

TRURO FLY-IN - Sunday 30 May

by Derek Boyce

Bank Holidays and good weather don't really go together, so only twenty aircraft flew into Truro, including a few fly-pasts by a Royal Naval Sea King from Culdrose. I was once again flying into new territory, having only previously flown east from Bodmin, so took the opportunity to have a good look around the area before landing at Truro. Five other aircraft also made the journey from Bodmin, including the Aeroncas of John Kempton and Terry Wilson and the Jabiru of "Jabiru Geoff" Dalton.

Other Strut members flying in, included John Crabb, with his prize winning Jodel D117. John received a trophy as runner up in the Best Jodel class at the Great Vintage Flying Weekend. (*Belated congratulations - Ed*) I believe he gave the winning Jodel's tyres a good kick afterwards! Having been bounced around the sky on his way down from Dunkeswell, John was looking to sign the "Hero's Book" for his endeavours to get to Truro. Also braving the elements was Trevor Reed flying his Jungmann from Watchford Farm. It was so cold at Truro that he had to put more clothing on than he flew down in!

SAGE brought our gallant leader down from Branscombe, with Richard Plowman riding shotgun, Mark Keith-Hill flew down from Plymouth in a Cessna 152 and Dave Silsbury arrived with Ray Trute in the Bird Dog. Other visitors included a Luscombe Silvaire from White Waltham, a Jodel D150 from Garston Farm and the Scillies-based Jodel D120 and Cessna 172.

Thanks once again go to Martin Pengelly and Josh Sinnett for marshalling the aircraft and to Graham Barall for kindly hosting the event at Truro.



Trevor (what cones?) Reed



John (pot winner) Crabb

BOLT HEAD D-DAY FLY-IN, 6th June

by John & Trish Kempton

We awoke at 6.30hrs. to dense sea fog covering the airfield and surrounding areas, but by 7.30 it had cleared to a beautiful morning. Chris Howell had arranged for a local catering van to attend which arrived at 8.00. Clyde (the caterer) and his partner had put posters in the local pubs and on public notice boards, about the fly-in on D-Day at the ex-RAF Bolt Head Airfield and it was not long before we had a large crowd arriving, but no aircraft except for our Aeronca Super Chief and John Cuming's Cessna 182!

Thanks to a friend of mine and his Motorcycle Kickstart Club, a number of vintage wartime motorbikes arrived to give the visitors something to see. They were well worth viewing as the condition of them was quite unbelievable. They were later followed by some very interesting pre 60's cars in excellent condition. We knew the day was going to be busy as by 8.30 a.m. the 'phones were red hot! First to fly in was Mark Keith-Hill in his Cessna from Plymouth. After

about an hour the skies started to fill with aircraft joining the circuit and landing on runway 11. Fortunately, our indispensable marshals Martin Pengelly and Josh Sinnet, had come early and worked out a system for parking the planes in the slightly awkwardly shaped field behind the Nuclear Bunker. With their skill and abounding energy they ushered in 63 planes during the day! They finished the day totally exhausted – it was so hot, too. A huge “thank you” to them both – it would have been totally impossible without them.

Unfortunately, we did not have Derek Boyce, our Strut photographer, as he was on holiday & he was greatly missed. It was good to see Chris Howell, our Co-ordinator, with his family, enjoying the event as a participant for a change. His lovely daughter, Esther, in his arms, spotting aircraft (at two years old!) in training (or being indoctrinated) as navigator and co-pilot for his Luscombe G-SAGE.

We had a good feedback from the public who were delighted that something was free for a change and they could see the planes at such close quarters. The planes stayed for a long time, which was an indication that everybody enjoyed themselves in this lovely part of England, some taking the opportunity of a walk along the cliffs and one couple went all the way to Hope Cove. And Clyde’s catering proved a great success with long queues waiting to buy and enjoy food and drinks throughout the afternoon.

Thanks goes to Alan Crutcher and Reg McComish for taking the owners of Sun Park Caravans (who let their site’s loos be used), for a flight – they thoroughly enjoyed the experience.



David Cottingham’s Rearwin Skyranger



2 visiting RVs overlooking the Kingsbridge estuary

The Fly-In was a resounding success with both the public and flying visitors and we were able to raise £165.25 for the Cancer Research and £75 for Redfern Health Centre at Salcombe. The sad thing was that our club member and good friend Chris Millward had died only a few days before and had it not been for him encouraging his friends, the Squire family, to keep the airstrip going at Bolt Head, we would not be flying from it. He would certainly have been thrilled to have seen so many aircraft attend the venue. We have, on behalf of the Devon Strut, thanked the Squires for letting us hold the fly-in on their strip and keeping it in such good condition.

Postscript.

Dear Chris

Just wanted to say thanks to the Devon Strut for another great fly-in - my first to Bolt Head. I am a 'visitor' based at a private strip near Bristol, flying the red and green Rans S6 G-BZYL (microlight spec. - Jabiru engine). We were surprised and delighted by the public interest - it took us 15 minutes to get away from the aircraft, answering questions from a range of folk (a 747 captain, a chap who was based at the bunker years ago, sailors, families with interested kids....). An excellent

public relations exercise by the Strut. Took your email address from the web - please pass on comments to whom you think fit. Thanks for fixing the weather too! Hope you got all those aircraft off safely - we left at 13:30. - Jim Harris

FARWAY COMMON FLY-IN – Sat 12 & Sun 13 June

by Derek Boyce

On the Saturday I flew into Farway for the first time. Conditions were a little bumpy and I successfully avoided the telephone wires on the approach to runway 28. The wind blowing around the trees then created some interesting effects just prior to touchdown. If my arrival was not as elegant as I would have liked, I later learnt that everyone else was having the same problem, the saving grace being that it was out of view!

On arrival I found that Terry Case had prepared the strip to his usual high standards and the Havers family were busy preparing to feed everyone. No doubt it was the conditions on the Saturday that kept the visiting aircraft down to 32. In addition to those flying in, Roy Young trailered in his nearly finished Tri-gear Europa fuselage for us all to admire. Several strut members flew in, including Michael Barrett with his recently completed Technam Echo from Eaglescott. Paul Aston arrived from Halwell with a student on a navigation exercise with the Pegasus CT, whilst late arrivals, after a hard day's gliding at North Hill, included Barbara and Mike Fairclough flying their Watchford Farm-based Super Cub.

Other Saturday, arrivals included a Thorpe T.18 from Popham, a Turbulent from Draycott Farm and examples of both the taildragger and tricycle undercarriage versions of the Glastar.



Michael Barrett's recently completed Technam



Roy Young's Europa



Glastar G-GERY



Graham & Shirley Hammond's Jabiru from Kent

If I were awarding a prize for the best aircraft flying in, it would have to go to Charlie & Anna Huke's Topsy Trainer from Dinton, one of three built during 1947-8 in Buckinghamshire. The fly-in became international when a Stuttgart-based Grob 109 motor glider arrived whilst on a tour of the UK. Other interesting visitors included a Sipa 903 from the Isle of White, a Minicab and Barry Plumb's Jabiru-powered Plumb Biplane, both from Hinton-in-the-Hedges and Graham & Shirley Hammond in their Jabiru en-route from Kent to Perranporth.



Charlie & Anna Huke departing in their Topsy Trainer



Farway Picnickers

Vans aircraft were represented by a RV6 and RV8. Vintage types included Cliff Lovell's immaculate & highly polished Luscombe Silvaire from Chilbolton and a pair of J3 Cubs; Nigel Hitchman's from Garston Farm and G-POOH from Upper Harford.

Thanks go to Terry Case for allowing us to hold the event at his strip and for maintaining it to a very high standard. Thanks to John Havers for co-ordinating the event and carrying out various duties during the weekend. Thanks also to the catering team comprising of Betty Havers, her daughter Sue and partner Ken, ably assisted by Pam and Cheryl who did an excellent job feeding everyone over the weekend. Trevor Reed expertly manned the radio on Sunday morning and Martin Pengelly and Josh Sinnett did their usual excellent marshalling of the aircraft. Thanks to Richard Reeves who flew Martin in his Technam Echo and to Graham Hawkins from the Wessex Strut who flew Josh in his Kitfox 'FOXC. An excellent weekend; 101 aircraft over the two days and the proceeds from the catering and landing fee donations raised £600 for the Sidmouth Hospice.

ALDERNEY FLY-IN, 11 – 13th June.

by Mike King

Joe Thomas kindly invited me to accompany him on this trip in his C150 Texan Taildragger N7474A. We were to fly to Hamilton Farm in Kent, which is his son's home. We were concerned about AIP SUP 45/04 which was the restrictions imposed for the Anniversary of the Normandy landings. Fortunately these were withdrawn by Wednesday 9th June and there were only the normal danger areas and control zones to worry about.

We left Branscombe at 16.20 hrs, having been told that the cloud base in Kent was about 1000 ft but improving. With a strong tailwind component, we covered the ground at around 125 knots, arriving at Hamilton Farm at 17.45 hrs. Joe said it was the best time he had ever made. The following morning we were at the strip for 08.30 hrs BST, fueling up and filing flight plans, eventually taking off at 09.20 hrs Z, Joe and I in N7374A with Richard and Mark in Richard's

Luscombe G-AJAP. After coasting out, by about mid channel we could see that the French coast was somewhat cloudy. Indeed, the nearer we got the more obvious it became. Calais was under about 4/8 cloud but to the west there was sea fog and low cloud. Our destination was Deuille, which we heard was closed but Le Touquet was open - just. We opted for Le Touquet and made it under a base of about 400 feet, together with a number of others who were scampering for safety on the ground.

We met up with Steve Solley, who with his friend John, was en-route to Alderney from Clipgate in his Jodel D112 G-BIEO. Having introduced ourselves and chatted for a while we decided to have lunch in the airport restaurant. Great food and more chat but still no clear idea of what weather there was to the west. Le Touquet's Met said it would be safe to leave at around 15.30 hrs Z but we decided to go earlier, taking off around 14.20 hrs Z.



The trip to Deuille is quite interesting (as Northern France goes), and we reached Deuille at 16.10 hrs Z. A quick refuel and file another flight plan for Alderney, taking off at 17.00 hrs Z. We flew over the Normandy beaches, having good views of the Mulberry Harbour remains and Omaha beach. We arrived Alderney at 18.50 hrs Z and, whilst signing in, we were asked for £16 each, which we later found to be the price of a buffet meal and disco. Our view of this was not really repeatable although the food was "OK". Our digs were also OK but seemed more in keeping with the 1950's and we woke early and had to wait till 08.00 for our fried breakfast. Then off to the cycle shop to hire mountain bikes for the day but on the way I needed to buy a pair of trousers since the zip on my old pair had passed it's sell-by date (most embarrassing, walking around with your flies open; drafty too!)

We spent most of Saturday cycling around the island, seeing the German gun emplacements, John Arlot (the cricket commentator)'s home and The Hammond Memorial to the murdered POW's. We stopped at Londis bay for a rest and met up again with Richard and Mark who, being a little younger, had taken in a lot more than Joe and I. We had arranged to meet Steve and John at the harbour-side pub for pre-dinner drinks. They turned up at the same time as Brian Hope and others. In all, there were about 18 of us who went to the restaurant, cheating on the fly-in. We all then moved to Bumps Restaurant for dinner - what a good decision that was! We had all decided that £19 for the fly-in barbecue was a little over the top. On arriving back at our digs, the owners were having a party to celebrate the wife losing a by-election. The party went on till about 4 in the morning with drunken, out-of-tune voices trying to match a Karaoke machine.

Sunday morning dawned bright and clear but with a cold easterly blowing. Our departure slot was for 10.30 local and we actually got away at 10.31, arriving in Deuille at 1300 hrs French time. Nothing happens in France between 1200 and 1400 other than food and drink, so we had food but no booze. It got rather messy trying to get out of Deuille so I'm not too sure of our actual T/O time but we made it to Hamilton Farm at around 17.00 BST. A quick refuel and then Joe and I

bade farewell to Richard and Mark, arriving back at Branscombe just after 19.00 hrs. We were met by Chris and his family and were offered a very nice cup of tea!

For my part, I did enjoy all the flying but I thought that the Alderney Flying Club charged too high a price for the functions and would say it is highly unlikely that I would wish to go again. I believe they had around 60 visitors this year. Joe received a call a few days after our return to say he had won the prize for the Best Taildragger. Well done, Joe!

EGGESFORD FLY-IN – Saturday 19 June

by Derek Boyce

The cloud formations were making the air very active on the way up to Eggesford from Bodmin. I took the opportunity to have a look around Exmoor, as the only times I have been that way before was on my navigation cross-countries and on the skills test, when you are not really thinking about the view! The flight along the coast from Ilfracombe to Porlock was particularly spectacular, the sky was clear so the air was smooth, which resulted in a much-needed respite from being shaken and stirred! Nigel warned there was a crosswind at Eggesford and I was not disappointed when I got there! It's funny how the wind always changes direction and blows straight down the runway after you have landed. There was a good turnout of Strut members amongst the 40 or so visiting aircraft, including John Pote from Eaglescott in the Chipmunk G-BXGP / WZ882, Chris de Verenne with his Bolkow Monsun G-AZVB from Dunkeswell and David Rhys from Exeter in the Rockwell Commander 112 G-BDLJ.



A detachment of the Watchford Air Force arrived in formation comprising of Les Dray and Steve Robson with their Condors, Mike Mold in his Jodel D9 and Chris Pidler in the Nipper.



Sandra and Terry Wilson flew up from Bodmin in the Aeronca Chief 'IVOR and decided to brave the elements and camp overnight, well it was nearly midsummer after all! It seems you cannot have a fly-in these days without at least one EV97 Eurostar turning up. This time there were three including John Holden, from a strip near RAF Lyneham, who turns up for most of our events. They were however outnumbered by the Rans S6 with 5 of the type present, which is inevitable as there are said to be more Rans S6s on the UK register than Cessna 150s. Another popular type were the various Cubs present, including Howard Cox's Super Cub from Sheepwash, Dermot Richardson and Tony Lush with the Cub Cruiser from Exeter, the L4 Cub in RAF markings from Old Sarum and the immaculate G-POOH, a J3 owned by a very small bear.



With the wind now blowing down the runway the trusty Cessna 152 went up like a lift on take off. The air was even livelier on the trip back to Bodmin, and for a change, I was rather glad to get back down on the ground. Many thanks go to Nigel Skinner and everyone at Eggesford for making it a very enjoyable day. Thanks to Martin Pengelly and Josh Sinnett for marshalling the aircraft. Finally, thanks to Jackie Skinner and her team of helpers for once again putting on an excellent lunch.
