

DEVON STRUT NEWS

The Newsletter of the Devon Strut of the Popular Flying Association. September 2005.

CO-ORDINATOR'S COMMENTS

by Christopher Howell

Branscombe Air Day was one of our best events of 2005. The weekend began with the Aeronca UK Club Picnic on Saturday 30th July. Weather gave us a mixed bag and although the conditions were favourable at Branscombe, the sturdy Aeronca aircraft endured some rainy showers travelling from Bodmin and other parts. John and Trish Kempton arrived first from their summer home Bolt Head. Pete White and Derek Boyce battled up from Bodmin, Reg McComish from Bow and Aeronca Champ G-AJON with Alan Biggs and Derek Moore arrived from Edgehill. Rain swept in but did not dull the party. Jenny and Mike King arranged a superb buffet with excellent homemade cakes.

Sunday dawned bright for the Air Day and although reports loomed all around of showers, they never reached Branscombe and apart from one spiteful squirt late on we enjoyed a perfect day. Thanks to John Havers we implemented a scheme to ask pilots not to start engines before instructed and similarly members of the public were asked to clear the aircraft park by 15.00 to avoid the dangers of mixing people with moving aircraft and it all worked really well. Thanks to Alan Faupel, Maurice Wickstead, John Kempton, Stuart Chambers, Martin Pengelly and John Lowe and his ATC Cadets. Fuel Bowser duty officer was Norman Evans. Special thanks to Pete White and Reg McComish who again performed an excellent double act with their cheery banter and knowledgeable commentary on all the display aircraft.



Branscombe volunteers caught sheltering from a light shower - or was it a light shower sheltering from...?-Ed

Funds raised to date, which will be divided amongst local good causes, come to £11,000. Over the years the Air Day has raised close to £100,000 Joe Thomas is the main cog in that wheel so long live King Thomas of Branscombe. Derek Boyce will report fully on all our other events and hopefully scribe about some of his adventures in his Aeronca Champ.

It's that time of year when insurance raises its expensive head and this year I have obtained quotes from several companies just to try and obtain a broader picture of what the costs are and how the various companies respond. I have to say that firstly, the response from all companies I emailed was poor to non-existent. It has required very many phone calls and emails to even confirm that my initial enquiry ever existed, never mind sending me a quote. I have waited many more weeks for said quote. The interesting facts emerged that Hall and Clarke were the most expensive at £1,600.00 and Traffords together with ONRISK were the lowest at £895.00. Haywards/Besso were in the middle; this for the same aircraft and one pilot with hours on type. All were slow to respond with an actual quote and this follows legislation that aircraft insurance is mandatory. This is one of the larger fixed costs for running an aircraft. I would be pleased to hear your own personal experience; some might say the company is not tested until a claim is made!!

We are building towards a 60th Anniversary Year during 2006 and Pete White has taken up the cudgel with Dave Silsbury to begin organising events. The Devon Strut Committee have huddled and will continue to huddle for the rest of the year and make further announcements between now and Christmas with a fighting plan to launch into 2006. They are devising many schemes and we welcome all support and input.

May I offer, on behalf of the Devon Strut, a speedy recovery to John and Betty Havers who were injured in a car accident. They are both at home now recuperating. John and Betty have made such a large contribution to various Devon Strut events and we look forward to them both making a full recovery and seeing their smiling faces out and about as soon as possible.

Word has it Les Dray is back to fighting form. Well done Les. We all look forward to hearing your dulcet tones on the radio once again. *[The Watchford contingent can confirm that Beryl has a "new" man. "Too lively by half!" was her expression –Ed]*

In closing may I say "Thank you" to Alan Faupel and Maurice Wickstead who stepped in to help the Farway Fly-In run so well following John's accident. Maria from Dunkeswell Air Centre produced wonderful sandwiches and cakes which were transported to Farway each day. Trish Kempton, Sheila and David Cottingham, Joy Faupel and Pam ("Wells") were a great help each day and all the food was sold with profits going to the Sidmouth Hospice and the NSPCC. Finally, thanks to Terry Case for allowing us to use his excellent airfield; having two runways is a huge bonus *[and challenging when both in use at once! – Ed]*.

Happy & Safe Flying.
Christopher Howell. Devon Strut Co-Ordinator.

Celebrating 60 Years of the PFA

To expand on Chris's comments, the Strut committee has indeed been discussing ways in which we can celebrate the PFA's 60 anniversary next year. Of the many suggestions that have been considered, three proposals, at the initiative of Pete White and Dave Silsbury, have been selected and we hope will receive the members' support.

1. 60 Photo-shoot – As many strut a/c as possible (up to a total of 60!) are invited to Dunkeswell on 1st October (with 2nd as fallback) to participate in an air to ground photograph with the a/c parked on the grass in a formation depicting the figures "60". We hope this image will be the start of a

theme that can be used to promote the Strut and the PFA throughout the following year. (*Might even make the front cover of PF, Brian?*)

2. Dawn-to-dusk tour with landings or just “touch and goes” at 60 airfields and strips throughout the Westcountry. Several airfields have already expressed their support and the MOD are on the calling list!
3. 1946-style summer fly-in, hangar dance and camp. Provisionally to be held at Bodmin but discussions still ongoing.

Treborough Fly in Report Sunday 14 August

by Steve Robson

The forecast for the day was for a light to moderate north-westerly wind that would reduce back further west during the afternoon so it came as no surprise to find a howling, gusty 20 knotter from about 330 that lasted well into the evening. However, the skies were relatively clear as Les and I set off from Watchford, followed soon after by Russell and Mike in their newly re-covered Jodel D112 and Trevor in his Jungmann.

Joining overheard, we could see some movement on Mark Weatherlake’s immaculate looking strip and made a call on the Unicom frequency that went unanswered. Having a made a cross wind landing that I was far from pleased with, we taxied to the parking area to be met by some of the visitors who’d come by road, who told us that Mark had popped back home to pick up some catering supplies.

Because of the wind direction, strength and location of the strip, it was suffering from a lot of curl-over and wind shear. This made landing a real challenge to say the least and I wondered how many other visitors we would see. This view was reinforced when Trevor, having taken his time to assess the situation, decided that it would be wise not to attempt a landing and made his way back to Watchford. Acting as the ‘safety man’, with Icom radio in hand, I gave advice to a Jabiru pilot who was attempting to land on the alternative strip orientated at about 280, which was a bit more into wind, but he too decided not to land and return home (good call lads!!). If those examples can be quoted as good airmanship then the flood of aircraft that followed continued this theme throughout the day with one exception; someone taking off while another aircraft was back-tracking!

Derek, our usual fly-in contributor, normally gives a run down of who attended and from where. However, I was rather preoccupied with other things but even so, I reckon that there were about 30 arrivals in all, with a mix of older and more modern aircraft. It was also nice to have a chat with a new prospective Strut member, David Williams, who is hoping to build a Rans S7 in the near future. Mark Weatherlake and his good lady put on a lovely lunch and there was much social chatter before people began their flights home in the middle of the afternoon.

Many thanks to Mark, our host, for the wonderful service that he provided in helping to make it a memorable fly-in. Also thanks to Russell Marshall, Mike Wells, John Pote, Robert Nicholson and all the others who helped out with the day.

Woody Pusher to La Lubere

by Mike Wells

I was looking forward to a week’s flying around Ireland in the Woody’s Pusher so how did I finish up doing a trip around Western France? Well, on the day we were to set off, the weather in Ireland was not too good and one of our party (Brian) out-manoeuvred me and persuaded everyone else to go south.

Friday 21 August. The first stop - Farthing Corner (Rochester) Kent. Leaving straight from work, as I was staying the night with Brian (yes, the same Brian). The flight had been uneventful with good viz and quiet skies. The plan was to leave Farthing Corner in the morning for Abbeville to clear customs and refuel. The other members of our touring party were all Jodel types - four of them to be precise. The fact that they are faster than me and have a longer range than me never ceases to amuse them. Still, they have to get their fun somewhere as they sure don't get it flying Jodels.

Sat 22 August. Abbeville is a good point to clear customs; indeed it is worth a visit on its own merit. It has a good restaurant for lunch or just coffee and sandwiches; fuel is available and it has both grass and hard runways. Leaving first, I arrived last at Abbeville, the Jodel drivers feigning boredom at their wait (sad, are they not?). The plan was to reach Quiberon by the end of the day but the weather was to intervene. On departing Abbeville we hit low cloud and rain (I think Alan hit it harder than most) around the Rouen-Deauville area. I could hear the others up ahead of me on the radio attempting to go around the weather. Maurice tried south where he got as far as Bernay and got stuck for the night. Alan, Brian and John went north but to no avail and diverted to Dieppe. As I was behind them I was nearer to Dieppe and so landed first. As they landed in rain and taxied in, I took the chance to feign boredom, pointedly looking at my watch. The controller at Dieppe was very helpful considering some of the joining techniques, and obtained all the weather info for us (I know! We should have done that at Abbeville.) Based on that info we stayed the night Dieppe. It is a pleasant town with lots of restaurants, especially if you like seafood. The tourist centre set us up with a clean and cheap hotel for the night. We ate well, drank even better and then had a pleasant meander back to the hotel, even avoiding falling into the interesting harbour.

Sunday 23 August. Due to hangovers, early morning mist and lack of taxis, we were a mite tardy getting away from Dieppe. We decided to stick to the plan and stop at Flers for me to refuel and then make for Quiberon. Sure enough Maurice was waiting for us at Flers. I would have liked to have stayed a little longer at Flers, as from the air the town looked quite close and interesting. The runway was hard and the welcome soft. We were offered the use of the clubhouse and given free coffee. However, some of the others were keen to get to Quiberon. Quiberon has a hard runway with the benefit of a campsite within walking distance of the airfield. It is southeast of Lorient by roughly 20 miles, on a spit of land that juts out to sea. Common sense should tell you to have plenty of fuel in reserve as sea fog could be a problem. Common sense being in short supply to Woody Pusher pilots I was rather committed to landing - just beating a fog bank in. We pitched camp on the excellent campsite with all the amenities and walked into town (30 mins). There was lively street entertainment with plenty of restaurants and bars so you can probably guess the rest.

Monday 24 August. After an impromptu breakfast at a local hotel and a casual stroll to the beach we set off down the coast towards Les Sables D'Olonne. The weather was perfect, as it was to be for the rest of the trip. Flying down the coast is great fun as navigation is easy with an ever-changing scenery - at least to the east. Les Sables is a popular town, about the size of Brighton, with an excellent beach, shopping and harbour areas. We stayed in a good hotel close to town for about £22 per room. Brian and John hired bikes and cycled to a vintage car museum. Alan and the gorgeous Gay (and myself playing gooseberry) wandered around town (I can be so dim at times) whilst Maurice and Kita went island hopping. Later that afternoon we flew further down the coast, approx. 20 miles past La Rochelle to an island called St Pierre D'Oleron. By the time we got there it was getting late and after a 2-mile walk an ill-tempered bunch turned up at the campsite and pitched tents. The rough and ready campsite cafe sorted us out a meal, mainly pizzas, which we ate al-fresco. Brian became quite excited about this until someone explained what al-fresco meant. A good number of bottles of wine later a much happier bunch somehow found their sleeping bags.

Tuesday 25 August. As John had to get back to England we decided to take the day off from flying and spend the day on the island. We visited the two main towns and due to our ignorance finished up in a very posh restaurant feeling slightly out of place, bearing in mind we had been camping. The meal, whilst okay, did not merit the nose in the air service - my only slightly off experience with the French.

Wednesday 26 August. We waved John goodbye as he set off for dear old Blighty, then we set off for Bergerac with the intention of finding a farm strip nearby. Bergerac is a big airport with miles of runway and a decent lunchtime eating-place. This was also the first time since Dieppe that our radio calls were answered - quite took me by surprise! The helpful flight info people not only located our farm strip - they also told them to expect us. The strip at Ferme Le Rebeyrotte is about 12 miles east of Bergerac and is quite short. Maurice thought it may be too short for his 4-seat type but was able to cadge a lift from an English family who were touring by car. I put a cross on the map where I thought the strip was and set off. There was a northerly of about 12 knots as we left the east runway. Just as I was building up some speed, concentrating on keeping straight and the noise level quite high, the controller chose this moment to give me some clearance instructions. Why do they do that???

By the time I reached my assigned height it was time to start looking for the farm strip. I could not see it at first then saw Brian descending on what to me looked like finals. I then spotted a windsock, checked for the runway direction and joined the circuit. On the way down finals the thought crossed my mind that this was an awfully little strip surrounded by trees, cables and a road - I had also seen more flat spots on a snooker ball. I landed on a down hill section, the speed built up instead of decaying and I was flying again. Landing again on an uphill section allowed me to slow enough to stop before the road. I could clearly see the somewhat surprised expressions on the motorists' faces but not more surprised than me to find no one else there!! Luckily I was still in radio contact with Brian who had of course landed at the correct strip less than a kilometre away. Taxiing back to the end of the start of the 'runway' I tried to calculate the effect of all the hills but it was beyond my mental abilities so I picked a spot down the strip at which to abort and went for it. Clearing the woods, I felt quite smug until the cables (not seen from the ground) loomed at me. Anyway, my luck held and Brian, still on the radio, directed me to the correct strip. Not many people will have St. Columbe in their log books!!



Le Rebeyrotte is a mini paradise, with excellent accommodation set in beautiful countryside. It has a fishing lake, swimming pool and best of all a family-run restaurant. Our newly acquired friends from Bergerac joined us for dinner and we dined like kings and queens, course after course and the wine flowed all night.

Thursday 27 August. The owners of Le Rebeyrotte have a Jodel (not another one!) and are very aviation-friendly. It would make a good base for a holiday. If you fly in, there is an old banger to rent for about £10 which is what we did, visiting Bergerac and La Linde. We also bade farewell to Maurice who was to go visiting relatives.

Sat 29 August. La Lubere is a grass airfield outside the town of Tarbes near Lourdes with the Pyrenees as a backdrop. We had gone there because Brian and Alan wanted to attend the advertised fly-in for Jodels. I've seen more Jodels at Farthing Corner! However, we were treated to pre-dinner aperitifs and a dinner on the airfield attended by about 40 people. Our hosts arranged hotels for us and after dinner took us into town to sample the nightlife - you certainly make friends on these trips.

Sunday 30 August. Time to start heading back after farewells from La Lubere. The first stop for refuel was Angulem - a multi-use airfield i.e. gliders and parachutists, grass and hard runways. However, we did not stop long, and headed for Alencon, with hard and parallel grass runways. Again gliders and powered aircraft mixed quite happily; they even had a powered parachute flying around. There were some vintage aircraft to look at and a small restaurant was well worth a visit. We were given a lift into town to a comfortable hotel at approx. £12 per room. We had a good walk around this cathedral town trying to find a restaurant but being Sunday, most were closed. However, we eventually found one close to our hotel!

Monday 31 August. The weather still held good so it was uneventful return to Abbeville from Alencon and then on to Rochester. I crossed the channel at close to 6000ft and slowly descended to Rochester from Canterbury. Staying in Kent for the night, having a last meal in a restaurant near Sittingbourne, we were already reminiscing over some of the people we had met and places we had visited.

The above is only a snapshot of our holiday - we were fortunate with the weather. The French are very laid back about their airfields, often mixing all the disciplines (something I think we could learn from) and help with getting us taxis and hotels was always willingly given; sometimes also a lift to town was a welcome friendly gesture. The highlight was probably the stay at Ferme de Rebeyrotte, however I have gone on long enough. I was going to spice up this article with some sex but Pam told me to stick to what I know about!

[This piece was from the 1998 Bristol Strut Newsletter archives, by way of encouragement for anyone who has yet to discover the joys of French touring. Mike now owns Jodel D112 G-BHHX – funny how things come round, and that's far too much coverage for one person in a newsletter! – Ed]

NEWS

Invitation from Limetree Airfield, County Laois, Ireland

All visiting aircraft are met with a warm welcome and tea/ coffee and snacks are available at no charge!! Work is still in progress at the airfield on hangars etc, but the 420m runway and park area is fully operational with future plans to extend the runway to 600m. We have recently acquired our own a/g frequency of 118.075 mhz and would appreciate a call about 5nm out. Be advised, we are close to the prohibited zone in Portlaoise. We will be planning a few fly-in's and will notify everyone at the earliest opportunity. Feel free to visit at any time as airfield is manned all week. However, as normal, the weekends will be the busiest! Send us an email on limetreeairfield@yahoo.ie and we can add you to our mailing list for future information

Thanking you, Iain Brereton, Laois flying club, Limetree Airfield,

Co-ordinates: N3N 06.9 W007 14.6 Location: 9.3nm SW of Clonbullogue, Altitude: 150ft amsl
Callsign/ frequency: Limetree Radio 118.075 a/g (Inbound & transiting a/c call 5nm from field)
Runway: 01/19 420m x 18m Surface: grass. Operating hours: ppr sr-ss
Remarks: no low flying over houses in area, livestock fence 3ft high both sides of runway
Telephone brief advised but not essential, Taxi, restaurant and accommodation available locally
Fuel: mogas by arrangement, 100LL available in Clonbullogue (pnr)
Contacts: Jerry Deegan 087-2510537; Iain Brereton 087-6269418

The Pote's Depart

Dear Chris and Mike,

May we use this email and the Strut newsletter to bid 'Farewell' to the Devon Strutters? At the end of September, Lynette and I are off to her native New Zealand, almost certainly for ever. There are a lot of things we will miss, but the many friends that we have made at Fly-ins, and the Fly-ins themselves, are amongst the most important - such a pity I did not discover the PFA and the Strut (and of course Eggesford!) sooner, so we have had just three seasons with you.

We plan to live just south of Auckland, close to Ardmore airfield, the local mecca of historic aviation, where I will get re-involved with the 'Warbirds of NZ' fleet. I doubt I can pass another medical to revive my NZ PPL but there is a huge amount of restoration to get involved in there. Lynette is agitating for a weight-shift microlight too....We'll keep an eye on the website to stay informed, and maybe update you when we have a permanent address (but jonpote "at" hotmail.com will be unchanged) - if anyone's nav is so bad that they end up in New Zealand, we'll give them a very warm welcome and an 'in' to the local aviation scene.

My son David (BA Airbus pilot for a day job) brought the Chippie WZ882 into Treborough last week, and was very impressed by who he met and what he saw, so perhaps you'll have a new member in Berkshire soon, and I hope the Auster AOP9 WZ662 remains an attendee under new ownership.

Goodbye - we're very glad we met you all, and hopefully 'we'll meet again'

Yours

Jonathan and Lynette Pote

[Best wishes to you both & catch up with you in Auckland! – Ed]

Porpoise spotters?

Hi Mike,

Not sure if this would interest marine loving PFA members.....request for a pilot and plane! I suppose it would be legal if no payment was made & aviation law complied with - a bit like the PFA search volunteers....in fact they may like to get involved. The Marine Conservation Society (MCS) is to count the number of turtles, basking sharks, dolphins, porpoises and jellyfish blooms off the coast. It will then pass the information to people running sea safaris for tourists to help them find the creatures. The three-year survey will cover the sea up to 12 miles off the region's coastline. The MCS said it hoped that the more tourists who see the animals in their natural environment, the more interest there will be in preserving them. The society is looking for a pilot and an aeroplane to help with the survey.

Steve Wells

Welcome to New members

Roger Collins has recently joined the Strut. He flies his immaculate Renegade Spirit from Belle Vue and was seen at our recent Taw Mill fly-in with Maurice Bush's Mainair Blade.



Ron Smith's "British Built Aircraft" Books

Hi,

I am the author of the five volume British Built Aircraft series, which is published by Tempus publishing (and recently reviewed in PF). I learned to fly at Compton Abbas in 1978, and have since operated G-BIEN (Jodel 120 with John Mansell, based at Dunkeswell), G-AFZN (1940 Luscombe 8A based Dunkeswell), G-AFSC (1938 Topsy B restored by Brian Weare at Dunkeswell and subsequently based at Henstridge), G-AICX (1946 Luscombe 8A owned since 1988 and currently operated out of Henstridge). I also fly David Balmford's Dunkeswell-based 1942 Gould Taylorcraft Plus D Special G-AHCR.

I was a member of the Wessex Strut for many years (my wife and I produced their newsletter for a long period), but moved away to work at Farnborough some 14 years ago. Is there any chance that you could either publicise the fact on your website/in your newsletter that I have finally completed my book series, and/or provide a link to my 'surrogate' website (below)?.

With the length of time that I've flown in the area, I guess that I know or have known, quite a few of your long-standing members, including Chris Fitton, Dave Silsbury, Fred Keitch, Tony Eastlow, Ron Martin, Clive Repik, Mike Mold, John Mansell, Richard Webber, Brian Anning, and no doubt a few others. We had a lovely weekend camping with G-AHCR at the Auster fly-in at Eggesford on 16/17th July and I was pleased to have flown in with the oldest Auster to attend.

Best regards, Ron Smith <http://daveg4otu.tripod.com/airfields/br.html>

Events

(Some of these events may be provisional and need to be checked closer to the time)

Sept. 3 rd	Belle Vue	01805-623113 / 07971-278984
Sept. 3-4 th	St. Omer Jodel Fly-In	http://acsto.free.fr
Sept. 3-4 th	Blois (LFOQ) ULM Fly-In	tba
Sept. 4 th	Old Sarum Solent Strut Fly-In	01722-322525 / Bryan Edwards 01489-783036
Sept. 9-11 th	Guernsey Air Rally	www.guernseyaeroclub.com/rally
Sept. 11 th	Watchford	01823-601268 / 07779/143439

A fuller list of UK events can be found online at <http://www.royalaeroclub.org/eventuk.htm>

September Free Landings

Pilot: Bagby (Thirsk), Bodmin, Eshott, Popham, Sheffield City and Thruxton.

Flyer: Bodmin, Land's End, Panshanger and Popham

Today's Pilot: Cromer, Headcorn, Panshanger and Sibson

Turweston Vintage Aircraft Club Planning Appeal

John Broad has kindly provided PFA with a summary of the recent planning meeting. The PFA-CAN initiative, under the leadership of Jeremy Davey, was called into action at short notice to support the application and the efforts directly led to the count of 72 letters and emails for, as opposed to just 2 against the application.

“The answer was probably as expected in that they deferred the decision until after the September 18th VAC event, the reasoning being that they wanted to take some more noise readings. This does mean that we must now get the message to all pilots intending to fly into the September 18th event the importance of flying as quietly as possible and to fly the noise abatement procedures to the inch, sorry 25.4 millimetres. The event is PPR from Turweston anyway and all pilots must have a copy of the noise abatement procedures before setting out. The planning committee also said that the application for future years was not acceptable and that the airfield owner should make applications for each subsequent year; this costs the airfield thousands of pounds to do and is even more onerous than the current system! Many thanks to all those who wrote in.

The planning officer read out a précis of the comments raised in the e mails and letters. This committee had, however, already decided how they were going to vote and really weren't interested in listening to anything but objections. Your letters and e-mails will be important at the future enquiry though. Noise measurements had been taken to compare the figures with the onerous limits laid down by the Secretary of State back in 1993 along with the severe movement and aircraft type limitations. These measurements were made by both the airfield management and the council and came out with the same conclusion that the aircraft only produced approximately 51db. When they calculated the value over 12 hours, around 800 movements per day would still be below the level laid down by the secretary of state. Remember that the airfield is limited to just 80 movements on weekend days. They then argued that the figure should be for 16 hours and this was given as the reason for the deferral until September 18th when further measurements can be made.

They also complained that the noise measurements were made on what they described as standard aircraft, whatever they may be, and not the vintage ones in the application. More news as it evolves but just make sure you fly quietly and to the procedures on September 18th.” Many thanks to you all again, John L Broad - Chairman, VAC

Dept for Transport Consultation on UK-Based Foreign Registered Aircraft

The Department for Transport “considers that it would be appropriate to take steps to ensure that all private aircraft permanently based in the UK are operated under requirements equivalent to those contained in the appropriate harmonised European standards. This could best be achieved by amending the Air Navigation Order (the Order) to prevent foreign registered aircraft from being based in the UK by limiting the time (e.g. to 90 days) such aircraft may spend in the UK in any 12 months. Such a requirement need not apply to aircraft which are registered in a state subject to EASA’s requirements, or to public transport aircraft as there is already a principal place of business requirement in the applicable regulatory regime. It may also be possible to permit foreign registered aircraft to be based in the UK if compliance with the European requirements can be achieved by a different route e.g., by a transfer of regulation functions from the State of Registry of the aircraft to the UK.” The closing date for all responses is 28 October 2005”. fra.consultation@dft.gsi.gov.uk or alternatively by post to: Ray Pusey, IASD4, Aviation Directorate, Zone 1/29, Department for Transport, Great Minster House, 76 Marsham Street, London, SW1P 4DR
http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=14254&l=2

Tailpiece

After a real crusher of a landing in Phoenix, the Flight Attendant came on the PA system with “Ladies and gentlemen, please remain in your seats until Captain Crash and the crew have brought the aircraft to a screeching halt against the gate. Once the tyre smoke has cleared and the warning bells are silenced we’ll open the door and you can pick your way through the wreckage to the terminal”.
