



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 –March 2013

Chairman's Chat

by David Millin

As your new Chairman, I'd like to introduce myself to those of you who I've not had the pleasure of meeting and to this end, our Editor has included my profile in this edition. I will endeavour, with the support of the committee, to uphold the good tradition of the Devon Strut in steering it in the direction that best serves you, as members. If you have any comments, questions or suggestions on how the Strut is faring, please feel free to contact me by phone or email; my contact details are on the Committee page at the end of this newsletter and on our website www.devonstrut.co.uk



Think of all the money you are saving: significantly reduced fuel costs, low service and maintenance expenses, not to mention all those bacon sandwiches and endless cups of tea you don't have to buy. Is this the silver lining of the dark cloud that seems to be an almost permanent feature in our lives? Well, chaps and chapesses, look on the bright side. The days are becoming longer and the bad weather can't last forever and we have the brighter days of spring and the heady ones of summer to look forward to.

We had our Annual General Meeting on Thursday 14th February. Despite it being Valentine's Day, there was a good turnout of over forty people, including a couple of newcomers and a fair representation of the Devon & Somerset Microlight Club. AGMs can be dry affairs but not this one. We marched through the formal procedures and our treasurer Tony Gibson not only presented his figures in an interesting way but engaged his audience in the decision-making process of how best to utilise members funds for the benefit of one and all. If, after reading the minutes and accounts enclosed with this newsletter, you have any suggestions on how the Strut's funds should be spent, please contact me or any other members of the committee. The election of officers saw a cabinet re-shuffle, with Chris Bailey taking on the mantle of Meetings Secretary in place of his position of Safety Officer; and Steve Robson stepped down as Chairman and accepted the role of Safety Officer. John Holden took up the position of National Council Representative which I relinquished in favour of the post of Chairman.

We moved on to the awards - The Les Dray Cup was awarded to Peter Gorman for his flight to South Africa and back, in his Vans RV6 G-RVIB. *(Peter lives in Ireland but is a regular visitor to Dunkeswell so the trophy will be presented to him at the first available opportunity).*

The Mike Claydon Trophy was awarded to Reg McComish for his restoration of his Aeronca Defender. Reg acknowledged the help he'd received from Dave Silsbury and his friend Leon Lock.



A commendation certificate in the Mike Claydon category was awarded to Peter Gilmour for the restoration of his Evans VP1 G-BDTL and for progress with his RV8 project.

For recognition for all his hard work, Steve Robson received the Strut Cup. It has to be said that during his term of office over the last three years, Steve has not only put in a huge amount of work for the Strut but has faced some particularly interesting challenges which he dealt with in his usual skilful way.



L to r – Reg McComish, DM, Leon Lock



Steve Robson (left) receives the Strut Cup from David Millin



Mike Mold (left) caught up with Peter Gilmour at a very cold Dunkeswell to present him with the Mike Claydon Commendation certificate.

The formalities of the AGM were quickly over and we moved on to a talk by our friend Andy Oliver, otherwise known as the Journeyman Balladeer. If you are wondering why he is known by this moniker, you should have attended his talk which was both interesting and humorous. [See his website – link below – Ed]. Andy described some of his epic flights to the South of France, Sicily, Poland and Norway in his trusty QUIK GT450 G-GEMX flexwing. His exploits have also been written up on the Devon and

Somerset Microlight Club website http://www.devonandsomersetmc.co.uk/newsletters_and_articles.htm and his own site, much of which is under construction. <http://www.thejourneymanballadeer.com/index.html>

For those of you who are members of the LAA, you will have noticed the LAA Training Course Prospectus which arrived in Light Aviation. Members may find some of these courses informative and good value for money. The courses range from engineering subjects, through aircraft design to piloting skills, and more courses are to come in the future. The Strut Committee encourages those Strut members who are not in the LAA to join and enjoy the benefits that the Association provides.

I mentioned the poor weather and how it restricts where and when we fly. So, let's try to take advantage of weather windows as they present themselves. For 2013, we will endeavour to suggest some interesting scrambles and fly-outs, but this of course, depends on your support too.

As the weather yields its wintry grip on us we will rush out and grab those sunny days. Maybe some of you have not flown for sometime. In the spirit of safety, make sure you and the aircraft are well prepared. Have a look at your checklists and make sure everything is in place for a safe and enjoyable flight.

So, here's wishing you blue skies and safe flying. See you at the next Strut meeting on Thursday 14th March which will be a GASCo Safety Evening at the Ley Arms. Bring your logbooks with you to receive the official stamp of recognition. It may help your insurance!

Our last Winter Strut evening will be on 11th April when our guest Speakers will be Sorrell Layne, who will be reminding us about the police Project Pegasus, and Graham Newby (LAA Director and NC Chairman) who will entertain us with "Oshkosh or Bust", his story of flying to last year's EAA Air Venture.

Fly safely, *David*

Member's Profile: David Millin

Current Day Job – Special Skills

Managing Director of Sea & Sea Limited in Paignton. We are distributors for various brands of recreational diving equipment. I joined Sea & Sea as After Sales Manager in 2000 and carried out a management buy-out in 2003. We represent a number of quality brands of diving equipment which we wholesale as well and supplying products to other users such as emergency services, MOD, local government and industrial organisations.



Past Career

I did not know what I wanted to do "when I grew up" and probably still don't! I left college without a job to go to and was very conscious of being unemployed so accepted a motor engineering apprenticeship with Moxhams of Torquay where I worked on Austin Morris and any other British Leyland types that came our way. Moxhams later acquired the dealership for Rolls-Royce & Bentley, then Ferrari, Saab and Lotus.

It was through the Rolls-Royce network that I moved to Kuwait in September 1986 and ran the service centre for the Rolls-Royce and Bentley dealer. I spent almost four years in Kuwait before moving to the United Arab Emirates where I managed after sales for Rolls-Royce & Bentley, Aston Martin Lagonda and other marques. I left the UAE for a brief but exciting project in the Republic of Georgia before finally returning to the UK in 1998.

Why Aviation?

I have no idea of the psychological cause but if I did, I could more easily indoctrinate others! What I do remember as a very small child was looking at the Airfix kits in Woolworths. It was the aircraft ones that caught my attention above all the rest. I eventually had a go at one and used almost all of the contents of the tube of plastic cement. It was a bit of a mesh but I soon became adept as my collection rapidly expanded. At about the same time at school, I roared around the playground shooting down the enemy from our skies and once I recall my father waking me up, seemingly in the middle of the night (it was probably only eight o'clock) and getting me up to watch a film about Spitfires shooting down the Hun. It seemed the right thing to do. So my interest in aviation burgeoned.

First Flight – in What, Where and When?

My first flight was many years ago in a Cessna 172 or something similar from an airfield in Cornwall but that was so long ago that I do not remember any details other than I found the whole thing quite interesting. My first commercial flight was in 1986 in a Lockheed Tristar 1011 from Heathrow to Kuwait.

My first flight where I had the opportunity to have hands on was in a Rockwell Commander G-BOLT out of Exeter. This fired up my interest but it was not until years later that I had a couple of flights in a Canadian Beaver microlight and then in a Pulsar (chalk and cheese) with Sheik Hussain Al Mowala in Umm Al Quwain, United Arab Emirates. These flights were the germination of my flying career.

How long in the Devon Strut?

It seems like forever but it has only been about seven years. Still the 'New Boy' compared to some!

Number of Aircraft Types and Hours Flown:

I started flying in 1994 (but had a lay-off for about five years after returning to the UK in 1998). During this time I have accumulated about 360 hours and I'm had the pleasure of experiencing over forty types. Of particular note, on holidays in Florida, I've enjoyed an aerobatic lesson in an SNJ (Harvard/Texan) at Kissimmee and experimented a couple of times with water take-off and landings in Piper Cubs at Jack Brown's Seaplane Base. Other delightful experiences were being let completely loose with a Boeing Stearman at Fantasy of Flight and the magic of a Grob Twin 103 glider flight at Seminole Lake Gliderport, Central Florida.



Favourite and Worst Types Flown

There are so many wonderful aircraft and so many different sorts, it is impossible for me to choose just one. I suppose I would have to join the many and say the Spitfire is up there and on a completely different level and without wishing to appear blinkered, I would have to say that I enjoy flying my 1957 Jodel D117, enormously. I don't have worst types unless you include AOG types!

Best Aviation Moment and Flight

I could ask, do you want a list? There have been so many amazing experiences such as landing a Sky-Walker microlight on a road somewhere in the Emirates, taxiing into the car park and being saluted by the

soldier guarding the front door of the establishment I was visiting or hurriedly taking off from a beach over the head of an inquisitive police patrol car that was coming to check me out. I even had an emergency landing due to a faulty propeller in the same aircraft.

I enjoyed so many “achieving” moments in my Rans S6 ‘GP as I became used to UK flying. The D117 Charlie Golf has also helped me to spread my wings and there have been many rewarding flights as I continue to learn and develop.



Sky-Walker



Rans S6

Any “I learnt about flying from that” Moments?

There have been plenty of interesting moments in the past and there will be more to come. You will never stop learning. The most mind-focusing experience however was running into low visibility and losing sight of the ground while executing a late one eighty degree turn in a Rans S6. More on that another day!

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

Once again we are spoiled for choice as there are plenty of seductive options of aircraft to fly or own. As I said, the Jodel is a good all rounder and fulfils most of my needs. However, one day I would like to move on to something better, faster and more complicated (but I am not in any hurry). I would like to own a type with some sort of interesting history and one that has aerobatic capabilities. Perhaps a Chipmunk would satisfy me? I am up for trying any aircraft as you always learn something and I have yet to try a jet! With regard to where to fly, I have not been to many aerodromes outside the Westcountry yet, so therefore I have a lot to explore but I would certainly like to fly to France.

Current Aeroplane(s)

Jodel D117 G-AXCG (*right*). It simply ticks lots of boxes (e.g. both short strip and long distance touring capability) and is the ultimate value for money. (nice handling, 2 seats, 90kt cruise, 110 litres fuel capacity, 5.5 hours endurance, 50 lbs baggage).



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

My knee jerk reaction to this was anyone who flies is a hero but then I thought of some people I know and I just thought, perhaps not! Seriously, chaps such as Stanford Tuck and Geoffrey Wellum come to mind but there are so many who have pushed through unbelievably adverse situations and then consistently come back for more. I recently stood in silent awe, together with some other fortunate Strut members,

listening to one of the few. He recounted his experiences in a quiet and understated manner. These are the real heroes.

Favourite Aviation Author / Recommended Book(s)?

I enjoy reading most subjects on aviation (fact or fiction) and I like dipping into reference books in order to answer questions arising and as a revision of things I should know. I believe the process of continual learning is important. The greater our knowledge and the better our understanding, the safer we might be. However, I share with many the good old favourite, "Sagittarius Rising" by Cecil Lewis.

Any Advice For Other Strut members?

Don't biff in! I have been upside down on the ground in a Rotec Rally 2B (which was an early American microlight) with bits of propeller scattered tangentially for two hundred yards. Avoid that sort of thing if you can. Use your intuition and above all your gut feeling about things. Listen and learn from others and don't mind being on the receiving end of 'my brother's keeper.' If in doubt, don't do it. On a less severe note, I would advise, or rather, remind Strut members to remember that the Devon Strut has well over two hundred members so is a huge resource of assistance and information. Make use of this resource and cultivate the synergy which come from it. We can all benefit through it.

Avionics Stolen from Gloucester

On Friday 1st February, an individual used a stolen identity to defraud RGV Aviation in Gloucester of £10,000 worth of avionics, namely a Garmin SL30 nav/com, a Garmin GTX 330 transponder and a complete dual screen Garmin G3X system.

The relevant serial numbers are:

GTX330 Transponder S/N 84144926

SL30 NAV/COM S/N 25909181

GMU44 Magnetometer S/N 1CM009055

GSU73 ADAHRS+EIS Unit S/N 1D0001146

GDU370 Display S/N 1M9000186

GDU370 Display S/N 1M9000190

GTP59 Temperature Probe S/N 47921955

Please let as many people you know be aware of this theft so that if any of these units do surface, the local police or RGV Aviation on 01452 855501 can be informed ASAP.

Many thanks, *Manuel Queiroz* mqueiroz@tiscali.co.uk

Membership Renewals

The Strut subscription year runs from 1st January so it is now time for membership renewals. Those members who intend to renew but who have yet to do so, are requested to send their cheque for £18.00, payable to "The LAA Devon Strut", to Membership Secretary, John Hope at the address on the application / renewal form. The form is also available to download and print from the homepage of the Strut website. Alternative means of payment are by cash to any committee member, by direct bank transfer (details of which are also on the form), or by requesting a standing order mandate from John. (John's email address has recently changed to john@exeflyer.eclipse.co.uk).

A prompt payment would be gratefully appreciated as any protracted collection of subs adds to John's workload and the subscription income enables the Strut to finance its services to members, including the newsletter, website, evening speakers and flying events.

In accordance with LAA rules, any member who has not renewed by the end of March will cease to be a member of the Strut and will no longer receive the newsletter.

News Update on Zenair 701 Youth Build-a-Plane Project

by Jim Gale

I'm pleased to report that both the Sid Vale Scouts and the Axe Air Scouts are still working well on the 701 project and that after much drilling and clecoing, the rear fuselage is almost ready for assembly. This has been a joint effort by the two groups.



Alex of Sid Vale (*left*) is seen working on the fuselage base and Sam & Naomi of Axe (*below*) are shown marrying up the two fuselage sides, all under the watchful eye of Devon Strut member Brian Lyford.

Hopefully we will soon be able to assemble the rear section to the front cabin and firewall structure that was built last year.

As well as helping with the fuselage sides, Naomi has been working on the slats, (*below right*) under David Cottingham's guidance and the Wednesday evening crew Ollie, Ben and Jamie have been busy finishing all the many brackets needed for the project.



Control arms and linkages are being worked on by our FlyBe apprentice Francesca, (*left*) who joined the gang when she saw the Build-a-Plane display at last year's LAA Rally.

We are indebted to Christine Janaway who continues to let us use her workshop at Whimple and who has for the past year funded

our engine purchase. However, now comes the time when we have to pay her back the £5,000 loaned. To this end the Sid Vale Scouts are organising a Check-out Packing Service at Waitrose Store, Sidmouth and the Axe Air Scouts are hoping to fund-raise at this year's International Air Tattoo, Fairford.

I'm making applications to various youth grant schemes and would also like to launch a new appeal for contributions from Strut members. You successfully donated nearly £1,500 for the first project and I'd like to think that we could do it again. We still have about £1,000's worth of kit parts to purchase as well as paint, electrics and many other consumables. I'm sure those of you who are builders/restorers know only too well that there is always something we have to put our hands into our pockets to buy when working on an aircraft. If you would like to contribute to this worthy cause, please catch me on a Strut evening or give me a call on 01363-773767.

And finally, all of you are welcome to visit the workshop at Whimple on Monday or Wednesday evenings to meet the kids and see how they are getting on.

Jim Gale, Brian Lyford & David Cottingham.

Members' News

Edwin Shackleton – next type request

As a 16 year old ATC cadet, Edwin Shackleton had his first flight in March 1943 in a DH Dominie at Ipswich Airport. He then pursued an aviation career, initially with Miles Aircraft, then a period of national service in the RAF before joining the Bristol Aeroplane Company at Filton and subsequently British Aerospace. He retired as a Structural Engineer in 1987 after 37 years of service. In his spare time Edwin has been an aviation enthusiast and spotter, but his claim to fame is as a consummate collector of types from the passenger seat, entering the Guinness Book of World Records as the holder of passenger rides in the most types of aircraft, a figure that currently stands at 872. However, one that has escaped Edwin's logbook is the Rutan Varienze. If any of our members know of anyone with a Varienze, Edwin would be pleased to hear from them on 0117-9697579.

Project Update – RV8 by Peter Gilmour

Before giving you the latest update on the RV, can I just take this opportunity to thank you and all members of the Strut Committee for their recent generosity in presenting me with a commendation for the renovation of my VP1 G-BDTL. This was totally unexpected and it was a pleasure to receive the award at Dunkeswell the other day.

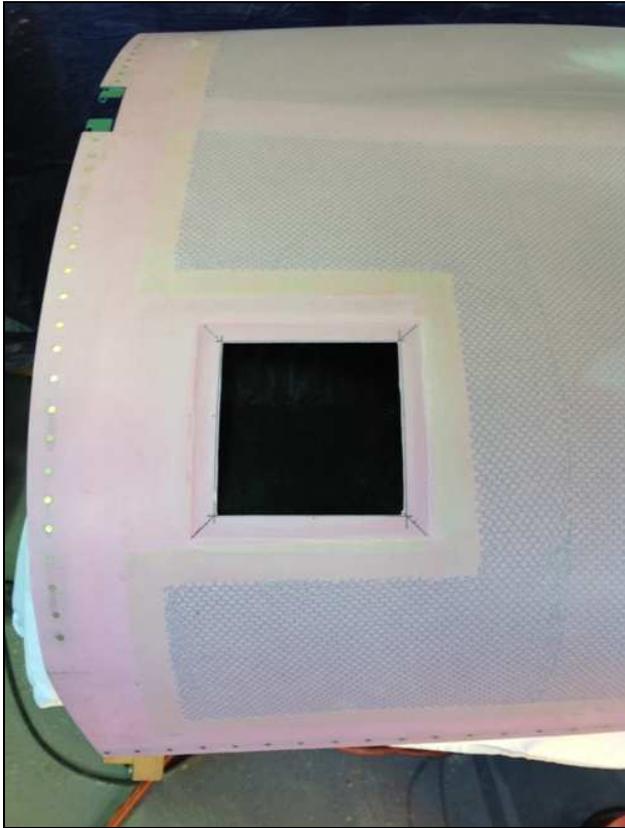
[Having successfully flown the VP1, Peter has now embarked on a Topsy Nipper project so the VP is for sale, see Adverts section – Ed]

Now back to earth with more mundane matters, such as RV8 engine cowling oil doors! The standard of the fibreglass components supplied with the RV kits has been commented on before in many forums. All I will add is that I think the 51% build rule could be achieved with the engine cowlings alone! There is a great deal of work in them and my latest conquests, the inlet ducts (*right*) and oil door are no exception.

The inlet ducts, as supplied, are pretty rudimentary and therefore require 'sealing' at either end of the fibreglass mouldings provided with the kit. This 'mod' requires the fabrication of side wall and shelf panels, but, ensures minimum air loss and more efficient cooling being directed by the baffles (next job) over the engine. In addition, the standard oil door hinge and fastening arrangement provided by Vans is rather agricultural. So I opted to buy an after market 'hidden hinge' which allows a much neater finished product. This recent work took the



best part of two weeks, mainly due to the current temperatures and the curing time of the epoxy! The structure of the cowls is now all but complete with ducts, oil door and piano hinges in place, but, the real work of filling and priming is about to begin!!



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

Thursday Mar. 14th GASCo Safety Evening
Thursday April 11th Graham Newby - Oshkosh or Bust

Fly-In Calendar

April 1st	Henstridge – Wessex Strut
May 11th	Bodmin CFC & Devon Strut
July 19th – 21st	Dunkeswell Devon Strut Rally
August 4th	Lundy
August 24th	Henstridge Vintage fly-in
Aug 30th – Sept 1st	Sywell LAA rally
Sept 8th	Watchford Farm
Sept 13th – 14th	Belle Vue (Friday evening & Saturday)
Sept. 14th – 15th	National Flying Awareness Weekend

Also:

April 27th Yes / Brooklands Museum, Aviation Education Conference
<http://www.brooklandsmuseum.com/index.php?/events/details/aviation-education-conference>

April 28th YES / Brooklands Airmanship Awareness Day
<http://www.brooklandsmuseum.com/index.php?/events/details/airmanship-awareness-day>

Carrickmore Fly-in Sat 18th or Sun 19th May 2013

Carrickmore Flying Club near Omagh in N. Ireland is hoping to run a fly-in on Saturday 18th May 2013. Should the weather on the Saturday be unsuitable, the event shall be moved to Sunday 19th.

Airfield details are as follows:

2 NM S of Carrickmore, co-ordinates: N 54:34.276, W 007:02.654

Freq: 129.825, Elevation: 541ft, RW 08/26, 505 metres which is presently 375 metres tarmac whilst the remainder is an extension comprised of fine gravel at the 26 end.

The strip is primarily used by microlights. However, we have also had a selection of GA types visit, Cessna 152/172/182's and various Vans RV types. All circuits are performed to the north of the field so it's a left-hand circuit on RW 08 and a right-hand circuit on RW 26. I would stress the need for those pilots intending to visit to be comfortable with STOL techniques because if they are used to operating from larger airfields/airports they may find it a bit of a challenge by comparison. Landmarks which may be useful to you are a wind farm with 12 turbines to the SW and a second wind farm with 7 turbines which is situated just to the south of the strip in the deadside area. There is also quarry on short final to RW 26 at around 500 feet.

Looking forward to seeing you all there! If you intend to come please let me know so I can update our plans for parking and refreshments.

Ian Thompson, Carrickmore Flying Club, Tel: 07748 836773

<http://www.facebook.com/ian.thompson.108>

For Sale

Perranporth Airfield for Sale

Perranporth Airfield is for sale for £1.5M, advertised as 'a licensed private/business airfield, built as a WWII Spitfire station, in a prime tourist area occupying a spectacular cliff-top location.'

The airfield has been owned by John George for the last four years and is operated by the Perranporth Flying Club. The former Second World War Royal Air Force fighter station was first operational in April 1941, used by Spitfire squadrons and many of the WWII bunkers and shelters remain today. The 330-acre site in West Cornwall still features an original control tower, underground bunker, fighter shelters, pill boxes and the armaments depot. Sale details at <http://commercialsavills.co.uk/content/assets/2000/Perranporth%20Airfield%20Sale%20Particulars.pdf>

Evans VP1 G-BDTL

Recently restored, new PtF, based at Dunkeswell. Details from Peter Gilmour petergilmour@hotmail.co.uk 01395-568502, 07814-931059



Thruster Sprint T600T 450 G-DIDY (right).

Tailwheel, 85 hp 4 stroke Jabiru. Full permit, radio and headsets included. £18,000 ono. Hangar at Halwell and South Hams Flying Club membership also available. Contact Diddie Sims diddie@barleycombe1.plus.com 01364 73892, 07967-862323.



Druine Turbulent D31A

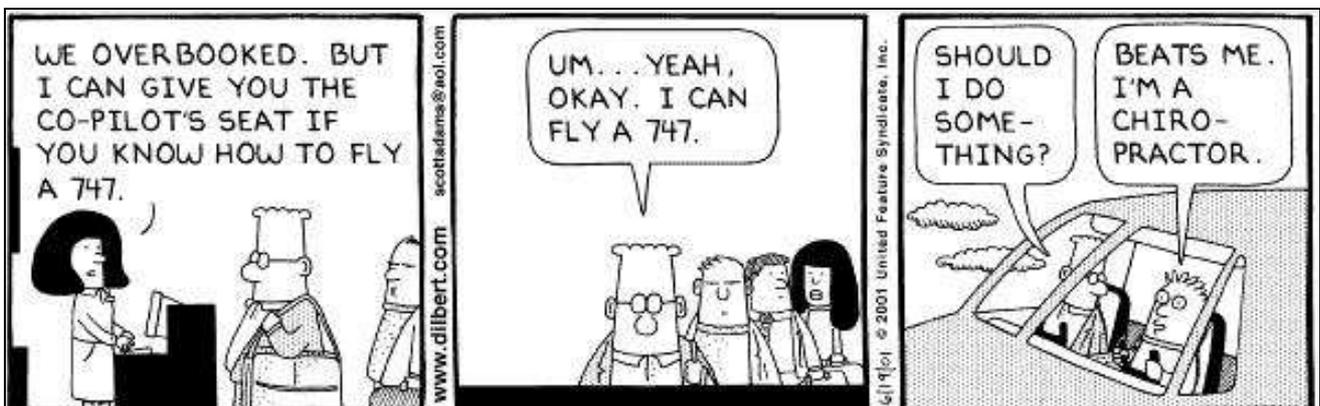
1972 single seat light aircraft (group A) for sale. VW1700cc engine and new Hercules prop gives excellent performance. 85mph cruise on 9 litres an hour mogas or avgas makes for extremely cheap flying. 750 fpm climb. Fully enclosed cockpit/canopy removable in 5 minutes for those summer open cockpit flights. Based in Somerset, Lot's more info and photo's available. Would also possibly consider making a group/selling shares and basing locally. £7,500 Contact Glen Bridges on 07914-229857 or glenbridges@hotmail.co.uk.



McMurdo PLB Battery Checks

Many Strut members bought McMurdo Fastfind 210 PLBs a few years ago and we have been reminded of the need to periodically check their battery state to ensure they are still functioning. Through his diving business, David Millin can provide advice on the procedures for testing and, if necessary, battery replacement. Contact David on 01803-875601 or david.millin@sea-sea.com

Tailpiece



Devon Strut Committee



Chairman: David Millin, 6 Farm Close, Kingskerswell, Newton Abbot, TQ12 5BT. 01803-875601 david.millin@sea-sea.com



Newsletter & Web Editor: Mike Mold, 38 Catalina Close, Dunkeswell, Honiton, EX14 4QD. 01404-891587 mike.mold@tiscali.co.uk



Safety Officer: Steve Robson, 14 Pencross View, Hemyock, EX15 3XH. 01823-680784 sb.robson@tiscali.co.uk



Meetings Secretary: Chris Bailey, 9 Tedders Close, Hollingarth Way, Hemyock, EX15 3XD. 01884-34877 baileywaterloo@btinternet.com



Membership Secretary: John Hope, 6 North Avenue, Exeter, EX1 2DU. 01392-271932 john@exe.flyer.co.uk



Event Organiser: Pete White, 92 Sherford Road, Elburton, Plymouth, PL9 8BG. 01752-406660 pete@aeronca.co.uk



Treasurer: Tony Gibson tony_gibson1@hotmail.com



Build-a-Plane Organiser: Jim Gale jmgale@btinternet.com



Cornwall Rep: John Colgate colga@btinternet.com



National Council Rep: John Holden Holdenjandm@aol.com

Minutes of the LAA Devon Strut AGM 14th February 2013

1. Apologies for absence

Dave Silsbury, Jim Gale, John Colgate.

2. Minutes of last AGM

Accepted as read. Proposed: Tony Gibson, Seconded: John Havers.

3. Matters Arising: None

4. Chairman's Report

Steve Robson's Chairman's Report described the Strut's activities during 2012, including evening meetings, fly-ins, the regional rally and the Strut scrambles. No change was proposed to the annual Strut subscription. Steve had announced his retirement as Chairman and thanked the committee for its support. Mike Mold proposed a vote of thanks to Steve for his tireless work over the previous 3 years.

5. Treasurer's Report

Tony Gibson gave his first annual report, including a full breakdown of income and expenditure. Total expenditure was £2220.52 and total income was £5091.09 with a closing balance of £13258.98. Acceptance of the accounts was proposed by Nigel Everett and seconded by Vaughan Hatton.

The members present were asked for ideas on how the Strut's money should be spent and it was proposed that ideas and proposals should be invited from the broader membership via the Strut newsletter. Examples offered included the staging of a more substantial public air day at Dunkeswell, albeit with significant organisational costs and the hiring of historic aircraft for static and / or flying displays.

6. Election of Officers

Post	Nominations	All Proposed by	All Seconded by
Chairman	David Millin	Reg McComish	Steve Pooley
Treasurer	Tony Gibson		
NC Rep	John Holden		
Newsletter & Web Editor	Mike Mold		
Membership Secretary	John Hope		
Event Organiser	Pete White		
Safety Officer	Steve Robson		
Meetings Secretary	Chris Bailey		
Build-a-Plane Organiser	Jim Gale		
Cornwall Rep.	John Colgate		

7. Propositions

7.1 Adoption of new LAA Governance and Strut Rules.

Mike Mold outlined the administrative processes that had taken place within the LAA and the respective responsibilities and benefits for the Association and Struts. The meeting endorsed the actions of the committee in assessing these changes and continuing the Strut's affiliation to the LAA. Proposed by Pete White and seconded by John Havers.

7.2 Charities for Strut fundraising in 2013: Country Holidays for Inner City Kids (CHICKS) and the Royal Navy Historic Flight. Proposed by Tony Gibson and seconded by John Holden.

8. Any Other Business

None

Devon Strut Membership Application for 2013

Please accept my application / renewal for membership of the Devon Strut. I understand that the subscription of £18 is renewable on 1st January each year (Payments from 1st October are valid until 31st December of the following year). Please delete whichever of the following payment methods are not applicable.

- a) A cheque for £18 payable to "The LAA Devon Strut" is attached, **OR**
- b) I confirm I have made a direct bank transfer to HSBC, Sort Code 40-40-48, Account No.80001678, Account Name: LAA Devon Strut, (quoting member's name and Devon Strut Subs as the payment reference), **OR**
- c) I wish to pay by standing order and request a bank mandate form.

NAME (Print)

For members renewing, please tick the box if there have been no changes in your details since your last renewal and sign at the bottom of the form. Otherwise, please complete the whole form and sign it.

No Changes

ADDRESS.....

.....POSTCODE.....

EMAIL.....

TEL MOB

LAA Member (Y/N) If Yes State Membership No.....

LICENCES HELD.....

LAA / BMAA INSPECTOR - YES / NO; STRIP OWNER - YES / NO;

Details of aviation interests & activities, current job / profession and any skills you can contribute?

.....

AIRCRAFT (OWNED / SHARED)

TYPE.....REGISTRATION.....STATUS

STATUS: P (Production), H (Homebuilt), M (Microlight), C (in Construction), R (in Restoration), F (Flying)

WHERE BASED?

<p>Within the provisions of the Data Protection Act 1984 I have no objections to the above information being held on computer or disclosed to others within the LAA. I agree (tick box) / I do not agree (leave box blank)</p> <p>Signed Date.....</p>	<input style="width: 50px; height: 30px;" type="checkbox"/>
--	---

Thank you for completing this form. Please return it (with your remittance) to the Membership Secretary: John Hope, 6 North Avenue, Exeter, EX1 2DU