank Street, a site now occupied by Woolworth's store.

By June 1928, the new aerodrome was useable, with a small hangar erected and a petrol pump installed. Haldon's first visitor was a DH Cirrus Moth of the London Aero Club, flown by Peter Hoare (of Hoare, Govett, London merchant bankers), whose parents resided in nearby Dawlish. Parkhouse's first pupil was The Hon. Richard Westenra, son of the Fifth Lord Rossmore of County Monaghan and brother to the well-known aviatrix, Lady Mary Bailey. Westenra's wife, 'Florrie' also learned to fly and would in 1932 join

Capt R H McIntosh for a 23,000 mile flight to the Cape in her Puss Moth. By the end of 1928, Haldon had become established as the first licensed private aerodrome in Devon with thirteen pupils under training, amongst whom was the 17-year old Whitney Straight. His mother, American heiress, Dorothy Elmhirst neé Whitney of Dartington Hall, had enlisted Parkhouse to divert her son away from the 'dangerous' sport of motor-racing. Though in this she was only partly successful, for until his marriage in 1934, he combined flying with running his own stable of Maseratis with some success at British and European circuits. Thereafter, Whitney Straight devoted his attentions solely to aviation, creating the Straight Corporation to run a number of aerodromes and small airlines in the pre-war period. Following an eventful wartime military career, he was appointed as Deputy-Chairman of BOAC. Early in 1929, Parkhouse received a visit from Hubert Broad of deHavilland's resulting in Agra's appointment as official southwest agent for their aircraft, no sales having been generated by the previous holders. Parkhouse was more successful and very quickly sold two Gipsy Moths to the Westenras. Richard Westenra later purchased a Moth II in which he won the 1932 London-Newcastle air race and in the following year, repeated the feat in a Moth III at 124.5 mph, both aircraft having been prepared by Parkhouse. Further sales to pupils in 1929, were an all-black Moth to well-known aerobatic pilot, Francis Symondson of Colyton, while another, the first of four machines, went to Francis S. Lee, an Exeter Bedford motor dealer. Whitney Straight was also a customer for yet another Moth, which he later relinquished in favour of a Puss Moth.

On 21 September 1929, coincident with the official opening of Haldon Aerodrome, Parkhouse organized his first flying meeting, attended by Sir Sefton Brancker, Director of Civil Aviation, who arrived in his Moth, G-EDCA. Amongst other flying celebrities on hand was Lady Bailey in a Moth Coupe, Geoffrey de Havilland, Hubert Broad, King's Cup racer, Tommy Rose and Harald Penrose, Westland's test pilot from nearby Yeovil. The inclement weather and high winds caused curtailment of much of the ambitious programme of events, which one newspaper described as being "....on a scale not normally seen west of Bristol". Undaunted, AHC Rawson, Cierva's test pilot was determined to demonstrate the C.19 Mk.1 Autogiro. All went well until returning to land, a gust of wind caught the machine, tipping it on to its side. Fortunately the pilot was unharmed, but the aircraft was a write-off, less than one month after achieving its CofA. Accidents were not uncommon with the relatively fragile machines of the time. On the following day, a diminutive 32 hp dH.53 Humming Bird force-landed soon after take-off with engine failure. In contrast, the largest aircraft in attendance was Junkers F-13 G-AAGU, an all-metal airliner with a 58ft wingspan. The event was held for the next two years and among numerous innovations introduced was the Teignmouth Trophy Air Race with a splendid cup and a prize of 100 guineas. Thereafter, annual displays were given over to Sir Alan Cobham's National Aviation Day and the British Hospitals Air Pageant.

Commercial aviation arrived in April 1933 with the opening of an experimental air service between Cardiff, Haldon (for Torbay) and Plymouth initiated by the Great Western Railway Company. The service, flown with Westland Wessex aircraft (including G-AAGW) provided by Imperial Airways, was opened to the public on April 12 and later extended to Birmingham. Although the service only operated for a single summer season, it served to encourage other operators to use the aerodrome. Provincial Airways arrived in November 1933 with its West Country Air Service connecting Croydon, Southampton and Plymouth with Fox Moths and later, DH Dragons, while in May 1934, Railway Air Services revived the GWR route, with its Dragons also staging through Haldon as a request stop. However, Haldon's poor weather record and the siting of electricity pylons in the vicinity saw the airlines briefly switching to Denbury near Newton Abbot. Only RAS returned to Haldon for the 1936 summer season before transferring to the newly opened Exeter Airport in 1937.

However, Haldon did find other uses; in the summer of 1937 the Devon Gliding Club took up residence and early in May, newsreel film of the recent Coronation of King George VI was flown in especially for local cinemas, together with pictures of the event for the Express & Echo newspaper. Jockeys and trainers also used the airfield as a convenient dropping-off point for race meetings at Exeter, Newton Abbot and Totnes. Notable visitors of the period were HRH The Prince of Wales, Neville Chamberlain and fascist leader, Sir Oswald Moseley, while two RAF HP Heyford bombers on an inspection trip and an AW

Whitley, with engine trouble provided some interesting diversions.



*Above: Whitney Straight helps pull Chris Nicholson's Rhönsperber glider into position during a gliding weekend in September 1937.*

The 1937 Devon Air Day held late in July excelled all the others, not only for the fine weather, but the variety of participants which included a fly-past by three Saro London flying-boats from RAF Mount Batten at Plymouth and a trio of Gloster Gauntlet fighters performing aerobatics. Amongst the wide range of light aircraft was Alex Henshaw's Percival Mew Gull, which took the Devon Air Trophy for the fastest time over the air-race circuit, while on handicap the winner was an Avro 504N flown by Capt Percival Phillips, founder of the Cornwall Aviation Company.

Whitney Straight's Straight Corporation took over the running of Haldon in 1938, but by then it had become somewhat overshadowed by the superior facilities at Plymouth and Exeter airports. With the advent of WWII the aerodrome was requisitioned by the Air Ministry and for a while played host to the Research Development Flight, engaged in developing balloon cable cutters and airfield rocket defences. In August 1941, it became HMS Heron II, a satellite station of RNAS Yeovilton, home to such types as Blackburn Skuas and Miles Masters, which provided target towing for air-to-air and surface firing practice over Lyme Bay. Post-war, Bill Parkhouse, or 'Parky' as he affectionately became known, took up the post of airport manager at Exeter until 1956. But although attempts were made to revive civil flying at the aerodrome that he had so lovingly created and nurtured, they all came to naught and the site has long since reverted to open heath-land and the links of the Teignmouth Golf Club.

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## **Update on Our Activities Celebrating the PFA's 60<sup>th</sup> Anniversary      by Pete White**

### **60th Anniversary Hangar Dance & 60 Aerosites Challenge**

Aerodance tickets are still available from Pete White. They cost £20.00 per person and cheques should be made payable to Cornwall Flying Club Ltd. To save him and the strut some money you should ask for a SAE when writing to him for tickets. Alternatively, phone CFC 01208-821419 and they'll take your credit card details. There is a growing demand for the tickets and we will have to limit the numbers for safety reasons. If the weather is poor on the day drive rather than fly!

So far Pete has identified 140 possible sites for the challenge and he, Reg and Alan were intending to do 60 of them in their Aeroncas over the weekend of 28<sup>th</sup> and 29<sup>th</sup> April. Watch this space!

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## **Members' News**

Having been a Fournier addict many years ago, Keith Nichols has relapsed... with a share in Bill Hosie's RF5 G-BACE group at Dunkeswell. Other additions to the Strut fleet over recent months include Colin Dukes' FSL Sprint (one of the very few production a/c that came from the original Trago Mills SAH-1 design), the Thrusters of Bruce Keeping and Diddie Sims and Ian Mitchell's new North Hill-based Rotax Motor Falke.



Terry Case has had an enquiry from Roger Hoglund who visited Kemble in 2004 with friends from Sweden in their Eurocubs <http://www.eurocub.com>. Roger hopes to bring up to 6 a/c to Terry's fly-in at Farway in July.

Paul and Mary Aston have sold their CT2K G-POGO allowing Paul to resurrect his old MW5 from storage and give it a refurbishment before basing it in one of the new hangars currently going up at Halwell.

Devon & Somerset Flight Training have a programme of cream tea fly-ins, fly-outs and social events for the coming year. See our events list and postings on their website <http://home.btconnect.com/dsft>

### **Welcome to New Members**

Russell Marshall of Exeter. Russ has EAA Biplane G-PFAA and a share in Jodel D112 G-BHHX (with Mike Wells) at Watchford.



Tony Knowles from Plymouth, has been long-time member of the Bodmin clan and flies Piper L 18 Cub G-AYPO

Bob White from Wells has a Tecnam Sierra P2002.

John Brady flies Jodel DR1051 G-ARRD (ex-Chris Fitton) from Benson, is an ATPL and is one of the PFA's Vice Chairmen.

Bartle Frere from Bridport is also an ATPL and keeps his CAP10B G-BXRA at Branscombe.

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### **Chasing the Morning Sun update**

Congratulations to Manuel Queiroz who returned to Staverton at 15:06 on Saturday 8th April after a solo circumnavigation of the world in 39 days and 8 hours! [http://www.chasingthemorningsun.com/home\\_page.htm](http://www.chasingthemorningsun.com/home_page.htm)

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### **Letter from New Zealand**

Dear Mike

Greeting from the ends of the Earth! I'm afraid I have only just got access to the technology to send an article, having just moved into our permanent Auckland home. The aviation situation here is so different - local communities encourage airfields, NZ CAA far less troublesome even if the locals do not realise it. A nice airstrip re-opened 5 km from our new house as we moved in, and is already very active - I'll do another article on their first fly-in soon if you wish. Some 70 aircraft, mostly very hi-tech microlights (limit is 544 Kg here) attended, as did a home-built Mustang replica being developed to a VNE of 450 kts! I have also fallen on my feet by being asked to help rebuild a number of classics at another airfield (North Shore Airfield) - two Tiger Moths, two Fox Moths, a Proctor, and, first in the queue, a Miles Gemini, G-AKHW, which as a teenager I knew well at Plymouth Aeroclub. I have also become chief washer of the Dragon ZK-AXI (see below). There is a mass of interesting bits littering several hangars, including over thirty engines of that era. The chap I am working with rebuilds those too! Cheers, Jonathan

## North Shore Airfield Fly-In, 3rd December 2005

by Jonathan Pote

A fly-in in December? Open cockpits but no sheepskin jackets? Airborne at 0100Z in a DH84 Dragon? This must be a long way from Devon. It was - the airfield is a few kilometres north of Auckland, New Zealand and the occasion was the launch of a new book, *Lost Without Trace*, the story of DH 90 Dragonfly ZK-AFB which disappeared without trace on 12th February 1962, as have at least five other aircraft, flying from Christchurch to Milford Sound across a very rugged area. Having visited Milford Sound, an extremely popular tourist destination in the fjord country in the southwest of South Island, I feel a helicopter is the only way in, not an old biplane, however elegant. Mostly De Havilland types attended this fly-in, but with some very welcome interlopers.

Early arrivals were from across the airfield - first to appear was a Messenger, painted as RH368, one of Montgomery's personal hacks. It was officially welcomed by the very pilot who accepted it from the Miles factory many, many years ago. A slightly tired looking Proctor 5, ZK-ARP, believed to be the only flyable Mk 5 in the world, and a pristine Piston Provost WV666 (JOT) followed. This was the one badly damaged in England after running out of fuel but is now fully restored. DH Devon (now that's a lovely name for a classic aircraft!) NZ1808 / ZK-KTT arrived, courtesy of a Ferguson tractor, another Devon being visible in the distance.

By air, DH 82a Tiger Moth AIA led the way (A lot of New Zealand registered aircraft dispense with the ZK prefix on the grounds that, with a minimum of 2000 miles to the nearest foreign soil, they are unlikely to venture abroad at short notice!). AIA is painted as if it is a giant version of the insect after which Geoffrey De Havilland named it, bright orange and black. A second Tiger Moth was ZK-BFF, beautifully restored over three years in a classic blue and silver scheme. DH 89a Dominie/Rapide NZ528/AKU followed and soon, from the same spot in the cumulus studded sky (the direction of Ardmore airfield, south of Auckland, home of the New Zealand Warbirds), so did an unlikely formation of a very neat Chipmunk WK621/UAS and Ryan PT22 RYN.



If the Chipmunk was immaculate, the Ryan PT22 was positively Concoors in a colourful early World War Two USAAF scheme of silver and yellow with multi-pointed stars. Marked just as 853, it was built as 42-20853, saw wartime service in the Dutch East Indies, fled the Japanese advance, and continued to serve in Australia. The registration RYN is only on the instrument panel. As UAS and RYN show, appropriate registrations are the norm here - if it is not currently in use, you may have any three letter combination (In Australia, a Mr Rear requested VH-BUM. The Australian CAA regretted that it was already in use, but offered VH-ARS. Not only was it accepted and applied, but a small hole was appended!). People in New Zealand do not stand upside-down as is the common supposition, rather, given that England is 50ish degrees North, and Auckland 35 degrees South, pilots here are very laid back. About 85 degrees from the vertical in fact! Other arrivals were Devon NZ1827/ZK-UDO to make three on the airfield, a trainer-

yellow Tiger Moth NZ1448/BLI, Beaver NZ6001/ ZK-CKH as the bright orange RNZAF Antarctic aircraft (I believe the real 6001 is still in Antarctica, in need of a lot of TLC), Super Cub ZK-BOY, a Bird Dog, and Isaacs Fury Replica ZK-DMN/K1790.

For me, the real treat was the last to appear. ZK-AXI of Trans Air is a perfect blue and silver DH 84 Dragon (forunner of the Rapide and the six times a week mainstay of the pre-war service to Lundy Island!). With untapered, folding wings and two Gypsy Majors, the unkind call it a twin-engined Tiger Moth, but after a complete rebuild finished only days before, it is one of the oldest airliners in commercial use. For a princely 25 NZ dollars each, or ten pounds sterling, six of us spent a very nostalgic thirty minutes airborne from the gravel cross runway, feeling every breath of the wind over the remarkable scenery of the Hauraki Gulf coast.

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## Pierre Clostermann RIP

Pierre Clostermann died at his home in the Pyrenees on 22nd March aged 85. Pierre "Clo Clo" Clostermann, the Second World War French fighter ace, author, engineer, politician and deep-sea fisherman did not court controversy, but it followed unerringly in his mercurial slipstream. No one, though, can doubt that Clostermann was a brave and dashing fellow, or dispute the success of his wartime autobiography, *Le Grande Cirque* (The Big Show), first published in 1948; it has been translated into many languages and sold more than three million copies. It ranks with Cecil Lewis's *Sagittarius Rising* and Jim Bailey's *The Sky Suspended* as among the finest accounts of war seen through a pilot's eyes.

The son of a French diplomat, Clostermann was born in Curitiba, Brazil. Educated in Paris, he returned to South America at 16 and learned to fly. His instructor, Karl Benitz, was to fight against him during the war. In 1938, he went to study aeronautical engineering at the Ryan Flying College, Los Angeles, wrote articles on flying and became a commercial pilot in San Diego. Two years after being refused permission to enter the French air force in 1940, Clostermann sailed for Liverpool and joined the Free French Air Force, flying in service with the RAF. Assigned to 341 Squadron at Biggin Hill the following year, and flying a MkIX Spitfire, he shot down his first enemy aircraft, a pair of Focke-Wulf Fw 190s, over France on July 27 1943.





Posted to 602 squadron in October 1943, Clostermann flew every possible Spitfire duty, in MkVs and MkVIIs, from fighter sweeps, bomber escort missions, dive bombing raids and attacks on ground targets, among them V1-rocket launch pads on the French coast, and against German defences on D-day. He was one of the first French pilots to land on home soil - at Longues-sur-mer, Normandy, where on June 6 2004 he attended a ceremony as a road was named after him. Clostermann continued to fly fighter sorties into occupied France until he was forced to rest, with a DFC and a posting to the Free French air force headquarters. In December 1944, he was in action again, flying the mighty Hawker Tempest Mk V with 274 Squadron RAF from Volkel, Holland, in fighter sweeps and attacks in northern Germany, and in dogfights with the formidable new Messerschmitt Me 262.

Wounded in the leg by German flak on March 24 1945, Clostermann was back in action after a week in hospital, flying his well known Tempest, Le Grand Charles. He was promoted leader of 3 Squadron RAF, and provisional commander of 122 Wing. He collided with another aircraft while leading a victory flypast over Bremerhaven on May 12 1945. He baled out at very low level and his parachute opened seconds before he hit the ground. Clostermann was released from the service in August 1945 and returned to France. He was awarded a bar to his DFC. His other wartime awards included the American Silver Star, the Croix de Guerre, with 19 palms, and the Grand-Croix of the Légion d'honneur. He was appointed a compagnon de la libération, having flown 432 combat sorties and destroyed at least 18 enemy aircraft. His claim of 33 "kills" has been refuted many times. He also destroyed 225 trucks, 72 locomotives, five tanks and two torpedo boats. He re-enlisted in the French air force to fly ground attack missions in Algeria in 1956-57.

His 1957 book, Feu du Ciel (Flames in the Sky), a tale of heroic air combats on both axis and allied sides during the second world war, is a thrilling read, yet shot through with romantic inaccuracy. General de Gaulle had seen Clostermann as a role model for Free French fighters. Not surprisingly, between 1946 and 1969, the charismatic pilot served eight terms as a Gaullist deputy in the national assembly in Paris. He was also a successful aero-engineer and businessman, helping to set up the Reims Aviation Company, representing Cessna, of which he became a vice-president, in France. He was also a director of Air France and Renault. During the Falklands War in 1982 he praised Argentinean pilots for their actions and courage, and his perceived "betrayal" of the RAF attracted some antipathy in Britain. Against the official tide, he opposed the first Gulf war in 1991.

His other passion was deep-sea fishing. The first president of the Big Game Fishing Club of France, he was inducted into the Florida-based International Game Fish Association's hall of fame in 2001. His 1963 book, Des Poissons si Grands, is a heroic account of wrestling with saltfish in Daar, tigerfish in Mozambique, striped and black marlin in New Zealand, tuna in the Azores, broadbill in Portugal and tarpon in Gabon. He is survived by his wife, Jacqueline, and three sons.

*With acknowledgements to The Guardian Unlimited & The Telegraph*

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## April Free Landings

Pilot: Bagby, Blackpool, Fife, North Coates, Old Buckenham and Shobdon  
Flyer: Beccles, Donegal, Gigha Island and Old Sarum.  
Today's Pilot: Campbeltown, Enstone, Newtownards and Redhill.

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## 2006 Events (*new or amended details highlighted*)

April	<b>29-30</b>	Popham microlight fly-in & trade fair	<a href="http://www.popham-airfield.co.uk/Events.htm">www.popham-airfield.co.uk/Events.htm</a>
	<b>30-1/5</b>	Perranporth fly-in & open day	<a href="http://www.perranporthairfield.co.uk/">http://www.perranporthairfield.co.uk/</a>
May	??	60 Aerosite challenge	01752-406660 (Pete White)
	06	Bicester Aeronca Club	01752-406660
	14	Plymouth.	01752-515341

	20	Hucknall - Robin Hood Fly-in	East Midlands Strut (01159-470554)
	27-29	Keevil G-VFWE	<a href="http://www.zolid.com/cirrus">www.zolid.com/cirrus</a>
	28	Caernarvon – Late spring fly-in	North Wales Strut (01286-830800)
June	3	Scillies – Strut fly-out	Jim Gale - 01363-773767
	9-11	Belle Vue Scout Camp (new dates)	
	17	Eggesford	01363-83746
	17	Tibenham (new venue) Aeronca Club	01379-608110
	17-18	North Weald Air Britain Fly-in	<a href="http://www.air-britainflyin.co.uk">http://www.air-britainflyin.co.uk</a>
	24	Dunkeswell Cream Tea fly-in	01404-891643
	24	Branscombe Young Aviators'	Mike King - 01297 680 360 (day)
	25	Halwell	07850-620801 / 07971-480078
July	1	Bodmin fly-in / dance / camp	01208-821419
	1 (pm)	Dunkeswell, Tiger Moth rally	01404-891643
	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	<a href="http://www.zolid.com/cirrus">www.zolid.com/cirrus</a>
	18-20	Kemble PFA Rally	<a href="http://www.flyingforfun.net/index.html">http://www.flyingforfun.net/index.html</a>
	25-28	France Aeronca Tour	01752-406660
	27	Roserrow	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](http://www.austerclub.org/club_stuff/calendar.htm)

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

Dave Wise's list - <http://www.royalaeroclub.org/events.htm>

Popham - <http://www.popham-airfield.co.uk/Events.htm>

### Evening meetings will resume in October 2006

"Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways - Chardonnay in one hand - chocolate in the other - body thoroughly used up, totally worn out, and screaming "WOO HOO, What a Ride!"