



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 2014

Chairman's Chat

by David Millin

As I faced this month's Chairman's Chat, I asked myself "What on Earth was there to talk about?", as most of us have been grounded by the poor weather resulting in our flying activities being severely restricted. I am also conscious of rattling on about the weather but there again, it *has* had a significant effect. With a small prayer to the Weather Gods, I move on....



Our Annual General Meeting took place on 13th February and I thank those who attended (or sent their apologies, of which there were over twenty). The number of last minute apologies indicated that had conditions on the night been less hazardous, we would have had a large attendance. Of particular significance, Pete White and Jim Gale both retired from the Strut committee after many years of service. I think everyone is aware of how much work they have both contributed to making the Devon Strut so successful. Our appreciation for their work is noted. Notwithstanding their retirement from official posts, Pete and Jim have emphasised that they are both still there to offer help and advice. At the same time, we welcome Brian Lyford to the committee. Brian is an accomplished engineer, has built his own Pioneer 200 microlight and has been instrumental in helping the Build-a-Plane 3 project make progress over the past couple of years. The AGM formalities over, the Light Aircraft Association's CEO, Phil Hall gave an interesting talk with questions and answers dealing with current affairs relating to the LAA/Struts and their relationship to the broader GA. Thanks to Phil and his wife Christina for taking the trouble to visit us and we look forward to seeing them in the circuit.

Looking to the month ahead, we have plenty to occupy ourselves with two GASCo Safety Evenings, the first on **Wednesday 5th March** at Dunkeswell and if you can't make that one, the second will be at RNAS Yeovilton on **Wednesday 12th March** for which the contact is Simon Wilson simon.wilson400@mod.uk who will provide the access information at the naval station.

Coming up on **Saturday 8th March** is our visit to Rupert Wasey's Hercules Propeller works near Stroud. <http://www.hercprops.com>. Several members have enrolled on this visit and are looking forward to seeing how a baulk of timber can be crafted into a bespoke work of art to fit on the front of an aeroplane.

At the end of the month (**Sunday 30th**) we have the Project Pegasus fly-in at Dunkeswell. Simon Denning will be giving presentations, providing information on protecting our borders and keeping the bad guys at bay. Bryan Harper will also be there with Skywatch Civil Air Patrol together with representatives from the various emergency services. See below for a more detailed preview by Steve Robson.

This month's Strut Meeting on **Thursday 13th March** features Scott Todd who will be giving an exciting illustrated talk on "Flying Chinooks in Afghanistan". The Chinook is often heard before it is seen and will always turn heads as it is probably the most charismatic helicopter of our time. In Scott's presentation there is some previously unseen footage of the *beast* performing its essential and valuable task of supporting our troops in Afghanistan. An evening not to be missed!

Looking ahead to next month, Jim Greenshields of Somerset Microlights at Dunkeswell www.devonandsomersetmc.co.uk is attempting to break two Guinness World records by flying the most aircraft in one day and also the most tailwheel aircraft in one day. Weather permitting, this feat in aviation history will take place on 26th April. In order to achieve a new record and to raise funds for the Make-A-Wish Foundation UK, a good deal of organisation and assistance will be required. Jim is no stranger to record breaking and with his thousands of hours in the air, he is well placed to reach the target of piloting thirty to forty fixed wing machines between the hours of sunrise and sunset. I am pleased to tell you that Charlie Golf will be on pole position, warmed up thirty minutes before sunrise on the 26th. If you are able to assist or to lend Jim an aircraft please let us know. See below in this newsletter for more information.

This will be the last newsletter circulated to members who have not yet renewed their subscriptions for 2014. A renewal form is enclosed with this newsletter and we look forward to your continued support of the Strut.

Blue Skies (please), *David*.

The Revelations of RASP

by Nigel Everett

If you are based at somewhere 'posh' like, say for example, Exeter, you will have the benefit of the TAFs for the airfield on the Met Office website. Lesser airfields or strips do not have this distinction and so you then have to interpolate between the area forecast and the nearest field with a TAF. If you are wondering whether it is worth taking to the skies, a decision made on this basis may prove to be less accurate than you might have hoped and it's very annoying to hear that it was a great day for flying when you had made a 'no go' decision. It can be more than annoying if, on the other hand, you opt for 'go', turn up, find the weather rather poorer than expected but having already made a decision, get airborne anyway. Well, you feel a bit of a fool if you return home having wasted two or three hours on not actually flying - especially when you had solemnly promised to wallpaper the spare room without further delay!

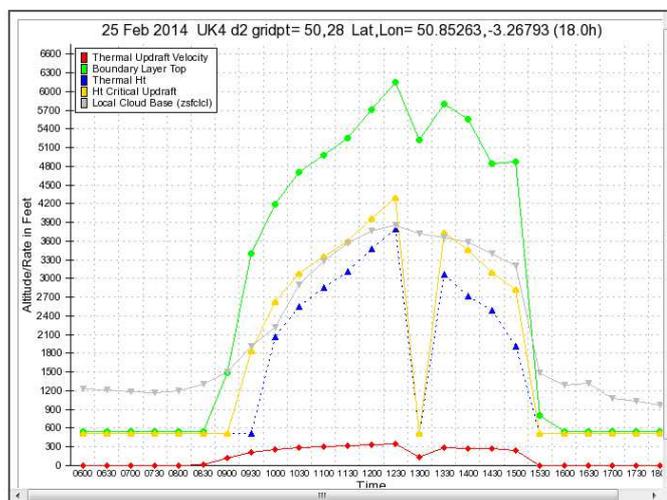
If you want an Actual, a phone call to someone on the spot and in the know, such as the invaluable Richard Breakspear at Dunkeswell, is your best answer, but an accurate forecast for your TAF-less base will be a very desirable further resource. You may already know of alternative forecast sites such as www.xcweather.co.uk. You feed the name of any village or a postcode in and, voila!, you will see the weather characteristics at three hour intervals for the next seven days. Wind (average and gusts, temperature, rainfall, weather (sunny or not), cloud cover, visibility and pressure are all set out. It is pretty comprehensive but it is not an aviation forecast, and some constituents that you would expect in a TAF are absent. Cloud base and dew point are noticeably absent, while the likely existence and timing of such things as TEMPO or a PROB will not be found. Nonetheless, as a means of looking a day or two ahead, bearing in mind the sort of systems coming through, these general purpose weather forecasts are a good deal better than nothing.

There is, however, something rather better available, which will be known already to glider pilots but probably not to power pilots and this is RASP, which stands for **Regional Atmospheric Soaring Prediction**. A great benefactor to the gliding community, one Doctor Jack of California (where else?), has conceived a sophisticated weather prediction service for glider pilots - and it's free! In the UK, his work is carried forward by Leeds Metropolitan University and their website www.rasp.inn.leedsmet.ac.uk will show a glider pilot just about all the weather prediction they are likely to need for the next six days. [See also link at bottom of Strut website *Weather page - Ed*]

You will find this information presented in a number of different ways - just enter RASP in your search engine - but, for my money, I find the Leeds site mentioned above particularly handy, especially the BLIPspot Graphical Forecasts, which is what you can get at this site. Having opened the webpage, you must then enter an appropriate three letter code in the 'BGA Turning Point' box.

Based, as I am, at Dunkeswell, the nearest Turning Point is the gliding field at North Hill, about a mile and a half distant and enjoying, if that's the right word, very similar weather. You enter NHL for North Hill, choose the day that you want and the information will be displayed in a series of graphs for that day, showing how the weather is destined to develop hour by hour.

You will see a lot of weather information of not much interest to a power pilot but amongst all this will be Local Cloud Base, Surface Wind, Solar Radiation, Temperature, Dew Point, Pressure and Rainfall. The hour by hour development is particularly useful, especially on the day itself. To know, for instance, that the cloud base at Dunkeswell will be below circuit height at 11.00 today but should rise to above circuit height at around 13.00, can be highly valuable.



What of other airfields and strips? Having cracked the NHL code I must admit to having looked no further, having no particular motivation to do so. However, with something like 1,200 UK turning points on the list, there is a reasonable chance of your particular base being near a TP that offers similar weather. To download the turning point database you need to go to <http://www.spsys.demon.co.uk/waypoints/2013.xls> where you will find all 1,200 in alphabetical order. With the right kit you could turn this into a map but, not having this, I have just scanned down the list and found Axminster, Cullompton, Culmstock, Taunton, Tavistock and Tiverton in no time. Failing that, you can use the Map facility, zoom in on your base and work through the menu of parameters and the range of dates and times to find the weather where you are, or hope to be. This option is, however, rather laborious and if you can find a useful turning point, stick with that.

In case you should be tempted, do not let the spurious accuracy of these forecasts lead you astray. It's only a forecast and the further ahead it is, the less dependable it will be. I have, for example, rolled up at Dunkeswell, confidently expecting the cloud base to be the 1000 ft that the day's graph clearly showed only to find that the BLIPspot was rubbish. And the spare room was still not done!

That's aviation, folks.
Nigel Everett

Safety & Security Fly-in, Dunkeswell, Sunday 30th March 2014 **Steve Robson – Devon Strut Safety Officer**

The days are getting longer and sooner or later it will stop raining and our thoughts will return to the 2014 flying season.

As an opening event, the Devon Strut will be holding a 'Safety and Security Fly-in' at Dunkeswell on **Sunday 30th March**, in collaboration with Devon & Cornwall Police and Devon & Somerset Flight Training. The aim of this event is to provide a platform to raise the profile of 'Project Pegasus' and promote flight safety at the start of the 2014 season.

There will be a range of stands promoting the Safety and Security theme that will include Project Pegasus, GASCo Flight Safety, the LAA coaching scheme and the Skywatch Civil Air Patrol.

There also will be lots of other interesting activities (some dependant on weather):-

- Royal Air Force (RAF) Search & Rescue Demonstration
- National Police Air Service (NPAS) helicopter visit

- Devon Air Ambulance helicopter visit
- Safety & Security 'spot the aircraft fault' competition
- Aviation fuel voucher prizes to be won
- Border Agency/CAA/Police Q&A sessions
- And, last but not least, **free landing for Devon Strut members**

The clocks will have change to BST the day before, so this will give us an extra hour's daylight in the evening. We have decided to try to 'weatherproof' the event and all the stands will be located in a marquee outside Devon & Somerset Flight Training. Even if the weather does play its usual tricks, please come along anyway. We'll be there, so please drive to the event and make best use of what is on offer.

If the weather is good this may well turn out to be a 'big opener' to the season so we would be very grateful for any help that you can offer to help run this event. If you feel that you can spare any time in any capacity to help set up, run or take down the event then we would be very pleased to hear from you. If so please get in touch with any of the Strut committee members by phone or e mail.

Member's Profile – Mark Preston



Current Day Job

I'm retired with no special skills, other than those required for the day-to-day maintenance of my Tiger Moth.

Past Career

Airline pilot. At the age of 20, I went to the College of Air Training at Hamble to do my PPL/CPL/ATPL, on an intensive 21 month / 250 hr training course flying Chipmunks, Cherokees and Piper Apaches. I then joined BOAC ("Bought On American Credit") in 1968 and flew B707s. All 707 pilots had to also qualify as navigators and I was a co-pilot for nine and a half years and then Captain for a further six and a half years.

When the 707 was phased out of service by BOAC, as one of their existing crews I was sub-contracted to various other airlines that continued to use the type, particularly in African and SE Asia. When BOAC and BEA merged to form BA, I flew their B747s from 1984 until my retirement in 2002. Collectively, I'd flown routes worldwide with the exception of the South Pacific and Antarctica.



Why Aviation?

I'd wished to fly from early boyhood. My family lived near the Hawker factory at Langley in Buckinghamshire and I always remember hearing aircraft engines. We then moved to live to the west of Staines and heard the first passenger jets – Comet 4s and early 707s going into Heathrow.

At boarding school in Bath, I had ATC air experience flights in Chipmunks at Bristol (Filton), a gliding course then 35 hours of a PPL flying scholarship at Thruxton on the Jackaroo.

As I approached leaving school in my late teens, I was aiming for the RAF but a chance chat with a schoolmaster redirected me to civilian training at Hamble. My decision was based solely on the

knowledge that an RAF pilot stopped flying at 38 whereas a commercial pilot had a career until he was 50!

After leaving Hamble and joining BOAC, I also joined the Tiger Club at Redhill and flew their Tiger Moths and Stampes, and the Southern Aero Club at Shoreham to do some hours building, including glider tugging at the Kent Gliding Club at Challock, where I met my wife-to-be, Amanda. She was duty crew on the day we first met and has been my domestic crew ever since!

First Flight – in What, Where and When?

My parents both worked for the British military in Berlin in the immediate post war years. However, my mother decided that she should return to England to give birth to me. Hence, my very first flight was in 1947 at the age of 3 months on her return flight from Northolt to Berlin via Amsterdam in a C47. I soaked myself and my mother's clothes. She had to borrow an officer's greatcoat to cover the mess and her blushes.

How long in the Devon Strut?

In 1979 Amanda & I moved to Devon to be closer to her sister who lives in Newton Abbot. Whilst talking to fellow BA pilot Bob Grimstead in the car park at Heathrow and relating our need to find somewhere to keep our Tiger Moth, Bob introduced me to John Hopkins, who, besides being a co-pilot on 747s, also kept his Bucker Jungmann at Watchford Farm and provided me with an introduction to Watchford's owner Brain Anning. Consequently, I found that becoming a Strut member was a pre-requisite for owning an aeroplane at Watchford!

Number of Aircraft Types and Hours Flown?

About 20 types, totalling about 19,000 hours, of which 18,000 have been in jet airliners, including 500 hours as a navigator.

Favourite and Worst Types Flown

The Super Tiger Moths were tremendous fun. They were highly modified single seat Tiger Moths, with a more powerful Gypsy Major 1c 145hp engine and with about the same extreme performance as some of the WW1 fighters such as the Sopwith Camel. I flew "The Deacon" G-AOAA and "The Archbishop" G-ANZZ (*photo right by Jerry Hughes*). Of the original 4 aircraft that were modified by Rollasons for the Tiger Club, only one, 'NZZ, still exists in an airworthy condition.

[Stuart McKay of the DH Moth Club reports that, "Of the four Super Tigers, two were pranged. G-ANZZ was cannibalised and her remains sold around the bazaars but a couple of years ago she was acquired by Classic Flight at Duxford and returned to standard configuration as a joyrider.



G-AOAA is the only survivor as a Super Tiger. Badly treated and neglected, she was 'rescued' in a sad condition 15 years ago by Roger Brookhouse. She was moved around between a number of restoration facilities who proved to be unequal to the task. Last year she was delivered to Eastern Sailplanes at Lavenham, who are currently making an assessment. Roger Brookhouse used to fly G-AOAA and is quite determined that she should be returned to Super Tiger configuration. A lot, but not all, of the specific Super Tiger items have been recovered including most of the inverted fuel system." – Ed]

Of the jets, the Boeing 747-200 series handled the best. I wasn't too taken by the Beagle Husky but hesitate to be critical since I only flew one a couple of times.

Best Aviation Moments and Flights

My first BOAC trip with passengers was as co-pilot in a 707 from Delhi to Bangkok. We took off at dawn and saw the sun rise over the Himalayas. Later the same day we flew from Bangkok to Hong Kong, with the famous curved approach into the old Kai Tak airport. A truly magical day!

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

Pilots employed to fly open cockpit aircraft winter and summer. They were / are tough!

Favourite Aviation Author / Recommended Book(s)?

Ernest K Gann. No one else conveys the feel of the "long haul, to the limit of what your machine will do" flying as well as he does. Try "Fate is the Hunter".

On 31 January 1951 Charles F Blair flew his P51 Mustang "Excalibur III" non-stop from New York to London to test the jet stream, travelling 3,478 miles at an average speed of 446 miles per hour in seven hours and 48 minutes, setting a record for a piston engined aeroplane. In 1970 Blair wrote his autobiography "Red Ball in the Sky", describing his time as a WW2 Grumman test pilot and later as a pilot with Pan Am.

Any "I learnt about flying from that" Moments?

Several, in different areas of operation. I must be a slow learner! One in particular springs to mind....

I was co-piloting for a delightful and very cautious Captain who *always* carried that little bit of fuel over and above the flight plan requirement if there was weight available. We arrived in the area of Karachi to be told that the weather was foggy, with vis about 400 metres. We needed 600 minimum so we set off on a diversion to Delhi. About ten minutes later ATC came up and asked if we would like the latest weather for Karachi. We said "Yes please". He reported "600 metres visibility and improving". Our bold Captain opted to return to Karachi. On handover to the Approach controller we were greeted with "I don't know why you're making an approach. The vis is only sixty metres but improving". Well, we nearly had kittens and with a rapid about-turn, a second diversion to Delhi followed. When we got there every man and his dog had diverted from Karachi and Bombay so it was very busy. We entered the hold in our turn and ended up declaring a fuel emergency, landing with very little fuel left. Thank goodness for "Mr Stanley's anti-ulcer fuel" as our Captain always called his extra upload - we certainly needed every drop that morning. The lesson: once you've diverted, stay diverted unless a problem at your new destination forces a rethink.

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

I'd love to fly a DC3. And any of the Greenland fjord airfields would be on my "places to go" list. E.g. Narsarsuaq. I did the visual circuit at Sondrestrom in the 747 simulator. They pose interesting challenges.

Current Aeroplane(s)

Whilst doing my PPL flying scholarship at Thruxton in 1965, because Jackaroos were not allowed to be stalled or spun, I had to fly at least 3 hours in the Tiger Moth. It left a lasting impression on me and I subsequently bought my first Tiger G-AIRI in 1971 (*seen at Slinfold in 1972, right*). I found it at Sherburn-in-Elmet in Yorkshire and kept it first at Redhill and then at Rochester.





I then bought a second Tiger, my current one G-ADJJ, in 1973. (Photo left: Steve Rendle) However, with the arrival of our first child, we decided to sell 'RI' and put 'JJ' into storage with Brian Mills in Cambridge and there it stayed for 27 years!

On the day of my last 747 landing in 2002, Amanda and I drove straight from Heathrow to Cambridge to retrieve the aircraft. We gave the engine to Vintech and the airframe to Cliff Lovell for a rebuild that

lasted 3 years. He restored it to pristine condition, since when I've enjoyed 250 hours in it.

I also have a quarter share in a Hornet Moth G-ADNE "Ariadne", which is kept at Oaksey Park. With Dick Felix, I enjoyed trips to the Scottish Islands and to northern Scandinavia, the latter being the subject of a talk I gave to the Strut in October 2013.



Any Advice for Other Strut members?

I wouldn't dare to preach to anybody but I'd say "Practise, practise, practise!" Know your own limits as well as those of your aeroplane. Never exceed them irresponsibly but use LAA coaches or other experienced pilots to incrementally stretch your horizons. "If there's a doubt, there's no doubt" seems sound advice to me.

Photo: Steve Rendle

Jim Greenshields – Make-A-Wish UK Challenge

Jim Greenshields, flying instructor at Somerset Microlights, Dunkeswell, will attempt to set 2 World records on **Saturday 26th April** (with Saturday 3rd May as an alternative if the weather is bad).



The first record will be for the most fixed wing aircraft flown solo in one day by one person. The second record is for the most tailwheel aircraft flown solo in one day.

Jim's hope is to fly over 30 aircraft, each flown up to 2,000 ft and back, and will mean flying from dawn to dusk. The attempt is to be made to raise awareness and funds for the Make-a-Wish Foundation UK, the charity that grants magical wishes to children and young people fighting life threatening conditions. There are currently 20,000 children and young people in the UK in such circumstances. In 2014 Make-a-Wish UK wants to grant over 1,000 wishes and needs £7 million in order to achieve this. Make-a-Wish receives no government funding or lottery grants, so every donation really does count.

Jim decided to help Make-a-Wish after being overwealmed when watching some wishes being granted on YouTube and felt he had to do something to help. Jim has flown over 80 types of aircraft from vintage biplanes to modern touring and aerobatic aircraft and has around 9,000 hours of flying time, but needs the help and goodwill of local aircraft owners to lend him aeroplanes to set the record(s). "We have 20 aeroplanes already promised but still need some more. Between 30 and 40 would be ideal, and that's more than some air forces!"

For more details contact Jim on 01404-891880 or jimgreenshields@gmail.com or visit Jim's Just Giving page online at www.justgiving.com/jim-greenshields

New members

Welcome to Steve Williams, Exeter, Devon. Steve works for Flybe in the Structures Workshop at Exeter Airport and shares Rans Coyote G-BYBR (*below left*) with his brother Andy at Dunkeswell. They are also restoring Jodel Ambassadeur G-AVGZ

Members' News

Steve Smith has bought Nigel de Candole's Jodel D120 G-AVLY (*below right*)



Wessex Strut Membership - Henstridge Offer

The recently announced 50% (£5) discounted landing fee at Henstridge for Wessex Strut members is now available and the Wessex Strut is inviting Devon members to join them for £12, to benefit from this discount. The Wessex Strut membership application form is circulated with this newsletter and a new Wessex membership card will be provided by Wessex Strut Membership Secretary Terry Smith, to be shown when booking in at Henstridge.

Adverts

Hangar Space at Bolt Head. A space will be available until about the end of March, as my C182 is away. Please contact John Cuming on 01548-842157 or 07732-190070.

Fournier RF5 G-BACE one sixth share: £4,500.00. Brand new Sauer engine giving 90kts cruise on 12 litres/hr. Garmin 295. SLMG/TMG instructor available. Online booking. Good availability. Hangared at Dunkeswell. Contact Matt Smith on 07802-579731 or Nick Harrison on 07531-312275.



Piel Emeraude CP301 4 Shares for sale! Based at Eggesford. Recent top end overhaul, new stainless steel manifolds and exhaust, mode C transponder, ICOM IC A200 radio. Great fun and responsive with superb all round vision. Price negotiable but nominally £1,000 per share. For more information please contact Mel Gale mel.gale@uk.fujitsu.com

Taylor Monoplane £6,500 Taylor Mono with Acro 1835cc engine/elec start/Diehl alternator low engine hours since upgrade. Single seat fun & perfect for cheap hours building. Hangared South Devon strip. AF-716 hrs. Eng.136hrs since conversion. To be sold with new Permit to Fly. MTOM increased to 735lbs. This a/c was built at RAF Kemble and was known as the 'red sparrow' at the time the Red Arrows were based there. Contact Reg McComish 07843-477302.

If You're Serious About Your Flying ... You'll want to subscribe to **GASCo's Flight Safety Magazine**. Keep up with the latest developments towards better safety. Read about recent AirProxes, GA Occurrences and AAIB accident reports. Follow the well informed commentary in our articles and letters. Help us with our work at GASCo. Quarterly. Subscription only £16 p.a. including UK postage and a digital version, **plus: Flight Safety Extra:** Free email copy of this useful new monthly round up of the latest safety information is available to anyone. Go to www.gasco.org.uk or email info@gasco.org.uk or tel. 01634-200203. Editor: Nigel Everett.



Share Wanted for an entry-level syndicate (ca 1/10th share) at or nearby Dunkeswell or Halwell. Please contact *Peter Bailey* www.peterwillbailey.co.uk 07970289709.

Devon Strut Fly-Out Programme 2014

| Month | Date | Venue |
|------------------|---------------------|--|
| March | 30th | Dunkeswell - Project Pegasus fly-in |
| April | 13th | Popham - Jodel fly-in |
| | 19th | Henstridge (Wessex Strut) |
| | tbc | Newquay / CAF Museum fly-out |
| May | 3rd & 4th | Bodmin - Cornwall FC fly-in 'Bonjour Bodmin' |
| | 17th | Popham - Aircooled Classics |
| | 24th - 25th | Goodwood - LAA Roadshow fly-in |
| | 30th May – 1st June | Sywell - AeroExpo |
| June | 14th | Stow Maries - WW1 Centenary |
| | 28th-29th | Shobdon Foodfest |
| July | 5th - 6th | Dunkeswell fly-in & LAA Roadshow |
| | 18th - 20th | Vichy - RSA Rally |
| August | 2nd - 3rd | Lundy - Anglo-Welsh fly-in |
| | 29th-31st | Sywell - LAA Rally |
| September | 7th | Bodmin - Cornwall FC Arnhem fly-in |

Additional events tbc

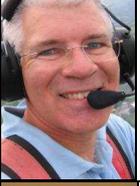
Scillies fly-out, a tour of Wales and impromptu scrambles will also be suggested to members by email throughout the year.

Winter Evening Meetings

Wednesday March 5th
 Wednesday March 12th
 Thursday March 13th
 Thursday April 10th

GASCo Safety Evening – DSFT at Dunkeswell
 GASCo Safety Evening – RNAS Yeovilton simon.wilson400@mod.uk
Scott Todd – Chinooks in Afghanistan (at the Ley Arms, starting at 7.30)
 Ken Craigie, LAA Chief Inspector (at the Ley Arms, starting at 7.30)

DEVON STRUT COMMITTEE 2014

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