



**A BRANCH OF THE LIGHT AIRCRAFT ASSOCIATION PROMOTING RECREATIONAL AVIATION IN THE SOUTHWEST**  
[www.devonstrut.co.uk](http://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 – May 2015

### Chairman's Chat

by David Millin

We are moving nicely into spring, the weather is picking up and we leave the winter behind us once more. Perhaps for the Strut, the last of our series of winter evening talks on 9th April was a symbolic milestone, indicating the way to the new season of flying. This last presentation by John Beattie and Chris Gate undoubtedly delivered the grand finale, both in terms of record attendance and style. John and Chris regaled us with stories and facts about their extensive experience of flying warbirds and Chris described in second-by-second detail his Sea Fury incident at Culdrose last year, when he skilfully landed the aircraft following a sudden catastrophic engine failure.



Our thanks go to both for a superb and entertaining presentation. The meeting also provided an opportunity to present two cheques to our friends from Yeovilton for the Royal Naval Historic Flight and for the Sea Fury rebuild fund.

Our Roserrow fly-in on Sunday 19th April proved a successful day with around twenty aircraft arrivals. Thanks to everyone for observing the approach / departure restrictions over neighbouring properties and thanks also to "The Point at Polzeath" for providing a hospitable welcome. The photos below were taken by Jeremy Miles who flew all the way from Redhill in Surrey in his RV6 G-KAOS.



Our next fly-in is to Eaglescott and a chance to visit a vintage car show which is taking place in an adjacent field. Look out for the Strut email which will provide you with current aerodrome information.

Some of us recently attended Sun 'n' Fun in Florida which provided the usual attractions from Flea Market to Warbirds. A huge variety of aircraft and personalities, seminars, workshops, aircraft manufacturers and shops offer plenty of things to occupy you all week long. In addition, the weather was a lot warmer, albeit a little thundery at times. A visit to Sun 'n' Fun also affords the opportunity to visit the local area. We saw sand sculptures on the beach at Clearwater and had lunch in Crabby Bills waterfront restaurant. Another day, we drove further north up the west coast to visit the iconic landing strip at Cedar Key and enjoyed luncheon at the award winning Tony's Seafood restaurant and the 'oldie worldly' town with its art shops, boats and pelicans. On the return drive to our villa near Orlando, we called into Crystal River Airport and

chatted to some guys who were sheltering from weather before continuing their journeys north. Sun 'n' Fun is a great way to meet other flyers, both from the UK and America, to renew acquaintances and make new ones with people who enjoy a common interest. It was good to meet up with Mark Langford who'd flown down from Alabama in his KR2 and is a long-time friend of several Devon Strut members. If you have not been to Sun 'n' Fun, consider adding it to your bucket list. <http://www.sun-n-fun.org>

By now most of you will be aware that our LAA CEO Phil Hall, has tendered his resignation but will remain in his post until September. Thanks go to Phil for what he has done for the LAA over the past couple of years and for bringing a breath of fresh air and his vision of innovation to the Association. We wish Phil (and Christina) every success in whatever he does next. The board of directors now face the challenge of finding a suitably qualified and experienced successor who understands the needs of the Association from grass roots flying through to issues at higher levels and to continue the good work. With that task, we also wish them every success.

Although the weather has picked up of late, the Gods have seen fit not to look benevolently upon some of our recent attempts at aerial activities causing both scheduled and drop of the hat events have been pushed aside. This includes the sad news from Pete White that the Bonjour Bodmin fly-in on 2nd & 3rd May has been cancelled due to the inclement forecast. But, ever hopeful, we look forward to a fine summer.

See you in the circuit, *David*.

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## Inspection Matters - by Trevor Reed

Hi folks,

Following on from last month's article that referred to monitoring & recording permit flight data, the LAA provides an engine parameter monitoring spreadsheet, on the LAA website, engineering section:



<http://www.lightaircraftassociation.co.uk/engineering/Maintenance/Engine%20Condition%20Monitoring%20Example.pdf>

Last week, I made a visit to Hercules Propellers near Stroud <http://www.hercprops.com>. Rupert Wasey was a good host and I was impressed by his set up and the care and attention his team showed to the whole process of propeller making. The combination of CNC machining and careful hand finishing, produce a blade surface that is accurate to 0.2mm or about 0.010in. Just have a feel of a ten thou feeler gauge to see what this means!



With the visit still in my mind, I thought that this month I would talk a little on props and their installation.

It goes without saying that the propeller is the final part of your aircraft's drive train. It converts the output of your engine into thrust and it is thrust that moves you through the air. So it goes without saying that the design and construction of your prop is fundamental to the performance of your aircraft. Similarly the installation and care of the prop is vital to achieving its optimum performance.

Before we look at maintenance let's have a few words about storage. When it is off the aircraft, store the prop in a dry place, not near a radiator, with the rear face of the hub on a flat surface. Although it may be your pride and joy, do not be tempted to stand it on its tip in the airing cupboard or you will probably have a banana shaped prop and certainly an angry wife. Metal props are not so delicate, but corrosion in storage is the enemy. Make sure the surface finish is clean, dry and free from chips and scratches, as these will encourage corrosion.

When you fit the prop it is vital to get the torque setting on the prop bolts spot on (and the tracking of the tips to within the values specified by the manufacturer). I cannot emphasise this too much. Contrary to folk law (and there is plenty of that in aviation), the force that turns the prop is the friction between the flange on the engine and the back surface of the prop. The bolts are there merely to create the friction force. Even the bushes are only a locator adding little to the driving force for the prop. Do not think you know better. Stick to the manufactures torque settings! Some years ago a friend in a Stampe taxied in after a flight to find smoke coming from the prop followed by it flying off the front of the engine before she had shut down. What had happened was that the wooden prop had dried out and shrunk, reducing the pressure between engine and prop face. This allowed cyclic relative movement, friction and heat.

At 50 hours, changes of season and at permit time the prop bolts must be checked. Do not be lazy. Cut off the old wire locking, back off and re-torque the bolts, taking them up a bit at a time, working diagonally until you reach the stipulated setting. Wire lock the bolts in pairs making sure you lock in the right sense. Get your inspector to check the locking before you fit the spinner. And finally, please don't pull your aircraft by the prop. Apart from the danger of unexpected rotation and the engine firing, the propeller is not a tow bar.

Look after your propeller, check the torque of the bolts and give it the care it deserves.



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## **Tipsy Nipper Project G-ARBG 2004 – 2015**

**by David Shrimpton**

I worked with Nipper Aircraft Ltd during 1968 at Slingsby Sailplanes where the MKIII Nipper was manufactured and I've always admired the type as a cheap, aerobatic, fun machine. Over the subsequent years I have owned and rebuilt or refurbished several Nippers.

Following retirement I answered an advert for a Nipper for sale, G-ATKZ at Felthorpe, Norwich, and agreed a purchase price only to lose the aircraft following an arson attack on the airfield which destroyed not only the Nipper but several other aircraft in the same hangar.

The owners tried to soften the blow by offering me a project, Nipper MK II G-ARBG, an aircraft which had not flown since being involved in an incident in 1972. I viewed the main components of this Nipper at various sites around Lowestoft and somewhat reluctantly purchased it as although it appeared complete, I believed it was hiding many defects and shortages.

Early surveys revealed the need to start the restoration from the beginning again particularly as the wing fabric had not been adhered properly and when removed revealed defects throughout the wood structure, added to which the tail was suffering from glue failure. Control cables appeared to be of varying specifications throughout and the Stamo engine was in very poor condition, with spares being very difficult to obtain. Other less immediately obvious defects were to come to light but only later.

Seeing RBG as a long term project I decided to buy another Nipper, one which was already airworthy and operate this until RBG was complete. However this second Nipper also consumed a lot of time to bring it up to a satisfactory condition and this delayed progress considerably with RBG.

Meanwhile I made steady but slow progress with RBG, starting with the fuselage and decided not to change the engine mounts to MK III standard but retain the resilient mounting of the original Stamo engine, and to add a stock Rollason Ardem engine of 1600cc which I had acquired from another Nipper. This arrangement had proved successful when I had earlier rebuilt another MK II Nipper, G-ASXI. This would move the CG forward, but as with the MK III this could be resolved by fitting the standard Nipper MK III ballast weights in the tail. The Stamo mounting appeared ideal for housing the alternator for the proposed Leburg electronic ignition system so a mod form was raised with LAA and work progressed along these lines. I had already run this past David Mickleburgh of Leburg who supported the proposal.



Work on the fuselage and engine was progressing very slowly so I subcontracted the wing repairs to a Vintage Glider Club colleague and senior inspector Peter Underwood who completed them and fitted the new control cables which I had obtained from Bruntons. A new tailplane was obtained from Raymond Kuypers in Belgium and completed by Peter along with the wings.

During the cleaning and inspection of the main undercarriage it became obvious the axles were out of limits and would have to be replaced with new. The wheels were also found unsuitable having Tufnol bearings instead of the normal metal roller type. Finding that the rectification of these problems was completely uneconomical led to the discovery of another Nipper project for sale which the LAA would not approve due to it having a homebuilt fuselage with no paperwork. The undercarriage was however of genuine Slingsby manufacture so I acquired the parts I needed and moved on with my Nipper which was now able to stand on its own legs at last.



With the fitting of new fuselage stringers and ply, newly manufactured belly fairings and other details, I now had a completely restored fuselage ready for covering and a wing and tailplane ready for assembly but no canopy.

The engine work had been progressing slowly and the engine now needed matching to the MKII engine mounting which also locates the alternator stator so a method of measuring concentricity between the components had to be found. Fortunately, I was able to find an engineering company with a capacity to measure the assembly accurately by digital means which I could submit to the LAA for approval. Other engine components were found such as air intakes, spinner back and front plates which by happy coincidence I had originally manufactured for G-ASXI but which had turned up again in an LAA member's loft in Aberdeen.



Finally assembled, the engine now fitted with an exhaust system manufactured by CKT Exhausts of Tiverton, and a propeller obtained along with spare engine from Northern Ireland, was run up at home and performed quite satisfactorily so moves were made to start on the cowlings. I had some old MKII cowlings on which to base the new ones, but moulds were no longer available so I had to start again from scratch. Fortunately, C12 Composites near Trowbridge were very helpful and eventually we had a complete set of new cowlings.

Instrumentation is very basic and follows the original fit using an original panel. Cockpit furnishings are also very sparse and will be left to the very last when all engineering is complete.



By this time I had heard of a MK II canopy available in Switzerland, so I asked the owner to bring it to Aero Fair in Friedrichshafen for me to view. Since no other Nipper owner had shown sufficient interest to view the canopy, this was agreed and a deal was done in the car park outside the Messe at Aero so I now had a new canopy. I refurbished the old canopy frame, cut and attached the Plexiglas and now had all the major assemblies for the aircraft complete and ready for final assembly.

The Nipper has now been transported in bits to Watchford where final assembly is taking place under the watchful eye of LAA inspector Trevor Reed and we now await LAA Engineering to assess the paperwork and hopefully clear the aircraft for test flying.

#### Nipper Facts.

The Nipper is a single seat light aircraft, developed in the early 1950's by Ernest Oscar Tips of Avions Fairey in Belgium. It was designed to be easy to fly as well as being cost effective to buy and maintain.

It was built for both factory production as well as self building. The moniker of "Nipper" came from the nickname of Ernest Tip's first grandchild. The first aircraft featured an open cockpit and had a length of 4.56 meters, a span of 6 meters and a range of over 300 kilometers – the basic design being generally unchanged in modern variants.

The aircraft has a welded steel tube fuselage and rudder and weighs around 165 kg without the engine attached. Around 40 Nippers are registered with the British Civil Aviation Authority. See also [http://en.wikipedia.org/wiki/Tipsy\\_Nipper](http://en.wikipedia.org/wiki/Tipsy_Nipper)

Airweld of Winchester Hampshire have been granted the exclusive rights from David Antill of Nipper Kits and Components Ltd to manufacture Nipper Aircraft kits and components and to provide on going support for Nipper owners worldwide. Airweld has been supporting the aircraft industry for 18 years with welding services and material supply, repairing all types from the smallest single seater up to Beech Kingairs. They have two CAA approved welders and carry out a full range of repairs from a small crack in an exhaust to complete rebuilds and as such are ideally placed to build and support the Topsy Nipper. At present they are busy setting up stores facilities and preparing the jigs ready to take over the spares and stock held by Nipper Kits and Components and look forward to the start of a new era for this very capable aircraft. Contact and enquiries can be made through Airweld's website [www.airweld.co.uk](http://www.airweld.co.uk) or <http://www.nipperaircraft.co.uk/index.htm>

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## **Bristol – New SSR Squawk 5077**

Following successful implementation in other parts of the country, Bristol Airport has sought permission from the CAA to utilise a Frequency Monitoring SSR Code. The SSR Code 5077 is already allocated to Bristol Airport, but the airport has confirmed that it can be assigned as the SSR Frequency Monitoring Code. The frequency utilised will be Bristol LARS (125.650MHz) and the code may be used out to a range of 40nm from the Bristol Aerodrome Reference Point. The UK Aeronautical Information Publication (AIP) will be updated under AIRAC 06/2015 (distributed 16 April 2015, effective 28 May 2015).

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## **SERA – All You Need To Know**

**by Dave Drake, CAA Project Lead for SERA**

The Standardised European Rules of the Air (commonly referred to as SERA) took effect across Europe on 4th December 2014 and in the UK superseded most (but not all) of the UK Rules of the Air Regulations 2007.

Full details of the rule and the associated changes are contained in the CAA's SERA web pages at [www.caa.co.uk/sera](http://www.caa.co.uk/sera). SERA is based on the same International standards as the UK Rules of the Air so in most respects they are identical. However, there are a number of differences to what aviators in the UK are accustomed to and these are summarised below. SERA is slightly different to other European Regulations because it applies to all aircraft in European airspace (not just 'EASA aircraft'). Also, SERA does not address all of the areas that UK Rules of the Air historically have (for example, certain aircraft lighting requirements) and in some cases it requires States to write their own 'enabling' measures to allow some activities to take place (for example, VFR at night). It also allows for the retention of provisions that were already in place before SERA took effect, as long as these comply with and supplement SERA. The result is that the UK has retained a small number of domestic Rules of the Air and issued a number of General

Permissions and General Exemptions. These can be found through the CAA's SERA web pages at [www.caa.co.uk/sera](http://www.caa.co.uk/sera) .

## **Key changes**

### **Visual Meteorological conditions**

SERA requires aircraft flying VFR in controlled airspace to remain 1500m horizontally and 1000ft vertically from cloud and in a flight visibility of at least 5km at all times. The CAA is temporarily allowing aircraft flying VFR within Class C, D and E below 3000ft AMSL by day at 140kts or less to continue to apply the 'clear of cloud and with the surface in sight' minima as they have always done. This temporary arrangement currently lasts until 4th August 2015, and a permanent arrangement has yet to be finalised. The CAA will keep industry informed of progress with this.

### **Cruising levels**

The quadrantal cruising levels system historically used in the UK does not exist in SERA. Instead, the semi-circular cruising level system applied throughout the rest of the world is used. To aid transition to the new system, this will now take effect in the UK on 2nd April 2015.

### **Minimum Heights By Day**

Although SERA changes the minimum height to a blanket 500ft above the surface, the CAA has used the flexibility provided in SERA to allow aircraft in the UK to fly below 500ft provided they are 500ft away from persons, vessels, vehicles and structures – in other words no change from the UK's former '500ft Rule' that people flying in the UK are used to applying. The CAA has also granted generic permissions to allow for all the long-standing exceptions to the old rule 5 that were contained in rule 6 – i.e. gliders hill-soaring, aircraft picking-up and dropping articles at aerodromes, practising forced landings and flying displays/air races/contests, to continue unaffected. Otherwise 1000ft is the minimum height over cities, towns or settlements or over an open-air assembly of persons above the highest obstacle within a radius of 600 m from the aircraft.

### **VFR at night**

Aircraft have been able to fly under VFR at night since June 2012. SERA introduced a small number of additional requirements for aircraft flying at night. These are:

- If the aircraft leaves the vicinity of an aerodrome a flight plan must be filed. This can either be a 'paper' plan, an AFPEX plan or an abbreviated plan ('booking out').
- The cloud ceiling must be at least 1,500ft AMSL;
- The flight visibility must be at least 5km, or 3km for helicopters;
- When flying at 3,000ft AMSL or below, the surface must be in sight at all times; and
- The night VFR minimum height requirements are more stringent than the day requirements. Aircraft are to be flown at least 1000ft above the highest fixed obstacle within 8km of the aircraft, or 2000 ft when flying over high or mountainous terrain.

### **Special VFR (SVFR)**

SERA introduced a speed limit of 140kts to aircraft flying under an SVFR clearance. The weather minima is now:

- Remain clear of cloud and with the surface in sight
- Maintain a flight visibility of 1500m, or 800m for helicopters

### **Rights of way on the ground**

Rules on overtaking and giving way are now less specific. Aircraft and vehicles overtaking other aircraft and vehicles can now pass on either the left or the right.

### **The Right Hand Rule**

The UK rule which required aircraft to be flown along the right hand side of line features ceases to be a legal requirement. However, it is still considered to be good practice as a means avoiding collisions with aircraft coming the other way, and so is strongly recommended.

SERA does not make any changes to pilot licenses or their conditions and limitations. Some licences include limitations such as visibility minima which may be greater than the minimum specified in the Visual

Flight Rules. Therefore pilots are recommended to remind themselves of the applicable minima for their licence (you can find this on the personnel licensing pages of the CAA website).

More detailed information regarding SERA can be found on the CAA's SERA web pages by visiting [www.caa.co.uk/sera](http://www.caa.co.uk/sera).

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## FOG at Bodmin for Children's Hospice South West

by Pete White

A very big thank you to everyone who helped in one way or another to make our Fly Day at Bodmin Airfield on Saturday 25th April such a successful event for the young people of Children's Hospice SW from Little Harbour, Porthpean near St Austell. The smiles on all of their faces told the story and just for one day we were able to help and provide a happy diversion from their everyday lives.

The Cornish Guardian covered the event by sending a photographer and Johnny Rutherford from BBC Spotlight was there to report on the event and was very disappointed that it was not featured on the BBC local evening news. He has told me to look on the BBC Spotlight Facebook page for an excellent clip covering that special day.

Many thanks again, *Pete White*  
Chairman, Feet Off the Ground (FOG)

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I went to Bodmin for the FOG flights on Saturday. I intended to get there on Friday but although clear in Exeter, radiation fog at Bodmin prevented my departure from Dunkeswell. I got there during Saturday morning and took camping gear with the expectation of needing it. My FOG flights were in fact in increasingly foggy conditions, the last flight restricted to a tight circuit at low level but all necessary flights were made.

The attached photo shows my temporary multifunctional Bodmin Aerodrome control tower. I was making contingency plans for my return by rail but the wx improved during Sunday afternoon to allow a return in 'EW. Cheers, *John Hope*



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## GAR Consultation - Respond NOW!

HMRC and the Home Office have recently issued a new draft Commissioners Direction (CD) - closing on 15th May 2015 - that significantly changes procedures for the General Aviation Report (GAR) when entering the UK by air.

Although there were stakeholder discussions with the Home Office in 2013 after the last CD change, we had no prior warning of this change and have serious concerns about the impact on members who fly overseas. The LAA and partner aviation associations in the GA Alliance hope to present a united front, working together with AOPA, to propose a more appropriate notification period.

See here on the link (GAR Consultation) for a detailed analysis of the impact of the new proposals by John Murray. Please also fill in the questionnaire which seeks your views asap as time is short. Your response will be collated with others to inform our arguments - if you fly overseas, this needs your attention!

[http://goav8.ucollectit.org/goav8/index.php?option=com\\_content&view=article&id=9&Itemid=122](http://goav8.ucollectit.org/goav8/index.php?option=com_content&view=article&id=9&Itemid=122)

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## Adverts

**Wing Walk Paint** - I have 1/3 of a one litre can of black wing walk paint in good condition to give away to the first bidder who will collect from Bristol BS35 4DX. Graham Clark [CGRAHAM978@aol.com](mailto:CGRAHAM978@aol.com)

### Survival equipment For Sale

2 x life jackets, one belt-pouch and the other the halter type.

2 x immersion suits (dry), one I bought new and has been worn three or four times, plus an older one which is serviceable and I acquired second hand. The new one has the diagonal chest zip and the older one a back zip. Plus 1 x personal locator beacon. Total cost must have been in excess of £650 and I would settle for £250 ovno. John Crabb [J.A.Crabb@exeter.ac.uk](mailto:J.A.Crabb@exeter.ac.uk)

### Aircraft Cover, Survival Suits and Training Manuals for Sale by John Cuming

**Velas Aeroplane cover (blue) for a Cessna 182Q**  
<http://www.velas.co.uk/planecov.htm> reasonable condition, offers. (similar to one shown right)



**Two Survival Suits**, Multifabs Survival suits, ex Conoco all in one, size med/large, they fit me & wife, 6ft, 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  
Contact John Cuming 01548 842157, 07732 190070, [rjctay@btinternet.com](mailto:rjctay@btinternet.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. On-line booking. Hangared Dunkswell. £3,500. Contact Mike Wells on [mike.wells11@btinternet.com](mailto:mike.wells11@btinternet.com) 07836 272233



### 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](mailto:peter@moonpython.com)

### Pulsar Project For Sale

Graham Hawkins bought Mike Rudd's UL260 powered Tecnam Echo G-CCAL earlier in 2014 and is delighted with it so his Pulsar 582 rebuild project is up for sale. It had leaky tanks which Graham has stripped from the main spar. He has replaced one tank 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. Graham will accept offers of around £10K as it is, or more as and when he completes the restoration. Contact Graham on [hawksnest@talktalk.net](mailto:hawksnest@talktalk.net) 01929-462725 or 07789-754446.

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## Devon Strut Fly-In Programme for 2015

Month	Day	Venue
May	2 & 3	Bodmin (Cornwall FC) <b>CANCELLED</b>
	9	Eaglescott
June	7	Porthtowan
	20 & 21	Farway Common
July	4 & 5	Dunkeswell
August	2	Lundy
	29	Henstridge fly-out (vintage day)
Sept	4 to 6	Sywell LAA rally
	12 & 13	Bodmin VE Day (Cornwall FC)
	19	Belle Vue

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### Tailpiece



A wintery shot of Peter Disley's X-Air Falcon at Dunkeswell

## DEVON STRUT COMMITTEE 2015



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