



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 – June 2015

Chairman's Chat

by David Millin

Although the weather in April was reasonable, we could not say the same for the month of May. Sadly, after all the effort put in by the Cornwall Flying Club, Bonjour Bodmin was cancelled as was our Eaglescott fly-in which suffered from a bad forecast and even advice taken on the morning suggested a no-go. Ironically, the weather slowly improved throughout the day to allow a couple of intrepid pilots to make the journey. Seemingly, the wind was straight down the runway, albeit a little brisk. It was disappointing that we didn't all make it as there was an added attraction of a classic car rally in the next field. We will definitely include this one again in next year's events diary and thanks go to Barry Pearson for inviting us to Eaglescott.



We tried a scramble to Bodmin on Saturday 16th May only to be faced with similar circumstances. It was a nice day but very windy. I accompanied Steve Robson, sitting in the back seat of his RV4. The flight was very bumpy and we experienced a thirty knot head wind on the way to Cornwall. Returning to Watchford Farm via a southerly route seemed much quicker. Anyway, I am pleased to say that a handful of Strut pilots made it to enjoy Bodmin's cuisine. However, for those who were put off by the strong winds, you made the right call. Better to be safe than sorry. We can always fly another day!

Not to be totally beaten by the wind and rain, some pilots are grasping the windows of opportunity where they can. On the first May Bank Holiday, Dave Silsbury bravely carried out a fly-past over the South Hams in his Curry Wot-based SE5A replica as part of the Great War commemorations. His return to Dunkeswell was marked by a skilful landing on the un-cut grass of runway 35. Well done, Dave!

With Dunkeswell in mind, our show case fly-in takes place on the 4th, 5th and 6th July. We will be looking for volunteers to help make the event possible. If you can spare even an hour or so over the weekend it would be greatly appreciated. Thank you.

It's interesting to see that campaigners have pledged to re-open Plymouth's airport within two years and create a new airline bringing in passenger flights within three years. The previous "Viable" group has now been disbanded as the airport is deemed to have been saved now that the Plymouth Plan protects the land from development. The new company, FlyPlymouth <http://www.flyplymouth.com> will be a social enterprise whereby profits will not go to shareholders but will be reinvested in the airport. The company does not want the freehold but is happy to have a lease on the airport. The plan is to have light aircraft back at the airport in 12 month's time with licensing and use by the Navy, S&R GA charter followed later by passenger services to London, Dublin, Manchester and Amsterdam. The new company will be raising the £150k starting capital to allow the business to open the airport, but without asking for council or government funding.

At a recent Strut committee meeting it was mentioned that the Strut website has for some time been missing the links to the online Newsletter Archives. Whilst this had been thought of as a useful resource, the decision to remove it from wider public access was because several lapsed members had continued to use it whilst avoiding payment of the annual subscription. Rather than complicating the website with each member having to use a personal log-in and password, the newsletters are still there, as a membership benefit, but the link is not for wider consumption! <http://www.devonstrut.co.uk/#/newsletter-archives/4588936607>

Our next event, should it please the Gods of Weather and Good Fortune, will be at Porthtowan on Sunday 7th June. The airfield is a five hundred metre grass strip and, if I am not mistaken, the hosts Tim and Rupert Major, will provide an unparalleled welcome. Put that one in your diaries and details will shortly be promulgated via email by our Events Organiser, Chris Jackson.

Later in the month we look forward to the usual warm welcome afforded by Terry Case to his Farway Common fly-in and BBQ on Saturday 20th and Sunday 21st June. Again, more details on this one will be circulated by Chris, as will any impromptu scrambles.

Finally, may I suggest something to think about for the month of August and something with which you can take part leaving your own mark on aviation history? Jim Greenshields of Somerset Microlights is instigating yet another world record attempt, this time to achieve the most aircraft to take off from an airfield in one hour. The current record stands at eighty seven, a figure that pilots of our calibre and determination should easily beat and the new target is 150 within the hour! The record attempt will be recorded by Guinness and all proceeds will go to the "Make-a-Wish Foundation." Here is a chance to participate in a significant fly-in, meet your mates, dine well and take part in a structured departure which will set a new record in which we can all participate. The record attempt, planned for Saturday 8th August (with fall-back to Sunday 9th) is supported by the Devon Strut, and already has the commitment of participants from near and far so do come along and joint us for a good cause. Once again, volunteers will be needed to assist in the departure schedule. If you are able to help, either on the ground or by flying in / out of Dunkeswell, please contact Jim on 01404 891880. Thank you.

Invoking Blue Skies,
David.

Sun 'n' Fun 2015 - Reflections

by Brian Lyford

For those who haven't been to one of these flying shows at Lakeland in mid Florida (half way between Orlando and Tampa), this is my personal account! The trip out took 20 hours from leaving my bed at home to getting into one the other end. The trip back took 40 hours total but that's another story!

The show: All the usual suspects. My particular interests are light sports, homebuilts and ultralights. Warbirds don't interest me one bit. This is just as well as it is nearly impossible to see everything in the few days the show is on. So by ignoring the heavy metal and all the flying displays, I could see most of what I wanted and attended nearly all of the workshops and lectures that interested me, plus a wander around their museum.

Having been to SnF many years ago, unfortunately I saw no new designs of any note this time, apart from the Innovator by Commuter Craft (*right*) <http://commutercraft.com/blog/innovator-aircraft>

Designed to fill many slots in the market, according to the sales/designer, it includes folding wings and the ability to drive home on the road using on-board electric batteries for up to 45 minutes. This was stated in one of his lectures but doesn't appear in his literature: Not sure about its ability to fly well. As yet, there is no way of getting into or out of the prototype. Could be interesting to see what finally develops.



There were some of the old favourites that I hadn't seen in the flesh before, so to see and sit in them was well worthwhile. Now that I have a little flying experience, there are some design features I look for which four years ago would not have crossed my mind. These include:

Propeller ground clearance, for going into fields especially when runway is flanked by young wheat.
Cooling, especially air cooled engines, even more so if pusher configuration.

Type of prop. Wood isn't very durable (mine is due for refurbishment after just 300 hours) *[He said it was a personal view – Ed!]*

Exhaust silencers - I like quiet aeroplanes.

Ergonomics - can I get into and out of the seat without getting another hernia and when I'm in, can I reach all the instruments when buckled-up?

Can I see out effectively?

Can I reach into the luggage compartment when flying?

What confidence would I have in the engine, Rotax 912 95%, Jaburu 80%, 2 stroke 60%

Electric starter is a must.

Range, Speed, Fuel Consumption? In reality, I reckon on 12 litres per hour at about 85 kt for 4 hours.

Anything better is worth looking at....very carefully.

What is the stall speed?

What is the claimed take-off and landing roll?

If you want to go to small grass strips, best have tricycle gear and brakes. *[Contentious or what?- Ed]*

What is the claimed cross wind capability?

How do the doors/canopy close and lock?

If low wing, has it got spats? I hate getting down under the wing on a cold day with a hosepipe and having to shift dried sheep and cow poo from my flaps.

If the vendor says the wings come off and it may be towed on a trailer, consider how wide that trailer must be.

Is the elevator 8 foot wide and not detachable? Not great for Devon and Cornish lanes in high summer!

How easy is it to service and if necessary repair (wood, aluminium, GRP, carbon).

There were many glass cockpits on display but for a low winged aircraft like my Pioneer 200, they would prove useless. When the sun is shining, they are almost impossible to read so I passed on them. Anyway, I prefer the old steam gauges and to not have all my eggs in one basket, so to speak.

The flea market is always an interesting place to visit. You can find everything from drill bits to complete aircraft (usually for cash only). Every few hours, new people arrive and replenish the benches so it's worth regular visits through the week.

The sheer numbers and types of aircraft coming and going is almost incomprehensible. For a spotter it would be hell on earth *[or heaven – Ed]*. Where to be and which way to look?, - there is just so much to see.

The heat is something to consider; my goodness it was hot! This year the show took place a couple of weeks later than in previous years and it made a big difference to the weather. Fortunately, the buildings and many of the tents have air conditioning but out among the aircraft you have to be prepared.



Food (if you can call it that) is on sale everywhere and strangely, this is reflected in the aircraft design. American aircraft are generally bigger than I would consider necessary but when you look around at the typical American you can see why! I did lament to some other chaps from the UK that Americans are too large and as a race are doomed, unlike the Australians. I was fortunate enough to visit Australia recently

where the same can not be said of them, as a matter of fact they are generally “fit”, especially the younger women. *[Now I see where this is going! – Ed]*

This point was taken onboard by some of the ever-responsive Devon Strut committee members who wanted to demonstrate, in a practical way, that my reasoning that "all Americans are over-weight" was wrong; so they took it upon themselves to seek out a venue where I and others from the UK might witness American youth unaffected by the obesity epidemic and thereby form a more rounded view of Americans and their society.

It's fair to say that the Devon Strut Committee members concerned did pull off a coup with respect to females. However, most of the males at the chosen venue appeared to be somewhat older and rather corpulent, probably due to the vast amount of alcohol they were consuming. It should be noted that we did have to drive for 40 minutes across Orlando to find this place so I'm not completely convinced yet. I recommend that at least three more venues should be reviewed before I could give a balanced opinion!



Inspection Matters - Props, mods and hoses

by Trevor Reed

Hi folks

After my visit to Hercules Propellers, I gave in to temptation and ordered a new propeller from Rupert Wasey for my Glastar. Operating from Watchford Farm, I always felt a finer pitched prop would give me more beans for take off, even if I had to sacrifice a few knots in the cruise. Rupert is confident that the new prop will be a good compromise all round. I'll let you know how it performs.



Of course, I will have to use the new LAA modification procedure to get approval for the prop. Having read in "Light Aviation" Jon Viner's explanation of the changes, which came into effect at the beginning of May, I think I understand the system. To start the process, I have to complete Mod Form 4 and submit it to LAA. They will, they say, reply within one month, and tell me how much the mod investigation and processing will cost. I then have to confirm that I wish to go ahead and pay 50% of the estimate or £60 whichever is the greater. The mod process will then continue, hopefully leading to approval to fit the prop and carry out any tests requested by LAA Engineering. I am optimistic that the new mod system will improve the process but I have to say that I have a few reservations and I am yet to be convinced. Watch this space for updates on how I get on.

Now on to what are probably some of the most neglected components on our aircraft; flexible hoses. Carrying the vital fluids round our airframes, failure of a hose can lead to disaster, engine failure or even fire in the air. I read a quote in an Australian flight safety article that stated "A maintenance program that does not include an in-situ periodic inspection for flexibility, chafing,



leaking, security and routing, as well as pressure test and/or a hose retirement schedule could be considered as deficient and should be amended". Although I do not always agree with my antipodean friends (freezing cold beer, for example) I have to say in this matter I am in tune. Our hoses, and there a lot of them in even the simplest aircraft, are vital to the integrity of our aircraft systems.

Hoses are notoriously difficult to examine, and can fail with little or no warning. An interesting example comes to mind. A few years ago we had a beautiful Curry Wot at Watchford Farm. It was superbly built, with flexible fuel pipes feeding a C90. The hoses had an outer sheathing of stainless braid, quite common on our aircraft. One day without warning, a puddle of fuel appeared under the front of the aircraft. A closer look under the cowl showed up a leak from the pipe connecting the gascolator to the carb. It was not an isolated dribble but a weeping along the entire length of the pipe. It was as if the material of the pipe had instantly rotted. When I pressed the pipe it felt soft and the weeping became a flow. It was completely porous. My feeling is that although the hose had been supplied as suitable for particular mineral fluids, it was an early victim of the unleaded fuel containing ethanol.

Of course under the permit scheme, we have a sound inspection regime for our hoses. We are required to "check/inspect" them under the engine, landing gear, fuel/oil and instrument sections of the permit revalidation form. What is missing for most permit aircraft hoses is a pressure testing or replacement schedule. It is up to the owner and inspector to agree a long-term programme of hose maintenance rather than just a visual inspection each year. Although it may seem extravagant, or even be considered, as over servicing, it is better to replace a seemingly sound pipe prematurely rather than suffer an unexpected failure. Treat your hoses with respect.

Half Price Flying

by Peter Disley

No, it is not an advert for discount flying here in the UK, but the price I paid for flying, across the other side of the world.

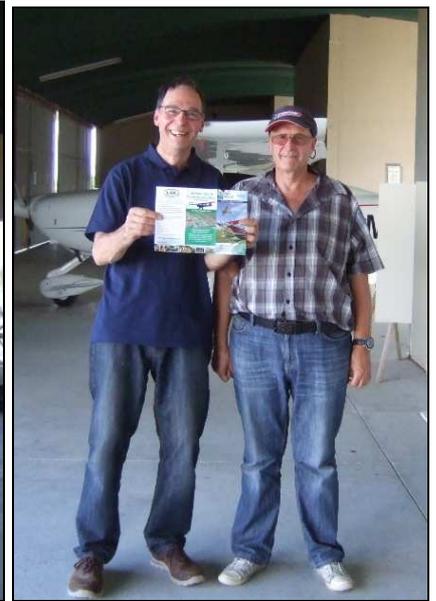
I will explain shortly, but earlier this month my wife and I went to New Zealand to visit relatives on the North Island. We flew with Cathay Pacific from Heathrow via Hong Kong; two 12 hour flights. We arrived in New Zealand to 26 degrees in full sun, and after several days of R&R in Tauranga, made our way up north where I found the Bay of Islands Aero Club (www.flyitnz.com) situated at Kerikeri. It has grass and tarmac strips dotted with a few hangers, an arrivals office for the local air taxi and club house. John Nicholls, the CFI of the flying club, was there to greet me. We made a booking and two days later I duly arrived. After some paper work, John took me out to the Tecnam P96G used for microlight training and familiarised me with the controls. We started up, taxied out and after a radio call on traffic, I gunned the throttle and the pocket rocket was in the air after a very short roll.



Some 20 minutes later and free from the washing machine thermals, we were out over the sea. Stunning does not convey the blue skies, azure sea and the white sandy beaches we flew over. John was pointing out the local land marks and advising on correct speeds etc for the 100hp Rotax (as opposed to my normal steed "Charlie", 65hp of 2 stroke Rotax on an X-Air Falcon). Down to 500ft amsl and a tight circle around the famous "Hole in the Rock", along the white sandy beaches, then up again to cruising height and back to the airfield. We had a straight-in approach and it took a while to reduce the speed to deploy flaps (a steep learning curve compared to mine). Luckily, I made a nice flare and gentle touch down which brought smiles from the boss! It was a lovely flight with a very relaxed, professional instructor and all for the princely sum of 150 New Zealand dollars = £75.00 an hour. (I was going to book another flight with John but the humidity had caused me to have a head cold for a couple of days and so flying in the North would have to wait for another time).



Tecnam P96G in the Kerikeri hangar



John Nicholls (rt) and myself with Devon Strut leaflet

My next trip was to the Hauraki Aero Club (www.haurakiaeroclub.co.nz) at Thames, a grass airstrip situated an hour and a half's drive from Tauranga, close to the sea and with a back drop of the Coromandel mountain peninsula. There to meet me was another happy CFI Cliff McChesney. Again, we would be flying a Tecnam, but this time a P2002 Sierra. On this occasion I decided to include my bi-annual flight review (it was not yet due but I like to take the opportunity when it comes along). Cliff ran through some more paper work and after viewing my medical certificate and logbook we were off to the plane. After the start up procedure, I taxied to the grass runway and after the checks, we were off. There was a crosswind and so I had to feed in some right rudder, Cliff advising as we took off.

Very shortly we were over the sea and hugging the coast, with still blue skies, azure sea and a rugged coastline" what a day in the office". After settling in to a cruise, Cliff then instructed me on the first of the by-annual refresher exercises, some gentle turns to the left and right. With this taken care of, we flew around the coast and Cliff said we would be landing on a small grass strip next to the beach area. When I asked where, it was he pointed to an area that looked like somebody's back garden! Also to get into it, we had to drop in over what looked like a row of straight poplar trees! Now I am confident in dropping my X-Air into most "back gardens" because when I back off the throttle it stops flying but this slippery plane is completely different. I think Cliff sensed my apprehension and calmly talked me through throttle settings, setting the electric flaps and speeds to the down wind and finally over the trees to drop in on to the grass strip. Twenty feet over the strip and I was asked to throttle up and away we went again, another refresher test of the list, Cliff Smiling besides me!

After flying further around the coast with Cliff pointing out the land marks and places to visit, we turned back inland and I had an exercise scenario in low cloud, high mountain terrain flying. Cliff expertly guided me through the scenario, explaining where the rotor would be and showed me how to line up at the correct

angle through a gorge and to use a mountain road as a marker. Out of the mountains brought us not far from Thames Airfield where we continued with some practise stalls and some more high G turns (my X-Air does not corner like that!).

All too quick and we were downwind/final for as I thought to land but 10 feet of the deck and Cliff calls "going around" I throttle up and away for another circuit. This time Cliff says, he will show me, that you cannot be too high over an identified field if you have an engine out. After running the circuit, Cliff took control on the downwind leg with me just covering the controls and at about 300 feet he adjusted the speed and flaps and brought us around onto final at about 10 knots over stall, all the time talking me through the flap setting, speed etc. We seem to float over the threshold and Cliff was gently mushing the plane down to about a third way along the strip and then with a firm grip put the Tecnam into a steep dive and flared gently onto the strip, all done before we had taken any more than half the length of the available grass. He did emphasise that this needs to be practised many times at height before attempting an actual field landing!

All I could say with a beaming smile was WOW! What an aide in the toolbox. I took control again and taxied back to the club house, past an army helicopter refuelling at the pumps and into the club house to fill out the relevant paperwork. I can honestly say that I was mentally worn out, but happy. Cliff had really put me through it on my refresher but in a calm professional manner and with the added bonus of showing me some little tricks that I hope one day will make the difference, if my little chugger up front ever decides to take a nap!



Hauraki's Cliff McChesney and myself after another successful mission

Every time I fly I am in awe, but especially this time. I felt privileged to have been able to fly with some excellent instructors in different aeroplanes and in a beautiful country, all for half the price I'd have spent in the UK. Perfect!

RAF Hope Cove and RAF Bolt Head

by Christopher Howell

Many Strut members will be familiar with the grass airstrip at Bolt Head that lies to one side of the wartime advanced landing ground which became RAF Bolt Head from 1941 until 1946. On the same site, a wartime radar station, RAF Hope Cove, operated from 1941 until the end of hostilities in Northern Europe in 1945. RAF Bolt Head then closed down and the radar station was kept under care and maintenance until 1949 when RAF personnel began working the equipment once again. At that time Britain was expanding its radar capability to prepare for the Soviet threat and the Rotor plan began to build new radar stations and this was how in 1951 the new R6 Rotor Bunker was built here adjacent to the wartime radar station.



As time passed by it was realised that the main threat was changing to ballistic missiles and the current radar equipment could not track fast jet aircraft or missiles. These radar stations became obsolete and in 1958 RAF Hope Cove station closed.

By 1960 the government was attempting to counter the threat of nuclear attack and as part of this plan they divided the country into 12 regions and in the event of a Third World War breaking out they would disperse civil servants to regional control bunkers. It was during the early 1960's when the former RAF Hope Cove was converted to a Regional Seat of Government to look after the South West of the UK. The site was designed to house 275 civil servants and was kept in full readiness until 1994.



The site was sold off in 2000 and remained in the hands of two local owners who effectively mothballed the building. Some ten years ago I became friendly with the two local owners and they allowed me to run guided tours and various open days. At the same time, I began researching the site's history and began to attract visits from former wartime aircrew and also National Service men and women who served at the site in its RAF days. I have also got to know and invited back many civilians who worked on the site in its Home Office guise as a Regional Seat of Government.

My long term goal was to form a building preservation trust and with a long term lease and lottery funding, preserve the site as a historical heritage centre. Sadly that all changed last year when the owners sold the site to a developer from London. The new owner's interim plan was to demolish the lower ground floor and create a 3 metre by 4 metre opening and store wine on a commercial basis.

There is a tremendous support network for Cold War structures and on Friday 22nd May 2015 the Secretary of State for Culture Media and Sport granted the site listed Building Status Grade 2. This effectively means all future changes have to obtain Listed Building planning consents. The listing can be viewed at <http://list.historicengland.org.uk/resultsingle.aspx?uid=1427493>

In the near future it would be very much appreciated if all Strut members would write to the Local Listed Building Planning Officer (e.g. <http://www.southhams.gov.uk/article/3589/Listed-Buildings>) and lend their support to a location that has unique historical features that should be preserved for future generations and in memory of all the service and civilians of the UK that served to protect this fine Country we all live in. [Chris does a stirring job of promoting the heritage of the Bolt Head site through his Salcombe Bunker Facebook pages <https://www.facebook.com/salcombe.bunker> - Ed]

Adverts

G-BBKZ - Cessna 172M – Hangared at Exeter. Non-Equity share available. Engine and propeller (approx. 400hrs) – Excellent performer. 2 Com/Nav, ADF, Transponder A/C, Life jackets, lightweight life raft, McMurdo GPS locator. Monthly standing charge: £120.00. Flying: £84.00hr wet, Commitment deposit: £495.00 (fully refundable with 6 months' notice). Further info - contact: john@tiptonuk.eu – 07591 588226



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

"C-100 Claw" AIRCRAFT TIE DOWN SYSTEM

New and unused in original flight carry bag with instructions. Weighs 8 lb including carry bag with three tripod anchors and nine anchorage spikes. Maximum holding power 3600 lb. Pack includes hammer and rope. Can also be used with tents, canopies, pets, boats, hurricane protection satellite dishes, antennas, etc. See also www.theclaw.com for further information. 45 GBP + postage, or collect in person from BS35. Graham Clark: cgraham978@aol.com

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

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

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. Offers considered.



Air Pilots Manuals by Trevor Thom Series 1 to 5 as new. Offers

Contact John Cuming 01548 842157, 07732 190070, 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 Dunkseswell. £3,500. Contact Mike Wells on mike.wells11@btinternet.com 07836 272233



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 01929-462725 or 07789-754446.

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Devon Strut Fly-In Programme for 2015

Month	Day	Venue
June	Sun 7th Sat 20th & Sun 21st	Porthtowan Farway Common
July	Sat 4th & Sun 5th Sat 25th	Dunkeswell Bodmin (CFC's Pasty & Ice Cream Fly-In)
August	Sun 2nd Sat 29th	Lundy Henstridge fly-out (vintage day)
Sept	Fri 4th to Sun 6th Sat 12th & Sun 13th Sat 19th	Sywell LAA rally Bodmin VE Day (Cornwall FC) Belle Vue

Tailpiece:



Quantum over Lothian by Wallace Shackleton

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