



A BRANCH OF THE LIGHT AIRCRAFT ASSOCIATION PROMOTING RECREATIONAL AVIATION IN THE SOUTHWEST
www.devonstrut.co.uk

The Devon Strut is twinned with RAA Toronto Region, EAA Chapter 14 San Diego and Chapter 20 SAAA

DEVON STRUT NEWS – January 2013

Chairman's Comments

by Steve Robson

Our December meeting was one that I, and all those who were present, will remember for a very long time. Our guest speaker was Andy Saunders, an aviation historian and author who was closely involved with the restoration the Mk1 Spitfire P9374. He told us how the aircraft came to be put down on the beach in Calais in 1940, its recovery in 1980 and its subsequent immaculate restoration, culminating in it returning to flying condition in 2011. We were also very privileged to have in the audience Keith Lawrence, one of "the few" former Battle of Britain Spitfire pilots. Keith was able to put us right on a few of the engineering and operational fine details of the Mk1 Spitfire such as the hand pumped undercarriage and the comparisons in performance between the Spits with early Merlin engines with 2 position propellers and those with the later more powerful models with variable pitch ones. What a pleasure to have him at our meeting.



Spitfire P9374 emerges from the Calais Sands in 1980



Keith Lawrence chats to Andy Saunders

January is stacking up as busy month with two events for Strut members to attend. Firstly, Manuel Queiroz will be making a return trip to Devon for our meeting on Thursday 10th January. This time he will be giving us an interactive demonstration of some new glass cockpit avionics. Manuel has a number of systems rigged up so you will be able to see them in all aspects of their functionality.

Secondly, we will be running another trip to Exeter Airport, on Wednesday 16th January, courtesy of Strut member Peter Gilmour. Last year, apart from a minor hiccup with security, this was a fantastic visit in every way and we are fortunate to have another opportunity. More details about this later in the newsletter.

I would also like to remind you all that our AGM is planned for Thursday 14th February, so please come along if you can. The agenda is included at the end of the newsletter and other papers will be available

on the night. If you have any propositions, nominations for the committee or feedback on the running of the Strut, then please let me know by the end of January. To brighten up the evening, we are planning to have Andy Oliver (*The Journeyman Balladeer*) from the Devon and Somerset Microlight Club, who will be telling us about his adventures travelling round Europe in a flexwing.

We would also like nominations for the annual Strut Awards. Just to remind you these are:

- The Devon Strut Cup (for services to the Strut)
- The Les Dray Cup (for flying achievement)
- The Mike Claydon Trophy (best project / restoration)

Please let me or any of the committee know if you would like to nominate anyone for one of these awards or if you have any comments, motions or would like to help out on the committee.

Well, it's official; the days are now getting longer! I hope you enjoyed your Christmas and are looking forward to the New Year. It's such a shame about the amount of rain still falling and if you ever watch Simon Keeling's excellent 'weather web' channel <http://www.weatherweb.net/wxwebtv2.php> you will be able to see that there is no let up likely for the foreseeable future but perhaps a cooler spell for the second week in January.

If you are planning to take advantage of any flyable weather do please spare a moment to have a look at the Safety Sense Leaflet 'Winter Flying' <http://www.caa.co.uk/docs/33/20110217SSL03.pdf>. I can remember a time when I decided to take my little Evans VP1 up to 10,000' one clear winter's day only to find on arrival at that altitude (and, oh boy, did it struggle for the last 600') that the throttle had frozen due to the little bit of condensation that had formed on it when I got it out of the hangar. So, attention to detail is a constant key factor when we plan our flying. And, just in case you were wondering, I did manage to break the 'ice lock' and close the throttle. I then spent another 20 freezing minutes getting back to earth. On reflection, it was a good example of what not to do!

On behalf of the Devon Strut committee here's wishing you all a very Happy New Year for 2013 with lots of safe, enjoyable flying – Blue Skies!

Fly Safe, Steve

MEMBERS' PROFILE: John Colgate

Current Day Job – Special Skills

Retired, but busy. My wife Anthea and I are (still) renovating the cottage that we moved to in 2006 and I'm Treasurer of the local Community Centre and Secretary of Feet Off The Ground.

Special skills: I used to consider myself an IT specialist, but the latest technological advances have rendered my expertise virtually obsolete. Since starting the cottage, I'm a moderately capable electrician, plasterer, carpenter, stonemason, landscape gardener, labourer, etc, etc. I aspire to becoming competent on the tenor sax.

Past Career

I joined the RAF VR as a Cadet Pilot with the Free Northumbrian Air Force (officially Northumbrian Universities UAS) in 1973 and was then awarded a full aircrew commission as a University Cadet, amassing 170 hrs on Chipmunk and Bulldog before moving on to Jet Provost 5a at RAFC Cranwell. "Chopped" from Pilot training at Cranwell when it was clear that I was never going to make a steely fighter pilot, I transferred to the Photographic Interpretation branch and spent the rest of a



long and fascinating RAF career in the intelligence and targetting spheres. Highlights include Cold War intelligence collection in Germany, a liaison post based at the British Embassy in Washington DC, anti-terrorist operations, responsibility for management and security of an airfield on operations, and pursuing indicted war criminals in the Balkans.

Why Aviation?

One of my earliest memories is the thrill of a low pass by a formation of Hunters when taken by my parents to an airshow at North Weald in the late '50s. I don't know why (I don't think that it was just that they made my little sister cry), but I had the "bug" from then on and spent most of my teenage years as a "spotty spotter".

First Flight – in What, Where and When?

Technically, it was in a DanAir Comet from Gatwick to Spain on a family holiday in my teens, but I first got my hands on the controls in a Chipmunk T10 on 17 Jan 1973 at RAF Ouston under the guidance of Flt Lt John Leeming, an ex-Lightning driver (sadly killed some years later in a Hawk mid-air at Valley).

How long in the Devon Strut? 5 years total; 1 year on the Strut Committee.

Number of Aircraft Types and Hours Flown:

580 hrs total, primarily on 7 types, but with quite a few "unofficial" hours in military aircraft including Beaver, Islander, Wessex, Puma and Gazelle.

Favourite and Worst Types Flown

Worst is easy: PA28 Tomahawk because it was soulless; however, it was cheap to rent whilst I lived in the USA and, ironically, I probably had my best flight in one – see below. Best type is more difficult. With apologies to G-IVOR, I think I have to go for the Bulldog because of its power and agility, although the Chipmunk comes very close.

Best Aviation Moment and Flight

I have to select two. One is my first jet solo outside of the circuit - suddenly I was in a powerful, fast aircraft with a huge sky to play in. The other was during my USA tour, flying with Anthea from Manassas VA to First Flight airfield in North Carolina, the site of the Wright Brothers' historic achievements – to fly there and back myself (albeit in a Tomahawk) was a real highlight and brought home how far flight had changed in so few years.

Any Aviation Heroes? - If So, Who and Why?

For many years in my youth, I'd have said Douglas Bader, for obvious reasons. Now I know more and have met more, I'd have to open it out to all his contemporaries, in fighters and bombers, on both sides. It is hard to imagine their courage. Given my Service specialisation, I also have a soft spot for all recce pilots, from the WW2 unarmed, high speed pilots to the Canberra/B-57 and U-2 high altitude pioneers.

Current Aeroplane(s)

Aeronca 11AC Chief, G-IVOR (as part of SW Aeronca Group).

Favourite Aviation Author / Recommended Book(s)?

For his enthusiasm: Jack Parham – Flying For Fun
For his experiences: Freddy Stringer – Flying Boffin
Because it's about flying an Aeronca: Maurice Brett – Flying the Oregon Trail

Any "I learnt about flying from that" Moments?



Haven't we all? It's long ago, but I still remember vividly a solo low level navex in the Bulldog from RAF Leeming that I had to abort as cloud blocked my exit from the valley I was tasked to fly. Confident in the initial instrument rating on type that I'd recently achieved, I climbed on the pre-briefed heading into a layer of cloud which was supposed to be only a couple of thousand feet thick, expecting soon to break out "on top" and to planning how I could use some of the time gained before my expected return to base with a few fun aeros in the sun. Several minutes later, I was passing 10,000ft, still in cloud - increasingly bumpy, increasingly dark cloud - my rate of climb was steadily reducing and the lectures on always using oxygen above 10,000ft were niggling me (Bulldogs weren't fitted with oxygen). I had no idea where I was, but if I'd held heading as well as I should have, I was getting close to busting Newcastle's controlled airspace and I couldn't raise anyone on the radio – civil or military. Now, I would have no qualms selecting "guard" or 121.5 and declaring a "Pan"; then, as a 20-yr old future "fighter jock" no such "signs of weakness" could be admitted. I eventually broke cloud at just under 12,000ft and radio contact with Newcastle miraculously re-established itself instantaneously. They gave me a steer back to Leeming and I flew back in bright sunshine on top and only slightly apprehensive about the inevitable instrument let-down at Leeming where, a few weeks previously, a tyro air-trafficker had reversed her bearings and would have flown me into the N Yorks moors if I'd really been in cloud instead of "under the hood" – but that's another story!

"Wish List" – aircraft to fly or own; places to visit?

The obvious ones: Spitfire, Hurricane, and Mosquito. One of my biggest regrets is that I was never in the position to call in a favour from a contemporary from UAS days who went on to be the lead pilot for the BBMF Lancaster for some years. I am very happy with my current aircraft share. IVOR suits the type of flying that I enjoy, although I sometimes hanker for something aerobatic and I'd love to fly a Chipmunk or Bulldog regularly again. I can't think of anywhere I'd want to fly that would beat First Flight for impact.

Advice For Other Strut members?

If going anywhere with Pete White, always add 30 minutes minimum to your ETD or carry a gag.

We've Got It Cracked!

by Graham Clark

If your aircraft has the misfortune to suffer a cracked Plexiglass windscreen or window, it is generally bad news. However, the damage may not be terminal. It is possible to effect a repair that will bring the window back to almost new condition. This is not a five-minute fix. It requires a good degree of preparation and great care, but given the cost of a replacement, worth the trouble.

These notes were made by Graham Clark who was generously provided with a two-day tutorial by BGA Inspector and canopy repair specialist Steve Naylor. The information is not proprietary, but the photographs and these notes are copyright Graham Clark.

Materials and Tools Required:

- Canopy cleaning agent: Turps Substitute, followed by water with a drop of Fairy Liquid.
- Cutting tool: Dremel or similar, with V-shaped carbide cutter, with depth regulator.
- Chemical cleaning agent for crack only, methylene chloride
- Narrow belt sander, with depth regulator.
- IR Heater
- Temperature control unit e.g. Eurotherm 2116 with a relay regulator; source: RS or Farnell.
- Blanket
- Dental tool with 'spade' tip
- Narrow masking tape
- Cotton-based sealing tape.
- Blue Tack
- Tensol A & B (Bostik)

- Wet & Dry abrasive paper grades listed below
- Velcro (3m system 'hookit')
- Cotton-based adhesive tape

This side window on Graham's Jodel Sicile Record was damaged by his elbow when he slipped and fell from the wet wing walk. The crack was about 30 cm long. Prior to removal, the crack was closed on both sides with wide transparent tape with which Graham continued to fly for several weeks while arranging a replacement.

Stage 1. The first job is to remove the damaged Plexiglass panel from the aeroplane and take it to the workshop for careful inspection.

To effect the repair, the panel must be set upon a jig and held securely so that that material either side of the crack cannot shift during the repair process. Short cracks close to the edge are difficult to repair; they can be stop 'drilled' with a hot wire (not soldering iron).

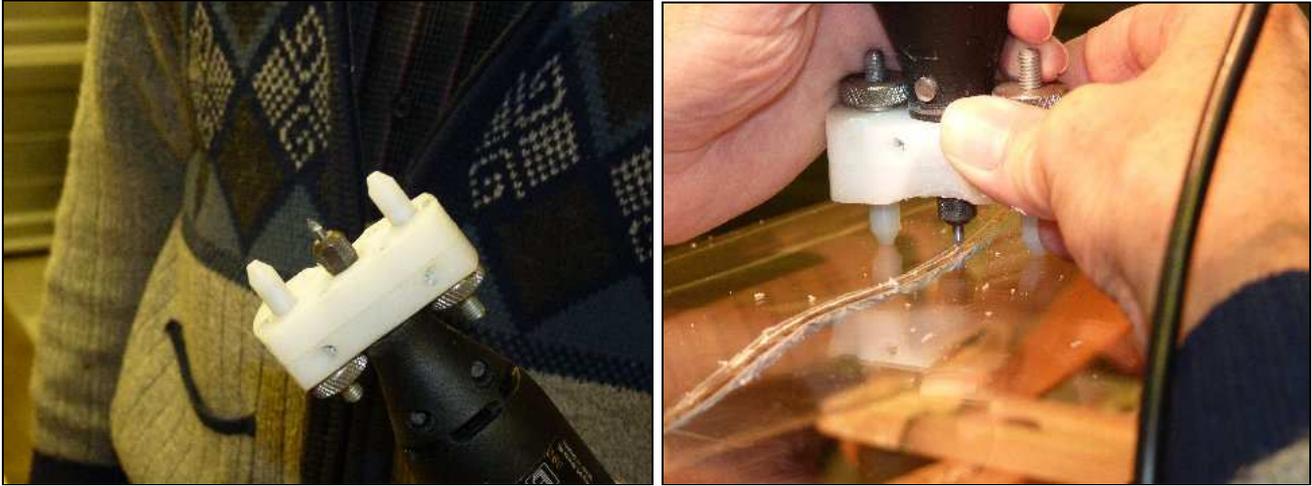
Stage 2. The Plexiglass panel is probably curved. Choose two pieces of scrap wood and, using the Plexiglass concave edge, pencil mark the curve either side of the crack on the scrap wood. Using a jigsaw or band saw, cut the scrap to profile and sand smooth. Repeat this procedure for the other non-cracked end of the panel. Cut sufficient square plywood washers and then secure the curved scrap pieces to the Plexiglass. Secure the curved wood scrap to the Plexiglass with flathead wood screws, and then screw a wood bridge between the two curved scrap pieces. Do this at to both ends of the Plexiglass panel.

Stage 3. Place Plexiglass panel on clamping jig, with convex side facing upwards. Clamp the resulting frame and Plexiglass panel to the bench, convex side upwards. Remove temporary repair transparent tape from convex surface and clean to remove adhesive residue from the crack zone using turps substitute, followed immediately by water with a drop of washing up liquid e.g. Fairy Liquid.

The cracked Plexiglass panel is ready for clamping on bench.

Stage 4. Position the workpiece so that the repairman can have convenient and controlled access to the cracked convex surface with a Dremel tool and V-shaped cutter.





Dremel cutter with V-shaped Carbide cutter and home-made adjustable depth regulator.

Cut away the crack to a depth of about 2.5 mm. Cut the groove in progressive stages, using depth adjustment gauge and clean the area with Fairy Liquid and water.

Stage 5. The cutting action has introduced stress formations into the Plexiglass area which, if not removed, will be a source of future crack propagation. The material is now annealed and de-stressed using an IR heater.



IR heater in situ for annealing stage



Temperature control unit e.g. Eurotherm 2116 with home-made relay time-step regulator

The crack zone temperature is now raised slowly (to prevent swelling) and in steps to 75°C, at which temperature it is then maintained for an hour. The heating process is monitored using a thermocouple temperature gauge.

IR heater placed below the cracked zone, with blanket on top to retain and spread heat over stressed area. Thermocouple held against material by Blue Tack



After annealing and subsequent cooling to room temperature, the cut V-shaped groove is cleaned with methylene chloride (do not inhale).

Stage 6. Cut thin strips of Blue Tack and use these to form a low barrier around the groove, about 2 mm away from the edge.

The Blue Tack barrier must form an enclosed pool whose dykes are about 2 mm from the edge of the V-shaped cut groove.

Stage 7. Using e.g. a dental tool with a flat spade, bed down Blue Tack edges to prevent leak of Tensol repair agent from groove. The groove must be completely sealed underneath, and around the exposed edges. Close the crack concave surface with a strip of strong polythene foil under a strip of cotton-based adhesive tape to prevent migration of Tensol from the crack to the concave surface.

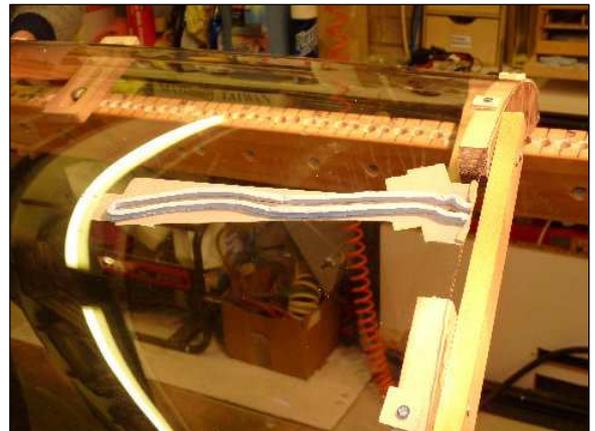


Stage 8. The repair agent is Tensol, a two-part chemical, whose accelerator component is stored in the fridge at 0-5°C. The Tensol repair mixture is introduced to the V-shaped groove at room temperature (16-23°C). Tensol (Part A) is Methyl Methacrylate, and is stored warm in the airing cupboard. Tensol (Part B) accelerator is stored in the fridge. Makers: Bostik Findlay.

The Tensol is conveniently mixed in a little pot made of minced pie aluminium cups compressed to convenient size using e.g. a cork with calibration marks for the inner face of the aluminium cup.

It is important to achieve an accurate ratio of the Tensol Agents A & B.

When mixing in the accelerator, use a wooden stick and insert into the mixture once only: to prevent introduction of air bubbles, do not lift the stick from the mixing cup during the mixing process. During the mixing process, the mixture at first goes cloudy, but then clears again. It is then ready, and the curing process has been activated.



Ratio: 1 drop accelerator per CC Tensol minimum.

Using a spirit level, place the Plexiglass panel in a perfectly horizontal position to minimise migration of the treacle-like Tensol fluid. The Tensol is poured very carefully into the groove, sufficient to form a slight convex meniscus surface standing proud of the V-groove. (During the curing process, the Tensol will shrink. After curing, it will be abraded and polished down to the correct thickness, level with the surrounding material.) When raising the cup pouring lip from the groove, be careful not to allow any residues to fall outside the groove.

The crack zone is then heated again with the temperature raised in steps to 75°C, at which it is held for 90 minutes. It is then allowed to cool to room temperature and cure overnight.

The Blue Tack is removed using a Plexiglass blade made from scrap (will not scratch!).

Tensol (Part A) is Methyl Methacrylate, and stored in the airing cupboard. Tensol (Part B) accelerator and is stored in the fridge. Makers: Bostik Findlay.

Concave Plexiglass surface

The Concave Plexiglas surface is then treated in the same way as the convex surface. The crack margins are cut away with the Dremel tool, whose cutting depth is calibrated to just reach the surface of the solidified Tensol along the crack line.



Finishing

At this stage, the crack has been filled with Plexiglass, and forms a ridge standing proud of the Plexiglass surfaces. This ridge is then progressively removed using a narrow belt powered sanding tool with depth regulator.

Narrow Belt sanding tool with depth regulator

When the ridge is nearly flush with the remainder of the Plexiglass, a zone is marked around the repair area with narrow masking tape (narrow masking tape can tackle curves, bends better than wide masking tape). There is a margin of at least a quarter of an inch between tape and the damaged/repair surface. The margin between the end of the crack and the masking tape (transverse leg) is much longer (0.5 inch). The area is then polished with the wet and dry process:

(a) Wet rotary tool action. The tool is tilted so that so that residual marks are at right angles (transverse) to the crack. After each polishing stage, clean and dry, looking under lamp for missed areas.

(b) Next stage: hand use of wet abrasive paper at the next finer gauge, used with longitudinal (parallel to crack) action.

Grit stages:

(a) P150 rotary

(b) P400 linear

(a) P500 Rotary

(b) P800 Linear

(a) P1000 Rotary

(b) P3200 Linear

The rotary abrasive papers can be secured to the tool with Velcro 3m 'hookit' system.

Finally: G3 and G10 polishing paste

Following each stage, the masking tape is removed, the residue wiped off and the Plexiglass dried. Then a new application of masking tape around the repair, leaving at least a quarter of an inch between the treated zone, and the masking tape.

Possible Source of Perspex finishing kit: Severn Valley Sailplanes, UK.

So now you know: Get Cracking!

Project Pegasus

Project Pegasus is a national, joint agency initiative to raise counter terrorism and criminal awareness within the aviation community. The current threat level is "Substantial" and pilots are encouraged to remain vigilant for any individuals or activities that appear suspicious or unusual. Any concerns should be raised with the Pegasus Team - DC 14838 Sarah White in Cornwall or DC 15353 Simon Denning in Devon via Project.pegasus@devonandcornwall.pnn.police.uk, or Tel: 101 and quote Project Pegasus or in an emergency call 999 or the National Anti Terrorist Hotline 0800 789 321.

£1.7m Cocaine Smugglers Jailed

From the Pegasus Winter Newsletter

An organised gang of 6 men involved in a criminal conspiracy to import cocaine were jailed in November 2012 for a total of 38 years. The conspiracy began in September 2010 when one of the gang joined Nene Valley Microlights to train to be a pilot. He qualified in March 2011. In June 2011 £1.7m cocaine was collected from the Netherlands and driven to Abbeville airfield in France where there was a microlight was waiting. The newly qualified pilot flew the microlight to Deenethorpe airfield (Northamptonshire) to be met by police and UK Border Force. The cocaine was located in the wing panels.

Strut Merchandise Clearance Sale

There are only a few items of Strut clothing left at 50% discounted prices. They are listed on the Strut website at <http://www.devonstrut.co.uk/#/merchandise/4541676884> and will be available at January & Feb meetings for viewing & collection.

Members' News

Reg McComish has completed the 10 year restoration of Aeronca O-58B Grasshopper G-BRHP that he shares with Chris Willis and has received the Permit to Test Fly from LAA Engineering. He carried out some fast taxi runs at Watchford Farm on 21st December but the into wind runway (like much of the Westcountry) had several areas of standing water so Reg is waiting for the field to dry out before doing the first flight.



The O-58 was first ordered by the US Army Air Corps in 1941 and the O-58B prefix was retired in April 1942 in favour of the designation L-3. When American forces went into combat after Pearl Harbour, the Army Air Force used the L-3 for spotting activities and directing artillery fire. It was also used for liaison and transport duties and short-range reconnaissance which required airplanes to land and take off in short distances from unprepared landing strips. Liaison pilots would train on L-3s before moving on to front-line aircraft like the Piper L-4 or the Stinson L-5.

Noel Collier

We would like to thank everybody for the kind messages of condolence that so many sent after the death of our dear husband and father, Noel Collier. The aeronautical community meant so much to him so it was also wonderful to see so many of you at the memorial service in Sidmouth. *Rita and Gary Collier*

Bolt Head News from Chris Howell

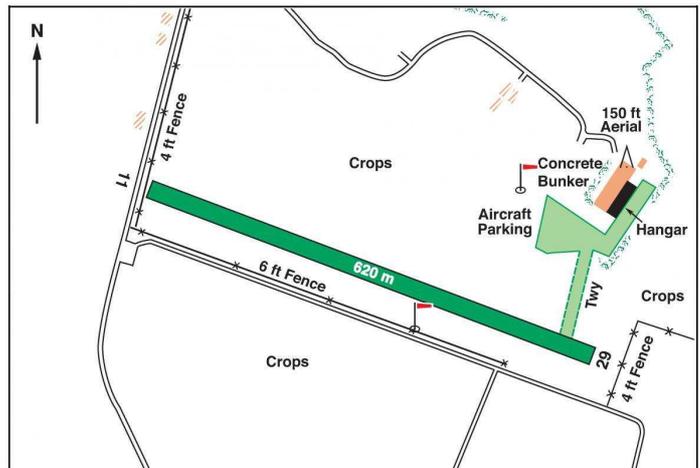
Major changes are taking place at Bolt Head, at the southernmost tip of south Devon. The resident pilots have formed Bolt Head Aero Club to manage the airfield on behalf of the land owners. The landing fee is increasing with effect from 1st January to £15 but to Devon Strut members the fee will be £10.

A new website provides details of all the changes, including the location of a new taxiway, hangar and new contact numbers which will also take effect from 1st January. <http://www.boltheadairfield.co.uk/>

PPR is essential for all visiting pilots, even regulars, to receive a briefing on airfield conditions and new arrival and departure procedures for noise abatement. The airstrip has been unusable recently, due to water logging, and will need a period of dry weather for it to become active again so you will appreciate PPR is paramount in the new year.

Best Regards, *Chris Howell*
howell@ashworth5.orangehome.co.uk

Congratulations to **Malcolm Vest** (*right*), member of Super Cub R151 group at Watchford, and also a member of the Devon and Somerset Gliding Club at North Hill. Malcolm has recently converted from the gliding club 2-seaters to the single seat Junior



Welcome to New members

Francis Moyle, Carnon Downs, Truro. Francis flies Rallye G-BEEB from St Merryn and is also an LAA autogyro inspector.

Panshanger Under Threat

help requested by Richard Kidd

Hi Steve, I am a member of the Devon Strut, but based in Panshanger, Hertfordshire. My airfield is facing closure under development pressure and I would be grateful if you could highlight this issue and request support from other Strut members via our next Strut newsletter.

A General Aviation Awareness Council-backed campaign has been launched to stop proposals for building hundreds of new homes on the site of historic Panshanger Aerodrome. These plans would force the closure of the operational airfield and the North London Flying School which is based there. Located on the most eastern tip of Welwyn Garden City in Hertfordshire, during the Second World War the airfield was used by Royal Air Force units for training purposes and a large Bellman type hangar was erected to accommodate the based aircraft - a structure which still exists. The Save Panshanger campaign is urging supporters to contact local councillors via the details on the Facebook page <http://www.facebook.com/SavePanshangerAerodrome> Details are also summarised on the UKGA.com site: <http://ukga.com/news/view?contentId=28679> Please sign our online petition (see website <http://www.savepanshanger.co.uk/> for details)

You can also Follow the campaign on twitter follow @savepanshanger
Any opposition to plans must be received by 18th January 2013.
Thank you, *Richard Kidd*.

Save Sandown

Sandown Airfield on the Isle of Wight is in receivership and is up for sale. Many of you have flown there over the years and appreciate that it is like going abroad without having to cross many miles of sea, with the beauty of flying along the Solent and over the New Forest or coming along the Dorset coast or over the Sussex Downs.

The Isle of Wight Flying Club is currently setting up a Charitable Trust, Isle of Wight Airport Trust, with the sole aim of trying to purchase the airfield and to maintain it as an airfield for future flying generations and to save it from the developers, whose sole aim is to put houses on it. Both local and national pilots who have flown to Sandown would not wish for this beautiful airfield to be lost forever.

The Flying Club would be grateful to hear from anyone who would be willing to help in the quest to raise the necessary monies, whether by a donation or a pledge, or even if you wish to make a loan to the trust (they would obviously prefer the loan to be low or no interest). Any contributions would be gratefully received, along with any ideas or contacts as to how to keep the airfield as it should be. Please contact: Laurie Gavaghan on 07815 830546 or email: laurie@eghn.org.uk Chairman I.O.W. flying club or Mike Cromati on 07770-773669 or email: mcromati@hotmail.com

LAA Educational Trust Heritage Committee

Chaired by LAA Vice President and East Midlands Strut founder member Stuart Jackson, the Heritage Committee is part of the LAA Education Trust with the aims of collecting and preserving artefacts of the Association since the origins of the Popular Flying Association in 1946.

At present there is not the capability of exhibiting historic PFA aircraft but the small Heritage team has collected copies of all the published PFA / LAA magazines for scanning and has compiled a range of classical aeronautical engineering data.

Committee member Stuart MacConnacher would like to know the whereabouts of an early Peacock VW engine conversion or a JAP J99 which have particular relevance to LAA. Or an early Macmullin 360 radio that is gathering dust and can be preserved for posterity. If any Devon Strut members can help, please contact Mike Mold on mike.mold@tiscali.co.uk or 01404-891587.

2013 is the 70th anniversary of Henstridge Airfield (EGHS)

HMS Dipper was commissioned as a Royal Naval Air Station on 1st April 1943. It was one of a small number of RNAS to have a fully operational Aerodrome Dummy Deck system, complete with arrester gear and underground machinery, in order to train pilots for carrier landings. The Wessex Strut will be running a number of events to celebrate the first 70 years of Henstridge Airfield, including:

1st April 2013 (Easter Monday): The Wessex Strut Annual Fly In and Henstridge 70th Anniversary

28th-30th June 2013: Official 70th Birthday Party Weekend.

24th August 2013: Vintage and Classic Fly In.

Also, on certain dates, the Wessex Strut plans to run a Carrier Deck Landing competition, but without the arrester gear! More details available from: www.wessexstrut.org.uk or chairman@wessexstrut.org.uk
Henstridge Airfield www.henstridgeairfield.com

Evening Meetings at the Ley Arms (01392 832 341), 19.30hrs

Thursday Jan. 10th
Wednesday Jan. 16th
Thursday Feb. 14th
Thursday Mar. 14th
Thursday April 11th

Glass cockpit demo – Manuel Queiroz
Exeter Airport visit – details below.
AGM plus Andy Oliver – Microlight Touring
CAA Safety Evening
Graham Newby - Oshkosh or Bust

Strut Visit to Exeter Airport - Wednesday 16th January, 6.15 pm – 9.30pm

This meeting, to view the air traffic control facilities and a cockpit visit (Thomson &/or FlyBe a/c), has again been arranged by Strut member and Thomson Airways captain Peter Gilmour, albeit with a few modifications to the security arrangements from last year! It is hoped to include a discussion on co-operation between GA and commercial air traffic in class G airspace around the Exeter area.

Due to unavoidable working commitments, Peter will not be present but he has arranged for Captain Tim Couston and First Officer Darren Smith (whom we met last year) to conduct the hosting duties along with SATCo Dave Burrows and possibly a representative from FlyBe. (Tim is ex-Red Arrows and a Technical Pilot on the B738).

The first priority is how to comply with Airport Security requirements: Everyone attending must bring **either a valid UK passport or their UK Driving Licence with the paper portion**. Without these, they will be denied access to airside and the aircraft visit.

The maximum number of Strut members that can be accommodated is 28 and, on a first come, first served basis, those members wishing to attend should contact Steve Robson by phone 01823-680784 or email sb.robson@tiscali.co.uk asap. As before, visitors will be able to park in Car Park 1, the short stay park opposite the airport terminal and it would be useful if members could share a lift to reduce car numbers, although this is not absolutely necessary. When the final list of attendees is confirmed, a detailed agenda will be circulated and car registration numbers requested.

Tailpiece: FLIGHT LIEUTENANT Cecil ("Tiny") CAMERON DFM and Bar

[The photo below has been doing the rounds by email during recent months with appropriate annotations such as "I said round out smoothly!" A little digging has revealed the story behind the photo. – Ed]



Posted to 3 Squadron R.A.A.F. in North Africa in May 1941, Sergeant Cecil "Tiny" Cameron's natural popularity was quickly enhanced by a cute monkey called "Buzz" who he brought back to the squadron after a spell of leave in Cairo. Buzz became the squadron mascot and often flew as an unofficial co-pilot in the Curtiss Tomahawk with Cameron.

Shortly after he joined the Squadron, the Syrian campaign developed and on the signing of the Armistice in Syria, "Tiny" and his mate Derek Scott (Scotty) were sent to occupy Beirut Aerodrome on behalf of the Squadron.

After completion of hostilities in Syria, the Squadron was transferred to the Libyan Campaign and took an active part in opposing the Luftwaffe. It was not long before "Tiny" accounted for his first victim. Shortly after, on the last day of November 1941 an Me109 flown by Oberfeldwebel Otto Schulz, attached to Staffel 2, JG27, crippled Cameron's Tomahawk and this forced him to land behind enemy lines. Within minutes, Squadron Leader Peter Jeffrey had followed him down, picked him up and had taken off for home, sitting on the lap of the 6 foot 3 inch "Tiny"! This unselfish, heroic and no doubt uncomfortable act helped Jeffrey win the Distinguished Service Order.



About a month later, after scoring 2 more victories, "Tiny" was again shot down and according to all reports, had crashed with his aircraft and had not survived. Five days later, he returned with an Army unit to his squadron, much to everyone's surprise and delight. He went on to claim 4 more victories before he was again shot down on 10th January 1942 whereupon he became a prisoner of war. Coincidentally, on this date, he was awarded the DFM for outstanding devotion to duty and for his score of enemy aircraft shot down. He was subsequently transported to Italy where he remained in a POW camp until the Italians surrendered in 1943, when he was transported to Germany. He and others were force-marched across Germany and half way back again before being released on 8th May 1945, when he was told of his retrospective commission as a Flight Lieutenant.

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Devon Strut AGM Thursday 14 February 2013 at the Ley Arms 19.30 Agenda

- Apologies for absence
 - Minutes of the last AGM
 - Matters arising
 - Chairman's Report (to include events / membership / communications / web site etc)
 - Treasurer's Report
 - Election of officers
 - Propositions
 - Adoption of new LAA governance / rules
 - Adopting the Strut charities
 - AOB
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To follow formal AGM:
Annual Presentation of Strut Awards

Guest speaker: Tony Oliver (www.thejourneymanballadeer.com) on European flexwing touring.