



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 – April 2015

Chairman's Chat

by David Millin

At last the Spring is here and the days are becoming longer and the weather is improving. Even so, for our first fly-in of the season, to Perranporth, the teeth of winter were still biting. The sun shone and the earthbound of this world would have called it 'a nice day' but a bit chilly. All week the visibility was poor as the high pressure clung on to us.



Perhaps the clear weather of the weekend took us by surprise. Although we enjoyed bright, clear conditions, the sharp wind put most people off and only a few of us made it to Cornwall. Yes, the wind was strong and the journey a little bumpy at times, but the wind was straight down 05 so all was well. Our thanks go to the staff at Perranporth for their usual friendly welcome and excellent bacon and egg sandwiches and to Strut member John Moss for his photographs.



Tom Wielkopolski's RV7 from Dunkeswell



Visiting RV8 from Woodvale in Lancashire



Richard Horner's L4H Cub G-AKIB from Eggesford

The next up and coming events in the Strut diary for April are at Henstridge on Sunday 12th when we will be supporting our friends of the Wessex Strut http://www.wessexstrut.org.uk/?page_id=92 and at Roserrow on Saturday 18th where visitors can enjoy the excellent golf club restaurant whilst also being able book a room for an overnight stay. <http://www.thepointatpolzeath.co.uk/index.php/air-field>

I'm pleased to be able to report that our GASCo evening on 12th March was well supported and a

huge success. Michael Benson conducted a lively two hours of entertaining education which proved an enjoyable way to revise what we need to do to fly safely. For those of you who were unfortunately not able to attend, you can catch up by attending the "Safety Six" lecture at another venue, details of which can be found on the GASCo website. <http://www.gasco.org.uk/safety-evenings.aspx>. If you do not already do so,

subscribing to the GASCo Flight Safety Magazine <http://www.gasco.org.uk/subscribe.aspx> is also highly recommended.

Following the success of Jim Greenshields' Guinness World record for the most aircraft flown by one person in one day in 2014, he's at it again. This time everyone with an aeroplane can be involved to break the Guinness record for the most aircraft to take off from an airfield in one hour, which currently stands at 87. Jim is once again raising funds and awareness for the Make-a-Wish Foundation UK, a charity that raises money to help children with life threatening conditions to fulfill their wishes; sometimes a small wish and sometimes very big wishes.

Jim, with a lot of help from his friends, hopes to launch 150 aircraft in one hour from Dunkeswell on Saturday 8th August 2015, with Sunday 9th August as a bad weather back-up. However, for this to succeed, Jim needs a lot of help from pilots and flying organisations. Jim said 'We desperately need the help of pilots from all over the South West to be part of setting this record. All types of aircraft are welcome; e.g. modern, vintage, autogyros, microlights and helicopters. Please contact us as soon as possible to add your aircraft to the list. jimgreenshields@gmail.com 01404-891880, 07836-613544. We already have 30 aircraft promised. Come and be a record breaker'

It's sad to hear that the Classic Air Force will be closing its Newquay facility. *[See press statement below.]*

In marked contrast, some Strut members will be attending the aviation extravaganza that is Sun 'n' Fun in Florida later in April and we look forward to bringing back some images to share with you. We love this event and if you're interested in going, last minute airfare and motel deals are usually available on-line.

Our next talk for the winter season will be at the Ley Arms on Thursday 9th April when John Beattie and Chris Gotke of the RNHF, Yeovilton, will give us an illustrated presentation on "Flying Warbirds". Don't miss this one as it should be a memorable finale to our evening meeting programme!

Blue skies, *David*

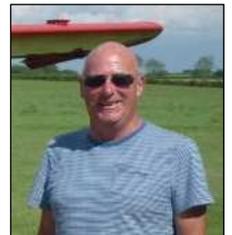
Inspection Matters - Permit Renewal Part 2

by Trevor Reed

Hi folks,

Last month's chat on permit revalidation produced a good response, sufficient to warrant exploring the subject a little more this month with a look at the permit air test as well.

Mike Mold asked about the most common reasons for LAA's rejecting a permit revalidation application. Well, a call to Malcolm McBride at LAA HQ produced some interesting statistics and some positive comments. The white page listing the ten most common reasons for rejection that accompanies the blue permit renewal form, seems to have achieved its aim. There are very few rejections and any problem can usually be resolved over the phone. In reality, most revalidations go through first time. Malcolm credited this to, (in no particular order), the owners, the inspectors and the procedures at LAA HQ. Certainly, the process is much quicker than it used to be. LAA had originally set themselves a target of 80 – 90% of renewals going through the checking process in three days and they have managed to exceed their own expectations. The current analysis shows the figure achieved to be around 95% of permit revalidation applications being completed in one day, often sending the new certificate of validity back by return of post. For some owners this is their only contact with HQ and I hope they are pleased by this example of efficiency.



Section 5 of the blue form covers the check flight and this can have its own problems. Apart from exceeding the engine or airframe limits (actions that will cause a rejection), LAA require that the air test is carried out at not less than 90% and not more than 100% of the aircraft's maximum total weight. Having owned two aircraft that have been particularly light examples of their models, I am aware that it takes some effort to load up the aircraft to the magic 90% MTOW figure. However, as I know to my embarrassment, less than this will trigger a call from Malcolm and a polite request to carry out the climb part of the air test again. And while we are considering loading, you must, of course, be using the actual weights of yourself

and your passenger in the loading part of section 5. This is important, as although the weather conditions will not always be identical, it is a good idea to use the same loadings at each renewal so that the performance numbers can be compared with earlier flight tests.

This is what the air test is all about. As owners, we should be looking for consistency, with similar readings for the air test parameters as those of the past. Obviously the numbers will not be identical. Some of the variation is in the weather conditions on the day or our interpretation of the exact position of an instrument needle. Furthermore, even though we may think we are good flyers, our standard of flying during the 40 minutes or so of the air test can certainly vary and with it the results. The LAA will not be unnecessarily fussy, but they will also be watching out for anomalies. Changes, for example, in a reduction in oil pressure over time or a change in the stall speed, may be an indication of problems within your aircraft and they will always deserve investigation.

Mike Mold has a really useful approach to recording his flight test data. He has developed a spreadsheet that makes year on year comparisons easy and is part of the “continuing operational monitoring data” philosophy that LAA is encouraging us to adopt:

| Parameter | Year | | | | | | |
|-----------------------------|------|------|------|------|------|------|------|
| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
| T/O Weight (lbs) | 1351 | 1336 | 1350 | 1297 | 1290 | 1252 | 1319 |
| T/O weight as % of MAUW | 99.6 | 98.5 | 99.5 | 95.6 | 95.1 | 92.3 | 97.2 |
| CG (" aft of datum) | 15.9 | 15.6 | 14.9 | 15.8 | 14.9 | 15.6 | 16.0 |
| Static RPM | 2300 | 2300 | 2300 | 2300 | 2300 | 2300 | 2300 |
| Max OP | 45 | 42 | 43 | 42 | 40 | 40 | 40 |
| Min OP | 32 | 35 | 30 | 27 | 30 | 35 | 38 |
| QNH | 1004 | 1005 | 1017 | 1028 | 1021 | 992 | 1016 |
| OAT C | 5 | 11 | 13 | 10 | 8 | 8 | 2 |
| 1,000 ft climb (secs) | 93 | 93 | 95 | 91 | 90 | 100 | 110 |
| Climb IAS (kts) | 60 | 70 | 60 | 60 | 60 | 60 | 60 |
| Climb (rpm) | 2300 | 2300 | 2300 | 2300 | 2300 | 2300 | 2300 |
| Stall clean - buffet kts | 35 | 35 | 34 | 32 | 34 | 34 | 30 |
| Stall clean - min speed kts | 31 | 32 | 32 | 30 | 30 | 30 | 28 |
| Vne rpm at 132kts | 2350 | 2300 | 2300 | 2200 | 2200 | 2200 | 2350 |
| Rate of climb calc (fpm) | 645 | 645 | 632 | 659 | 667 | 600 | 550 |

Just like our medicals, the annual air test is a health check and needs to be approached as such. It is an important part of the permit revalidation process and we should try to carry it out as professionally as we can – *Trevor*

David Mole’s Rans S7 Project

“David, Do you know anyone with a tractor?” This unnerving question announced that my long-awaited Rans S7S kit had finally got from Kansas to Somerset. The last snowy mile up to the village was the biggest obstacle but with a struggle, the heavy box was slid into an icy garage and its contents checked, sorted and put away during breaks from the Christmas festivities. A new phase in my life began – in making every new arrangement, for business, holidays or family, there was always lurking the thought “How can I fit in an hour or two building the aircraft?”

I had always been interested in aircraft. I was told at an early age that I had been named after my mother’s much-loved brother, who died in his Spitfire a few months before I was born. With broken razor blades, hundreds of ‘borrowed’ pins and the expenditure of prodigious amounts of balsa cement and blood, I built balsa and tissue model aeroplanes. Eventually, some of them even flew. But there was no money for diesel

powered RC models, let alone getting myself into the air, so for decades my interest in flying and aviation was from a distance.



Then my children gave me a flight in a Tiger Moth as a 60th birthday present. Shortly after that, in a new job, I realised that the light aircraft I could see from my window at work were in the circuit at Elstree airfield. I could take evening flying lessons on the way home from work, without the need to trouble domestic harmony with over-detailed explanations. It took time but at last I passed my skills test and my examiner was as astonished as I was!



In semi-retirement I found myself flying from Dunkeswell, learning to cope with a tail dragger and even starting the IMC course, but missing the pleasure of making things, with the learning and deeper understanding of an aircraft that brings. And so the kit arrived and I have enjoyed the satisfaction of acquiring new skills and confidence – often swiftly followed by despondency when it all goes wrong and incompetence reasserts itself, expensively. I have just started covering the various structures so there is still a long way to go. But now I am really, really retired I hope to have more time to get on with it. I have been helped and guided by the vast experience and wisdom of Miles McCallum, my LAA Inspector, and the skills of people like Mike David, master welder, who dug me out of a couple of (oval) holes. And then there is the encouragement of grandchildren, enthusiastic prospective passengers no less anxious to book a flight than if I was Richard Branson with White Knight in the shed. G-CINI and I are looking forward to joining strut scrambles, if not in 2016, then in 2017.

Mogas Carriage – More from Trevor Wilcock

Following our report on last October's new legislation covering the carriage of mogas in containers, Trevor Wilcock has commented on this minefield of regulations and the potential for its misinterpretation.

"I've taken another look at this. The Royal Yachting Association has issued an updated document, for

guidance, based on its interpretation of the following legislation:- The Petroleum (Consolidation) Regulations 2014, The Dangerous Substances and Explosive Atmospheres Regulations 2002, The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009, and the Health & Safety Executive's guidance on the Petroleum (Consolidation) Regulations 2014.

<http://www.rya.org.uk/SiteCollectionDocuments/legal/Web%20Documents/Legal%20Leaflets/Clubs/Premises/CARRIAGE%20AND%20STORAGE%20OF%20PETROL%20AND%20DIESEL.pdf>

On carriage, (whereas it used to draw a distinction between carriage in a car (30lt) and carriage in a van or trailer (275lt), it now doesn't) it makes a very simple statement. I've checked their source - which is as complex as EASA/CAA regulations and exemptions. For transport of fuel the regulations (the ADR) are issued by the United Nations! And the statement is simple:

Para 1.1.3.1 Exemptions related to the nature of the transport operation.

*The provisions laid down in ADR **do not apply** to:*

The carriage of dangerous goods by private individuals where the goods in question are packaged for retail sale and are intended for their personal or domestic use or for their leisure or sporting activities provided that measures have been taken to prevent any leakage of contents in normal conditions of carriage.

When these goods are flammable liquids carried in refillable receptacles filled by, or for, a private individual, the total quantity shall not exceed 60 litres per receptacle and 240lt per transport unit. Dangerous goods in IBCs, large packagings or tanks are not considered to be packaged for retail sale.

So nothing about 20lt metal or 10lt plastic. Storage described in the RYA paper seems to match the HSE guidance, so I think that the best course of action is to suggest that people consult the RYA paper [*link above*] for carriage (not properly covered in the HSE paper because it's not HSE legislation) and the HSE paper for storage <http://www.legislation.gov.uk/ukxi/2014/1637/schedule/2/made>. It's almost as complex as the current pilot licence situation!

The RYA notes contain the caveat that notwithstanding the general limit of 60 litres per container, it is worth noting that the individual local authority petroleum licence under which a filling station operates may impose a limit on the capacity of individual containers that may be filled with fuel at that filling station. In addition, filling station operators can apply their own limits on the capacity of individual containers that may be filled with fuel. There are also descriptions of the labelling that the containers should carry.

Best wishes, *Trevor Wilcock*

Welcome to New Members

Mark Ashby, Lewin House, East Charleton, Kingsbridge, Devon, TQ7 2AP.
orgarv@hotmail.com 01548-531685 Mark owns Alpi Pioneer 300 G-CGTL based at Halwell.



FOG Events – Call for Help from Pete White

Hi All, The 2015 flying season is fast approaching and I am sending you details of the events planned by the Feet Off the Ground (FOG) team operating from Bodmin airfield. Our past success has in no doubt been due to your generosity, patience, enthusiasm and time, which you have all dedicated to helping young people who are less fortunate than ourselves in one way or another.

Our first event for 2015 is on Saturday 25th April when we are hosts for youngsters from Little Harbour (CHSW) children's hospice, St Austell. (Rain off day is Sunday 26th April). If you would like to be a part of the FOG Team in 2015 please contact me using the details below.

Many thanks, *Pete White*, Chairman, FOG, 01752 406660, 07805 805679

Dave White's Class Rating Revalidation by Experience Summary Guidance

Flyer Forumite and Jodel pilot, Dave White has collated all the available UK class rating revalidation requirements into a very useful, single table.

https://dl.dropboxusercontent.com/u/66162937/Posted_Files/20150219-Reval-by-Experience-ISSUE_1-1.pdf

| CLASS RATING REVALIDATION BY EXPERIENCE | | | | | | | | | | |
|--|--------------|--|--|---|-------------------------|---|--|--|--|--|
| ORGANISED BY LICENCE HELD | | | | | | | | | | |
| Licence | Class Rating | Minimum Experience Required | P1/PIC Minimum | PUT Minimum | Instructor Task | Examiner Task | Critical Date | Final Action | Microflight Hours count for experience? | Other Rating hours count for experience? |
| EU FCL PPL ¹ (EASA) | SEP | 12 Hours in second of 2 years AND 12 takeoffs & landings | 6 hours in second of 2 years | 1 hour with Instructor ² | Instructor sign logbook | Examiner signs licence (and form SRG1119E or SRG1157) | Examiner must sign licence before current Certificate of Revalidation validity expires (Section XII) | Examiner OR Pilot submits Form to the CAA | N ³ | Y (If TMG Class Rating held) |
| | TMG | | | | | | | | | Y (If SEP Class Rating held) |
| UK PPL ⁴ (CAA) | SEP | 12 Hours in second of 2 years AND 12 takeoffs & landings | 6 hours in second of 2 years | 1 hour with Instructor ² | Instructor sign logbook | Examiner signs licence (and form SRG1119E or SRG1157) | Examiner must sign licence before current Certificate of Revalidation validity expires (Section XII) | Examiner OR Pilot submits Form to the CAA | N ³ | Y ⁵ (If TMG Class Rating held) |
| | TMG | | | | | | | | | Y ⁵ (If SEP Class Rating held) |
| | SSEA | 12 hours over 24 months of validity AND 6 hours in 12 months prior to expiry AND 12 takeoffs & landings over 24 months of validity | 8 hours | 1 hour with Instructor (If not completed, Ratings to be endorsed "Single Seat Only") | Instructor sign logbook | Examiner signs licence | Examiner must sign licence before current Certificate of Revalidation validity expires. | No specific action required | See → | Y ⁶ (If SLMG/ Microflight Class Rating held) |
| | Microflight | | | | | | | | | Y ⁶ (If SLMG/SSEA Class Rating held) |
| SLMG | | | | | | | | | Y ⁶ (If SSEA/ Microflight Class Rating held) | |
| LAPL(A) | n/a | See → NOTE: Rolling validity: No specific Expiry Date for rating | 12 hours in 24 months before your next flight AND 12 takeoffs & landings | 1 hour with instructor in 24 months before your next flight | Instructor sign logbook | No signature required | Critical Date is date of your next flight , from which rolling validity is calculated | No specific action required | N ³ | Y (If TMG endorsement on licence) |
| NPPL | SSEA | 12 hours over 24 months of validity AND 6 hours in 12 months prior to expiry AND 12 takeoffs & landings over 24 months of validity | 8 hours | 1 hour with Instructor (If not completed, Ratings to be endorsed "Single Seat Only") | Instructor sign logbook | Examiner signs licence | Examiner must sign licence before current Certificate of Revalidation validity expires. | No specific action required | See → | Y ⁶ (If SLMG/ Microflight Class Rating held) |
| | Microflight | | | | | | | | | Y ⁶ (If SLMG/SSEA Class Rating held) |
| | SLMG | | | | | | | | | Y ⁶ (If SSEA/ Microflight Class Rating held) |
| NOTE 1: Licences issued by the JAA are in effect EASA Licences, and will be reissued as such on application when current JAA 5 year expiry date is passed. | | | | | | | | | | |
| NOTE 2: Where an hour with instructor is identified, a Proficiency Check - or other check e.g. for IR(R) - can substitute. | | | | | | | | | | |
| NOTE 3: Even if Microflight Differences Training has been completed | | | | | | | | | | |
| NOTE 4: This includes Pre-JAR UK PPL(A). | | | | | | | | | | |
| NOTE 5: If only SLMG Class Rating is held then motorglider hours can NOT be cross-counted for SEP Revalidation. | | | | | | | | | | |
| NOTE 6: If appropriate (Microflight/SLMG/SSEA) Class Rating is held AND at least 1 hour on each Class of aircraft for which Rating is held. (Can be P1 or PUT). | | | | | | | | | | |

St Mary's, Isles of Scilly, Reduced Landing Fees

by Nigel Stevens

Please see the revised landing and parking fees (*below*) for St. Mary's Airport, Isles of Scilly. These new reduced fees come into effect from 1st April 2015 and day visitors will get the first 6 hours parking free. At the moment 'Out of Hours' permission has been suspended until all the new runway upgrades have been completed, hopefully this should be done by the end of April. When 'Out of Hours' is reinstated, I hope that there will be a relaxation of the Sunday departure slot which is currently set at 1500-1600 hours. I will

keep you informed of any further changes but in the meantime, please will you circulate this information to any other flying association members and any other clubs you happen to be visiting. PPR is still essential. All St Mary's runways are now tarmac and parking is on the grass to the north of the airfield. Please note that there is no fuel available at the airport.

Apologies to the Strut for not making it to the Perranporth Fly-in but, I had to cover sickness in ATC at the last minute. Best Regards, *Nigel Stevens*

ST MARY'S GENERAL AVIATION FEES

| MTOW Kg | Fee (Net) | VAT | Fee (Gross) | | | |
|-------------|----------------|--------|---------------|------------------------------------|-------|---------------|
| up to 500Kg | Landing | | | | | |
| | £ 5.65 | £ 1.13 | £ 6.78 | Total Landing & Parking | | |
| | Parking | | | Fee (Net) | VAT | Fee (Gross) |
| Day 1 | £2.83 | £0.57 | £3.40 | £8.48 | £1.70 | £10.18 |
| Day 2 | £ 5.66 | £1.13 | £6.79 | £11.31 | £2.26 | £13.57 |
| Day 3 | £8.49 | £1.70 | £10.19 | £14.14 | £2.83 | £16.97 |
| Day 4 | £11.32 | £2.26 | £13.58 | £16.97 | £3.39 | £20.36 |
| Day 5 | £14.15 | £2.83 | £16.98 | £19.80 | £3.96 | £23.76 |

| MTOW Kg | Fee (Net) | VAT | Fee (Gross) | | | |
|--------------|----------------|-------|---------------|------------------------------------|-------|---------------|
| 501 - 1000Kg | Landing | | | | | |
| | £10.17 | £2.03 | £12.20 | Total Landing & Parking | | |
| | Parking | | | Fee (Net) | VAT | Fee (Gross) |
| Day 1 | £5.10 | £1.02 | £6.12 | £15.27 | £3.05 | £18.32 |
| Day 2 | £10.20 | £2.04 | £12.24 | £20.37 | £4.07 | £24.44 |
| Day 3 | £15.30 | £3.06 | £18.36 | £25.47 | £5.09 | £30.56 |
| Day 4 | £20.40 | £4.08 | £24.48 | £30.57 | £6.11 | £36.68 |
| Day 5 | £25.50 | £5.10 | £30.60 | £35.67 | £7.13 | £42.80 |

Fees for higher weight category aircraft on application.

Classic Air Force to Close Newquay Site.

A statement on the company's Facebook page explained, 'This has been an incredibly hard decision, but the costs of maintaining two attractions are too much to justify, given our status as a charity.' It continued, 'Our focus now is on our traditional home here in Coventry, where we'll be doing more flying, more events and adding more to see and do than ever before. Our task now is to maintain the fantastic visitor reputation our Cornwall guys achieved as the number one attraction on TripAdvisor. Thank you guys, you've done a truly outstanding job.'

'We'll still be offering pleasure flights and aerobatic experiences from airports in the south west, so everyone with a Classic Air Force voucher – or who just wants to fly in one of our old birds – will have a choice of where and when to take a flight. We'll be posting up flights and locations in the next ten days.' Geoff Ogden, CAF volunteer, added, 'We will be around for a couple of months. We have loads to do. We intend to make the closure a professional operation, and make sure the aircraft are well dealt with. It's the only way we know how to do things.'

The Classic Aircraft Trust was established in 2012 with the aim of preserving a unique collection of airworthy aircraft of the UK's post-war era, including the Gloster Meteor. These aircraft were previously owned by Air Atlantique and are now operating as Classic Air Force. www.classicairforce.com

Adverts

Aircraft Cover, Survival Suits and Training Manuals for Sale by John Cuming
Velas Aeroplane cover (blue) for a Cessna 182Q (similar to one shown right)
<http://www.velas.co.uk/planecov.htm> reasonable condition, offers.



Two Survival Suits, Multifabs Survival suits, ex Conoco all in one, size med/large, they fit me 6ft and my wife 5.4ft. Feet enclosed, wrists have rubber cuffs, chest zip, & tight fitting hood, orange/red colour. Serviceable, kept in wardrobe indoors. serviceable, offers.



Air Pilots Manuals by Trevor Thom Series 1 to 5 as new. Offers. For items above contact John Cuming 01548 842157, 07732 190070, rjctay@btinternet.com

Pulsar Project For Sale

Leaky tanks stripped from the main spar. One tank replaced and the other is yet to be done. The aircraft is to Pulsar XP spec with hydraulic brakes, composite spar, SkyMap 111 gps and Becker radio. Offers of around £10K will be accepted as it is, or more as and when the restoration is completed. Contact Graham Hawkins hawksnest@talktalk.net 01929-462725 or 07789-754446.

Wanted: 3 Axis Microlight Share

I'm a PPL A converted to microlight pilot currently living in Cambridgeshire but planning a move to Torquay later this year (in the process of buying a house at the moment). Currently I'm in a Eurostar syndicate based at Sutton Meadows and greatly enjoying economical flying and the time that retirement allows for this pastime. I'm going to be looking for a way to continue flying when I get to Devon and thought that contacting the Strut would be a good first move as a way to get to know how things work in the area. I wonder if there might be a Strut member who is looking for someone to share the cost of a 3 axis microlight? Peter Cox peter@moonpython.com

Fournier RF5 G-BACE. (right) one sixth share for sale. New engine, 10-12 litres per hour at 80-90 knots, well run group, good access for a weekend flyer. SLMG/TMG instructor available. Online booking. Based Dunkeswell. £3,500. Mike Wells on mike.wells11@btinternet.com 07836 272233



Rand KR2 G-BRJX For Sale

Aircraft has approximately 50 logged hours since first built by C Willcocks in 1990. It has been dry stored since 1996. It has removable wings and can be trailer transported. It is built as a two seat version with dual controls but the LAA has a MTOW of 900lbs effectively limiting the aircraft to single seat operation. Revmaster 2100D 80hp engine, full top end overhaul 2006. Propeller Cowley 56D x 45P. New tyres and tubes. Icom handheld radio installed. Will need work for permit but is a complete and flown aircraft. £5000 ono. Based West Wales, buyer will need to arrange transport. Tel. John Bell on 01239 811679.

Also available Rand KR2 Project (PFA129 – 11298), Fuselage boat section, short version but could be adapted to longer S version, many mouldings, full set of Diehl pre moulded wing skins, ribs. Completed spar sections, wheels, tyres, brakes. Quantity of spruce and some birch ply. Tail section complete. Overhauled Revmaster 2100D engine plus many Revmaster parts including spare crank and prop hub, pistons and cylinders. Ken Fern 52D x 48P Propellor. £2500 ono. Please contact John Bell 01239 811679.

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Devon Strut Fly-In Programme for 2015
 See *Devon Strut* website for airfield contact details

| Month | Day | Venue |
|--------|---------|--|
| April | 12 | Henstridge (Wessex Strut) |
| | 18 | Roserrow |
| May | 2 & 3 | Bonjour Bodmin (Cornwall FC) http://tinyurl.com/qdu7gqx |
| | 9 | Eaglescott |
| June | 7 | Porthtowan |
| | 20 & 21 | Farway Common |
| July | 4 & 5 | Dunkeswell |
| August | 2 | Lundy (PPR essential from Pete White 07805 805679) |
| | 29 | Henstridge fly-out (vintage day) |
| Sept | 4 to 6 | Sywell LAA rally |
| | 12 & 13 | Bodmin VE Day (Cornwall FC) |
| | 19 | Belle Vue |

Last Evening Meeting of Spring 2015 Calendar

Thursday 9th April, 7:30 pm, Ley Arms, Kenn:
 John Beattie & Chris Gotke – Displaying Warbirds, RN Historic Flight

Tailpiece:



Mila Misek in Italy is grateful for his award of the Strut's Les Dray Achievement Trophy for 2014

DEVON STRUT COMMITTEE 2015

| | |
|---|--|
|  | 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 |
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|  | Events & Social Media Organiser: Chris Jackson thechristopherjackson@googlemail.com |