



REPRESENTING SPORT & RECREATIONAL AVIATION IN THE SOUTHWEST
www.devonstrut.co.uk

DEVON STRUT NEWS, OCTOBER 2006.

CO-ORDINATOR'S COMMENTS

by Chris Howell

Weather, Oh, that old chestnut again! Yes, we spend hours and hours studying all the forecasts, shall we, should we, could we, phone a friend, ask the audience, fifty fifty? Nah! Have another cup of tea, bound to be better later, I was still drinking tea when it got dark!! Jim Gale decided that a flight in his Jodel was a nice way to get to a National Council meeting at Turweston, "No Jim! Time to spare? Go by air". Needless to say, Jim was beaten back by the poor weather and was then mugged by a big fry up at Dunkeswell. He was still within C of G limits and decided a day out at Belle Vue was called for. Steve Robson our newly elected Executive Council member chose the wise mode of transport; four wheels and a good few miles of motorway and duly arrived at Turweston to take up his new duties. Well done, Steve, on behalf of all the Members. We wish you every success.

September got off to a dodgy start when Belle Vue had to be postponed. The weather on that first Saturday was truly horrid, so we re-scheduled for the 16th September and it turned out to be a brilliant balmy sunny day. Many thanks to Family Easterbrook for making us all so welcome. Hopefully by now Don is feeling somewhat better. We believe he put into action the old motto "Use it before you loose it". Hangar roof and broken arm got the Air Ambulance airborne. It was suggested that Don did not need to go to that extreme to keep the Air Ambulance at Belle Vue. Get well soon, Don.

Farmer Anning created a bowling green at Watchford Farm for the penultimate Devon Strut Fly on Sunday 10th September. Rumour has it Brian was bored and tried out some of his new grass cutting machinery. The result was stunning. It really was like a true old-fashioned landing ground before runways were invented and a large area of grass was mown with a windsock and one was able to land into wind with ease. Early fog and low cloud caused some problems. Steve Leach in his Taylorcraft made it as far as Cullompton and then beat a retreat back to Plymouth, where John Kempton and Tony Knowles were about to launch off. Steve went home to do some decorating and more tea was consumed in the hangar. The day cleared and Watchford was soon a bustle of activity. I would safely say this was the most fabulous day of the whole fly-in season. The new "arrivals lounge" at Watchford is looking very resplendent and carpet slippers will be the order of the day for all visitors.

The Chesil Beach model club made a welcome appearance at Watchford. It was good to see the Sunderland flying boat in action before an engine failure caused a forced landing in the corn. The Stearman and Tiger Moth put on a spirited display later in the day. Many thanks to Phil Parmentier and all his fellow club members.

Nigel and Robert Nicholson have become a very popular pair around the Devon Strut events and have been affectionately nicknamed the 'Chuckle Brothers'. All our thoughts go to Robert who is currently battling some severe health problems. We wish him well and keep our collective legs crossed for a speedy recovery.

Autumn will soon be upon us and I was amazed to see the barn where I store some gear is already stacked out with boats for winter storage. I always find it somewhat of a niggle when football launches in August. Thankfully we have been blessed with a good September. I am eternally optimistic that October will be the same and that we can all enjoy good flying up to the cursed changing of the clock.

Our Devon Strut winter meetings begin on October 12th with aviator and writer John Evans. John has written an excellent book about his life as a commercial pilot when Dragon Rapides were plying their trade to the Scilly Isles, through Brymon Airways' time at Plymouth and on to modern day commercial activities. The Grand Elders have decided to stay at The Stowey Arms so I look forward to meeting you there for a good old chin-wag. Remember, the first meeting you can drive to in the daylight and on that cheery note I wish you all safe and happy aviation activities.

Chris Howell, Devon Strut Co-Ordinator

Treborough Fly-In, 6 August 2006

by Martin Day & Jan Cooper

Martin and Jan fly Cessna 180 G-MDAY from Bourne Park near Andover and have been to several of our fly-ins. Jan chronicles their trips on their website http://www.greathead.org/Martinwebsite/Martin_home.htm from which the following article is reproduced with their permission.

The Devon Strut organise some wonderful fly-ins and we attempt to go to many of them. The previous time we had visited Treborough was in 2004. We went to our airfield this morning hoping that the weather would hold out. We took off and headed west and soon the cloud built up and we were beginning to wonder whether we would make it. By Shaftsbury the visibility was diabolical. We called up Henstridge to ask what the weather was like there and they were experiencing problems also. Sadly, we turned for home but not wanting to be completely disappointed we decided to head north to the railway line and see whether following it might lead us to brighter weather. This turned out to be a very good move as when we approached Crewkerne the clouds lifted and the sun appeared.

We then headed for Dunkeswell to obtain fuel. They were using runway 35 with a right hand circuit. This runway was unfamiliar to us. We landed safely and taxied to the fuel pump and while waiting a helicopter landed, nearly blowing 'AY around in a circle. Jan hung on for dear life and Martin raced to assist her, having been chatting to a fellow aviator. After collecting fuel we decided to wait around until the helicopter had taken off before paying for the fuel and landing fee and getting a cup of coffee.

Half an hour later we headed north to Treborough and soon the two reservoirs were visible so we looked out for the airfield. We were the fourth plane to arrive, but were very closely followed by many more. We lunched on cheese rolls, cake and coffee. Wonderful! The weather stayed warm and sunny. I guess there were about thirty planes in the end; a very good turn out.



The wind speed grew during the afternoon and we were beginning to think we would make our exit when a couple who we had not met for a very long time walked up the line of planes to us. We stayed to chat and exchange news, very pleased to see them again. Eventually, as all good things must come to an end, we said our goodbyes and headed home. The calm sea air had travelled well inland and made the start of our journey quite easy. Then we hit the rough air and that was fun! We flew on past Glastonbury Tor and landed home safely, very tired but happy.

Aeronca Club French Aerotour 2006

by Pete White

After a week of praying to the east and mumbling something about 'Glory to all Met men!' the slightly diminished squadron was ready for the off on Friday 25th August. Alister Smith and I left Bodmin in

Aeronca Chief G-IVOR and headed for Sandown before the Cornish weather could hold us to ransom and we enjoyed improving conditions as we progressed with an unheard of tail-wind. Yes, it was actually blowing from behind!

Aeronca Chief 'WR successfully delivered Alan Crutcher from Cardiff to the Isle of Wight and after last minute urgent phone calls to a French friend about our proposed visit to La Ferte Alais on Sunday, we were free to steam off eastwards to meet the rest of the party at Lydd. Passing over Rye I kept a good look out for any Tempest Vs from 3 Squadron that may be returning to nearby Newchurch..... then I came to and realised we are nearing Lydd and Alister was requiring joining info.

John Holden in his "Aeronca" Eurostar was excitedly pacing the tarmac as the other guys landed. Craig and his wife Rae arrived from Norfolk in their Citabria (grown up Aeronca) and Les from Oxfordshire in Oscar another Aeronca Chief. We all left Lydd and struggled to reach our transit height before reaching Calais only to have to lose it all again, to land. That's why I don't usually bother to fly too high, all that effort for the poor old engine and then you've got to descend again!



A bit of 'in the field' maintenance on IVOR's tail-wheel



The squadron at Lydd



IVOR over Worthing

A quicker turnaround than Ryanair and we were following the roads south to our first night stop at Saint Omer. We did squeeze one beer in before we erected our tents but the approaching grey stuff made up our minds. Our hosts at the aerodrome were fantastic. In no time they had put tables together and covered them in preparation for our forthcoming feast that came from 'downtown' St Omer. Whilst waiting, we quietly caught up any lost time on the drinks front and enjoyed our chin-wags with friends, old and new.

The deafening sound of rain on my tent next morning prompted me to roll over and think about the inevitable planned change that was afoot. A casual start to the day with a lengthy breakfast of baguettes, croissants and coffee followed by a tour of the hangar

and the local memorial to the British Air Forces based at St Omer from 1914 to 1918. So much history was exuding from the area and we all absorbed the atmosphere, enjoying the stories from those far off days. Curiously enough, little was mentioned of the next generation of lodgers at this airfield (the Luftwaffe) yet their part in the history of the area was as important. I'm sure Adolf Galland and his fellow pilots enjoyed the area as much as we did. Weather was still dodgy so 7 Brits walked into *centre ville* on a sight seeing trip and tasting the local gastronomic delights was the order of the day. Our return to the aerodrome saw a marked improvement in the weather so we decamped (perhaps that should be 'broke camp?') and scrambled for our next destination.....Le Plessis Belleville, NE of Paris.



Dinner at Le Plessis on Saturday night

Five little *avions* in a loose *vic* descend on Le Plessis just before 18.30 Fr/hours and after leaving our mounts on the grass apron we were greeted by numerous people waiting for our arrival. Amongst the residents was a party of visiting Brits, there for the 'short wing' Piper fly-in and 'our' Brian Hope along for the jolly in his Jodel. The evening celebration meal in the clubhouse was superb and masterminded by Mike, Rex and Frank, all ex-pats living in the area, and for the Aeronca Club this latest visit to Le Plessis was even better than the last. Every year we say that!

Sunday's planned trip had to be abandoned due to impending weather and after a wonderful French breakfast it was time for farewells and making a break for home via Abbeville (another historical site).

We had a long way to travel back to Bodmin against a strong headwind (getting his own back) and a spot check by Customs at Abbeville to inspect all our papers etc was rather eating into our daylight time but they were very civil and professional in their duties.



John Holden flying his 'Aeronca' Eurostar over Northern France



Coffee and fuel at Abbeville on the return journey

Lydd saw a hurried "goodbye" as we all went off in our different directions leaving Alan in 'WR and the contents of IVOR coasting back to the West. Sometimes we recorded as much as 45 to 50 knots over the ground! Alan pushed on to Wales whilst Alister and I refuelled IVOR at Compton Abbas before getting our heads into wind for the next 2 hours of our slog home. Despite our fears of losing the light, our trusty steed battled on and delivered us at about sunset. Our return to Bodmin was very welcome after a long day.

Each year our Aeronca events seem to improve whichever venues we choose and I truly believe it is down to the right people all together 'playing the same tune'. How lucky am I to be able to have so much fun and share it with like minded souls.

Thanks must go to the Squadron who made the whole thing what it was....FUN.

Alan Crutcher Aeronca 11AC Chief G-BRWR, Les Richardson Aeronca 11AC Chief G-AKUO,
 Alister Smith Aeronca 11AC Chief G-IVOR, John Holden Aeronca Eurostar G-CCAC,
 Craig & Rae Orinmore-Brown Champion Citabria G-BRJW,
 Pete White (G-IVOR) Aeronca UK, www.aeronca.co.uk

Watchford Farm Fly-In, Sunday 10th September

Photos by Chris Bailey (and Maurice Wickstead)

by Mike Mold & Steve Robson

Supported by resident pilots running a shuttle of pleasure flights; Strut marshallers Alan Faupel, Maurice Wickstead and John Havers guiding ground operations and the now famous *large* models (including a huge four-engined Sunderland flying boat) of the Chesil Model Flying Club who entertained the spectating crowd, the Watchford Farm “experience” this year was up to its very highest standards. Alan recorded a total of 92 aircraft on the field of which 65 were visitors, reflecting the excellent weather and the undoubted reputation that Brian and Margaret Anning have developed for their annual event.



Another classic Watchford BBQ - photo by Maurice Wickstead



Russell “Birdman” Marshall by Maurice Wickstead

Eager to be part of the fly-in, some visitors arrived on Saturday evening to make the most of the weather and it came as a bit of a surprise to some early road arrivals to see the strip already well covered with aircraft on Sunday morning. Although the morning mist was a little slow to clear it did not prevent a steady stream of inbound aircraft from late morning onwards. A spectacular BBQ was set up in one of the hangars by Margaret Anning and her team of helpers, to cope with the flood of pilots and visitors, adding to the garden party atmosphere.

Amongst the happy fliers was Edward, son of ex-Watchford resident Richard Crosby, who was given a flight around the local patch by Steve Robson in his Condor and became the proud recipient of a Young Aviators’ Certificate (One of the initiatives for which Steve has assumed responsibility on the EC, see Members’ News below). Russell Marshall, who is a current Watchford resident, stole the show when he landed with his powered hang glider after the short flight from Smeatharpe.

Another visitor was Dick Flute, who flew Cessna 172 G-BDNU from Elstree and in his email to Maurice he later summed up the ambience of the day. Maurice commented: *As you will see, Dick really enjoyed the event and wished to pass on his appreciative comments to other members of the strut. Indeed, a perfect day and a fitting end to the season to which I add my thanks to all concerned for a smashing day out.*

“Dear Maurice, Today was just total pleasure from beginning to end. Glorious flying weather of course, but more especially the chance to meet new friends and renew acquaintances with some old friends too, which was quite unexpected. Such a treat! This is exactly what the PFA is all about but I’ve never been to an event quite like this. The Devon Strut is obviously something rather special, (I knew that already of course), but to see them at their best was a privilege. But, I want to tell you off young man; you shouldn’t hide your bushels under such a large grindstone. It was plainly obvious today, with so many PPLs arriving, it would surely have been utter chaos if we were left to our own devices. To see the ordered ranks from the air was a great sight and as pretty a picture as you could wish for. A credit to you and your fuddle diddle muckers, ooh argh!



Dick Flute & C172 Photo by Maurice Wickstead



Host Brian Anning in Champion Traveller



John Hopkins gave a polished show



Steve Stride in Corby Starlet from Droitwich

Many thanks indeed for both your kindness and thoughtfulness for coming down to collect us this morning, to say nothing of the great books for my collection at knock down prices. A visit to another Devon Strut Fly-In is most certainly on the books, for next year. The only criticism I have is that it really, really should have lasted all weekend, not just a day. There were so many lovely aeroplanes I'd have loved to look closer at and get a chance to talk to the owners. It would also be nice to offer you a chance for a flight around the local area and this particularly gorgeous part of Devon, which I've barely had a chance to explore. Best regards, Dick richardjohn@flute.flyer.co.uk



Robin DR400s from Exeter



Trevor Reed – Jungmann



Chris Pidler - Fournier RF4D



Roger Burge, Kolb Twinstar, from Belle Vue.



Big Sunderland model



But can you tell the difference here?



Just part of the aircraft parking area! (Maurice Wickstead)

Margaret, family and friends collected approximately £1,200, to be donated equally between the Devon Air Ambulance and the Macmillan Nurses. Many thanks to all those who flew in or helped to make the day such a success and we look forward to seeing you all again next year.

Sky Watch began around the idea that if there was a network of pilots who could be relied upon to observe and report what they saw and to contact ATC to request a call to the emergency services, potential tragedies could be avoided. However, it came as a bit of a surprise to learn (*through the pages of Popular Flying*) that, despite our proximity to the coast and moors, Sky Watch had very few members in the Devon Strut area. Most of us conduct our flights at an altitude that gives us a commanding view of the ground below and most of us are familiar with our local patch, making us ideal Sky Watch operatives.

Sky Watch is not an emergency service in itself, it's all about 'observing and reporting'. If, while you are flying, you see anything that would warrant the intervention of the emergency services, this should be passed on to ATC. Having found out about Sky Watch from their web site I became a member straight away. There is everything to gain and nothing to lose from becoming a member of Sky Watch. A better public opinion of private flying has been a by-product of Sky Watch because of media coverage of our activities. Sky Watch was not started for any public relations reasons but if it helps to change the general view of private flying then that must be a good thing. It's also a tenner well spent!

Participation in Sky Watch is legal unpaid private flying so you don't have to ask anyone's permission to launch. Keep in contact with ATC and move clear of the area if an aircraft from the professional emergency services needs to operate there. It works. The list of incidents called in by Sky Watch is growing all the time and reports from aircraft have been acknowledged by emergency services as helping to secure the 'Golden Hour', those vital first sixty minutes when saving of life or control of a fire or other incident is most effective.

To join is easy via the web site <http://www.skywatch.org.uk> where you can find out a lot more about the organisation.

Twining Proposals

[The Strut committee has been engaged in discussions with friends on the other side of the pond and some interesting opportunities are being pursued – Ed].

Dear David (Silsbury) and Jim (Gale),

Our **EAA Chapter, Chapter 14 San Diego**, will celebrate our 50th anniversary on October 21 at our hangars at Brown Field (KSDM) in San Diego. We'll have an all day celebration (just about) and we'd like to invite the Devon Strut to attend. We probably won't have a huge fly-in, but there will be plenty of nifty planes there and we'll make sure you get around to see all the interesting airplane places in San Diego. If you think any of you can make it, please let me know and we'll start hoovering the ole red carpet. Weather is pretty good here in October!! Our Board of Directors unanimously approved the idea of establishing a relationship with the Devon Strut and perhaps we can start thinking about some details together. You've got a great website and we'll put a link to it from ours (www.eaa14.org).

Regards, Larry Rothrock EAA-14

Canadian Club

[Steve Robson and I seem to be making a habit of meeting interesting people outside the toilets at airshows. This year at the rally it was Bill Tee from Toronto! - Ed]

Mike, It was so great to meet you at the Kemble rally. Although it was not the size that we all expected I still very much enjoyed myself. (.....?) After the rally my friend Mike Jackson from Belper, Derbyshire arranged a 20 minute ride for me in a Tiger Moth at Barton Manchester airport. It was great to do some real flying after the boring airline flight over. Four days later I dropped into North Weald and while admiring a Spitfire a two seat DH Vampire taxied up. It was mentioned that they took rides and I could not resist. Although it cost about the same as my return air fare, I sprang for it. Flight time 1/2 hour and it handled great and is the first jet in my log book.

Our RAA chapter is the Toronto and Region chapter and we meet at Brampton airport, just north-west of Toronto, where we have a new club house [old one burnt down 3 years ago] and a hangar with attached machine shop. Our meetings are the first Monday of each month except July and August and when a

holiday falls on that day. Every Monday night throughout the summer we have a burger and beer night to bring the lads and lassies together. We usually get about 30 to 50 out to these events. Our next big event and last for the season is the annual corn roast.

I like the idea of twinning with your strut and will propose it with our executive at our next exec meeting. I am VP of the chapter and organise the guest speakers. If you ever arrive here you will be one!

Best regards, Bill Tee (PFA 026490) <http://raa-tr.ca/index.html>

Members' News



Mike and Robin King's recently completed Kitfox after its test flight on 24th August and Richard Horner's Cub after Permit renewal at Branscombe

EC / NC Appointments

Congratulations to **Steve Robson** on being elected to the PFA's Executive Committee (as Chairman of the Events, Education and Activities Sub Committee) and to **Jim Gale** on becoming Chairman of the National Council. To paraphrase Kennedy, these are classic examples of Devon Strut members asking not what the PFA can do for them but what they can do for the PFA!

Bodmin Wing Supports RAF Harrowbeer Interest Group

by **Pete White**

Enquires about the recent sightings of a certain yellow aeroplane on BBC Spotlight, not once but twice, has prompted me to elaborate on the tale.

I became a member of the Harrowbeer Interest Group (HIG) on its formation and have enjoyed watching the group develop and progress in its efforts to illustrate, record and preserve the history of RAF Harrowbeer, near Yelverton, Devon. Despite my interest in airfield history I have not been able to contribute very much to the cause but have managed to take some members of HIG aloft in 'Ivor the wings' from Bodmin. One of these sorties was with Donna Baker (authoress Lilian Harry) and included a photo recce of Harrowbeer.

Donna has written numerous books and her latest tome, 'A Song at Twilight', was due to be launched at the Knightstone Tea Rooms, Harrowbeer, on Wednesday 12th July. Donna asked if I could fly the trusty Aeronca Chief over the event to enhance the evening and provide some extra interest for the BBC cameraman, Greg Wade. Another added attraction to the launch was the presence of some ex-WW2 residents of RAF Harrowbeer, including Czech pilot Frank Mare DFM.

For the flypast I enlisted the help of local Bodmin pilots and Devon Strut members, Terry (Tug) Wilson and his wife Sandra in Pietenpol Air Camper G-CCKR and Geoff and Jenny Dalton flying Jabiru 450UL G-BZLV. Once briefed, we set off on our mission and performed several formation passes over Harrowbeer aerodrome culminating with a "break" adjacent to the 'target'. *Ivor* insisted on a final pass (as per brief) before joining with the two wingmen and returning to base before the weather closed in. The evening was a

great success both on the ground and in the air, being yet another event that was supported by the Devon Strut of the PFA.



IVOR inbound to Harrowbeer



Frank Mares and Donna Baker(Lilian Harry)

Contact information for the Harrowbeer Interest Group: Bernie Steed OBE (Co-ordinator, RAF Harrowbeer Interest Group), Abbeyfield Cottage, Crapstone, Yelverton, Devon PL20 7PG. 01822-853397; mobile 07821 379338; fax: 0870 130 4893. bernardesteed@aol.com Website: www.rafharrowbeer.co.uk

Belle Vue Fly-In

Our Belle Vue event had to be postponed from 2nd to 16th September due to poor weather. Fortunately, there was a good turnout with about 30 a/c attending. Unfortunately, the weekend was marred by airfield owner Donald Easterbrook taking a fall and breaking his arm. Other resident pilots, including Roger Burge, mucked in to help with the organisation & bbq. Ironically Don was air-lifted to hospital by the Devon Air Ambulance, based at Belle Vue, prompting many comments at the fly-in about the extremes he'll go to get a chopper ride! We wish him a speedy recovery.

Dear Mike, I'd like to let you know that my brother **Robert Nicholson married his girlfriend Sylvia** at a quiet ceremony attended by family and friends in Bude on Monday, September 18. On a sad note, he is currently going through a cancer scare. He has had various tests including MRI and deep body scans. He is booked in for surgery next week to remove lymph nodes in his neck, and an area around his tonsils. After that he will have to endure 6 weeks of daily radiotherapy at the RDE.

The 2006 flying season has come to a premature end for our Eurostar G-CDCC. During recent weeks, and we cannot pinpoint exactly where, it suffered some nose wheel damage that went un-noticed until it was on the ground at the recent Watchford Fly-in. The Permit To Fly expires Sept 29 but on the grounds of safety it will not be flown until repairs are complete and the renewal permit issued. If any members can offer me a side seat to anywhere please let me know. Tel 01395 577169 or nick99@v21.me.uk Regards, Nigel Nicholson



[We congratulate them on getting spliced and offer our very best wishes for Robert's full recovery – Ed]

Welcome to New Members

Bryan Harper of Okehampton. Bryan flies Savannah G-CCXP from his own strip and is a member of Sky Watch.

Bill Booth from Millbrook, Cornwall.

Aerosite Challenge Update

by Pete White

Part of the Devon Strut's contribution to the PFA's 60th Anniversary Celebrations is the **60 Aerosite Challenge**. This involves registering to receive a list of over 250 aeronautical sites in the broad West Country region, west of Purbeck and as far north as the Mendips. The purpose of the challenge is to select any 60 sites from the list and fly over each one, then record and photograph it. Once you have logged all of your 60 chosen sites the results can be inserted into a form of log/record book which needs to be seen and then entered into a competition for the best entry. The joy of achieving the goal of 60 sites adds more purpose and enjoyment to your flying as well as improving your navigation skills. The time taken for this challenge is entirely up to the individual and is to be handled as safely as is possible within your flying comfort zone. Whether it takes days or weeks to complete is your choice but most importantly of all, just enjoy the experience.

Although the 60 Aerosite Challenge was launched through *Popular Flying* and the Devon Strut newsletter some while ago, we have, by popular demand, decided to run the competition on into 2007. This short article is a reminder to all you adventurers out there who wish to expand their local knowledge and enjoy flying with a 'mission' which will bring great satisfaction and a feeling of achievement. Once the Challenge is completed each entrant will receive a signed certificate and a commemorative cloth badge plus the chance of winning a prize for the best log book entered.



Lundy

Porthtowan strip

Portreath's new runway

Winkleigh looking east

You don't *have* to fly an Aeronca to get out there and have some fun..... For Aerosite Challenge details please contact: Pete White. 01752-406660, 07774-017704 or pete@aeronca.co.uk

October Free Landings

Pilot: Beccles, Cumbernauld, Old Buck, Sibson, Sheffield and White Waltham.

Flyer: Bodmin, Le Touquet, Wolverhampton and Wycombe.

Flying Vintage Aircraft of the Shuttleworth Collection: A view from the cockpit.

Venue: Old Warden Aerodrome, Bedfordshire, Date: 4th November, 2006. A presentation by Chief Pilot Andy Sephton, giving an insight into what takes place in the cockpit and under the cowlings of the Collection's aeroplanes. A buffet lunch will be followed by guided tours around the hangars and workshops providing access to the whole of the Shuttleworth Collection's vintage aircraft and vehicles.

Old Sarum.

Salisbury District Council is asking for views as to whether Old Sarum Airfield should be granted conservation site status. If granted this would safeguard the airfield and prevent it being used as building land. You can help by making your views known in an email to the planning department of Salisbury District Council. The link and a report on the proposal can be seen at [Salisbury District Council | Old Sarum Airfield](#)

[- appraisal and sustainability appraisal \(http://www.salisbury.gov.uk/...\)](http://www.salisbury.gov.uk/...) Please take a few moments to send an email. The report is quite interesting and has some good pictures

Next Devon Strut Evening Meetings Stowey Arms, Exminster, Exeter, 7.30 for 8.00 p.m.
Thurs. Oct 12th John Evans, pilot & author.

Tailpiece

A guy sitting at a bar at Heathrow Terminal 3 noticed a really beautiful woman sitting next to him. He thought to himself: "Wow, she's so gorgeous she must be a flight attendant..."

But which airline does she work for?" Hoping to pick her up, he leaned towards her and uttered the Delta slogan: "Love to fly and it shows?" She gave him a blank, confused stare and he immediately thought to himself: "Damn, she doesn't work for Delta."

A moment later, another slogan popped into his head. He leaned towards her again, "Something special in the air?" She gave him the same confused look. He mentally kicked himself, and scratched Singapore Airlines off the list.

Next he tried the Thai Airways slogan: "Smooth as Silk." This time the woman turned on him "What the hell do you want?"

The man smiled, then slumped back in his chair, and said "Ahhhhh, EasyJ*t!"
