



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 – August 2015

Chairman's Chat

by David Millin

Many of you will be aware of the tragic death of Howard Cox on Saturday 25th July. Howard was flying his BD5 to the Foynes Air Show when he crashed into a field north of Dungarvan in County Waterford in southern Ireland. Howard was a talented pilot and LAA inspector who was a good friend to many Devon Strut members. Last year I remember watching Howard looping his Cub high above Belle-Vue, almost disappearing into the base of the clouds. He will be greatly missed and our thoughts are with his wife Liz and son Peter. Keep flying Howard. *[Howard's funeral has yet to be organised but Strut members will be kept updated by email]*



We started the month with the Dunkeswell Region Fly-In which was marred by poor weather, again. The Saturday was reasonable but brisk winds put many people off. Nevertheless, we had fifty arrivals from many parts of the country. Sunday was decidedly unpleasant and our only arrival was the intrepid David Stokes who made his departure before the deluge began. The silver lining to Dunkeswell's dark clouds was the fact that Strut members who pitched up to support the event had a great time together. On behalf of the committee, I offer a very big thank you to members who turned up on Friday to help erect the marquee, to those who gave their time the whole weekend to run the event and then to pack away on Sunday and the following Monday. The significant outstanding factor was that the weekend provided the opportunity for a relaxed and affable get together, lubricated by lots of cups of tea, plenty to eat and beer afterwards. It's not just about flying.....

A few pilots made it to St. Mary's for the Scillies Fly-In but inclement weather unfortunately turned it into a one day event *[see reports by Steve Robson and Mark Ashby below]*. Thanks to Nigel Stevens for his hospitality and for making provision for arrivals. Hopefully, we will have some blue skies next time.

In contrast to the Dunkeswell weather, the sun shone on Bodmin where there was a tremendously successful Pasty and Ice cream fly-in on 25th July. The event attracted many interesting types of aircraft and a good time was had by all. [Derek Boyce's album <https://www.flickr.com/photos/16090262@N06/sets/72157656362350012>

The Lundy Island Fly-In will be taking place on Sunday 2nd August. This is a classic destination with the chance to camp and spend time exploring the island and the delights of the Marisco Tavern *[no mobile phone rule!]*, but do ensure that your aircraft is suitable and that your skills are current. PPR with Pete White is mandatory and he will be able to answer any questions and give advice so give him a call on 01752-406660 or 07805-805679.

Jim Greenshields' Great Take-Off Challenge will be taking place on Saturday 8th August at Dunkeswell Aerodrome. Proceeds will go to the Make-a-Wish Foundation and all those who take part will contribute to a piece of aviation history. We still need more aircraft and volunteers to help out on the ground. If you can spare an hour, please contact Jim on 01404 891880. His briefing sheet is reproduced later in this newsletter *[Please be aware that the road from Honiton to Dunkeswell will be closed for 16 days from 29th July, so if you're visiting by road be sure to allow time for a diversion]*.

Just a brief mention to say that following the deferral of the LAA National Council, work is taking place behind the scenes towards developing a strategy to enhance member benefits in terms of communication and closer relations between all members and with the LAA Board. - More to follow.
Fly safely, David.

Another Trip to France - The Med

by Brian Lyford

This is a brief note on another trip to France by myself in my Pioneer 200 and Tony Gibson in his Murphy Rebel, over a week in mid June. The idea is to demonstrate that it is quite easy to do and lots of fun. Also when you consider just what investment you have in your aeroplane and the time taken to get licences etc, you might be thinking about how you can justify this commitment. So here is one way.....

First leg. From Watchford Farm to Rennes. This consumed 25 litres of fuel and took 2.7 hrs. including warm-up and taxiing both ends, as is the case with all the numbers I will give in this piece. We tended to cruise at about 70-75 kn. (very slow for my aeroplane). Our route was out to Swanage then south to Cherbourg, on past Mont St Michel then a few more minutes to Rennes. We explained in last month's newsletter how to get the bus and hotels here so I will pass by that.

Leg Two. Rennes to Vichy. It was rather windy but acceptable so on a full tank we set off to Vichy (*right*) in. 3.8 hrs, of which 27 minutes was spent on the ground at Rennes. Here we tried to use the fuel facilities having been given a card and code number by the non-English speaking man in the tower. After 20 minutes frustration I used the emergency fuel I had been carrying with me from home. Then the nice man in the tower said he would come down and help! I think he had been watching us all the time.



Leg Three. Vichy to Avignon. Darkening sky to the south east and a forecast of possible thunder storms in 12 hours, so off we went with time to spare. 2.2 hours. The terrain was getting interesting with big rivers and beautiful architecture. We stayed the night in the Avignon old town and had very good food.

Leg Four. Avignon to Beziers. 1.7 hrs. This was a short hop to the Mediterranean. Having come this far, we thought we would go for a buzz over the water before turning inland to find the strip and land. This time we opted for a cheap hotel near the airfield and spent quite a lot on a taxi to Cap D'Agde where we had more food (and wine) overlooking the Mediterranean Sea. Job done, box ticked. Now to get home. I had noticed that my temperatures were climbing a little more than usual but I put this down to the higher ambient temperatures there, I had lost pounds or at least it felt like it. The prospect of going over/through the mountains looked a little daunting but very possible.



Beziers



Fulfilment of a dream: over the Med in a kite build in my shed

Leg Five. Beziers to Tours 3.7 hrs. We took some time getting started here. Arriving at the field at 9 am we found it closed. A French gent let us in and made me wait half an hour before telling me he wouldn't dispense petrol into my containers. Then we had to wait until 10 am before the lass arrived to book us out and take our landing fee. However, once airborne, this leg was by far the best part of the journey, going

through the mountains. I can only describe it as all that you would expect with a little more. Back home I have, as we all have, encountered the odd buzzard but as I was climbing to miss yet another ridge I saw some very very large birds, one of which took evasive action and came between us. In my mind the wing span was the size of my dining table (it seats 8).



At Tours



Tony ahead between Tours and Dieppe

Leg Six. Tours to Dieppe. 2.3 hrs. The staff here were all that Bezier's were not. They filled my fuel containers, gave us water and said there would be no landing charges as they like small aeroplanes. When I did the walk around the plane before departing I noticed that the foam rubber around the water radiator was missing. This is why my temperatures were climbing. So, I sacrificed two pairs of ten year old pants and filled the gaps. It worked well. As we were about to leave Tours, a Ryanair jet pushed in front of us but I guess he needs to stick to a schedule, I don't!

Leg Seven. Dieppe to Abbeville 0.7 hrs. These people at Dieppe, Adam in particular, were so friendly. They have an aero-club complete with bar there. Two members have built their own single-seaters. One had just finished an SD1 and was working on the engine. Apparently it is a reluctant starter, and the other had built a Luciole. The thing about this aircraft is how small you have to be to fit into it but the chap who made it is over six foot. It turns out that he wrote to Mr Colombar, the designer, and told him of his dilemma and Colombar redesigned it for him. We both had a sit in it and although snug I couldn't reach the peddles! The lass in the tower said we couldn't go to England from Dieppe as she has no customs and although that has not been a problem in the past, the authorities have been a bit officious of late and we should depart from a customs airfield. A look on the interweb said on some sites that Abbeville was customs equipped and other sites said no. So off to Abbeville. On landing we found a man who took our money, 2 euro each! I emptied my containers into the aircraft tank and looked around for some sign, any sign, of customs so we gave up and flew home.



Leg Eight. Abbeville to Watchford 2.8 hrs.

It's not possible to relate all that happened on a trip like this and I'm hopeless at writing, but I do hope this give a flavour of what you can do. It is very possible and if it's the only adventure you do you should try it.

As for the cost I took 1000 euro cash (£730) and never used a card. I paid for fuel, hotels, food, drink, wine, beer, coffee, wine, beer and all landing charges, and got home with 35 euro left. And we stayed two nights in Rennes. If you've not done it, you must try it yourself.

Regards, *Brian Lyford* (Plummet International)

As noted last month, Dave White, a Jodel owner based at Wing Farm, has compiled a comprehensive guide to the admin needed to fly to France, including a checklist of actions and documents you need to take. It's entitled "Send Three Web Submissions, Wait An Hour And Fly To France" and is available to download from his Dropbox site.

https://dl.dropboxusercontent.com/u/66162937/Posted_Files/Why_Not_Fly_to_France_2015-v4.3.pdf

Strut member Graham Clark has translated the French guide to the RTBA – the Defence Low Altitude Flying Network, downloadable from the Strut website's Links page, under Foreign Flying / France.

Devon Strut Fly-out to the Scilly Isles - Saturday 11th July 2015 by Steve Robson

I had been anxiously watching the weather during the week prior to the planned fly-out to the Scillies hoping for two or more fine days to make the trip and stop over. I've been to the Scillies a few times and had a brilliant time on every occasion so I was very keen to go again. My master plan was to have taken 'HM the Wife' but due to other commitments she was unable to go. As it was, there was quite a strong westerly blowing on Saturday 11th July but at least it meant the wind would be straight down the newly resurfaced runway at St Mary's airport.

The flight down was a bit "buff and rumpy" to say the least, hampered with a 15-20kt headwind and cloud base that varied between 1500' and 2000'. I called Exeter on departure from Watchford and then called Newquay once I'd passed Launceston. Being at 1500' meant I couldn't get an immediate handover but Newquay then handed me over to Land's End who in turn passed me on to Scillies Approach. The ATC service all the way and back was superb!

I was cleared for a straight-in approach to Rwy 27 and the 'Twotter' that departed Land's End as I coasted out from the Pendeen Light never caught me up, but ATC thought he would by the mid point)

Good friend and active Devon Strut member Nigel Steven, ably assisted by his pal Murray (who operates a C172 and shares his hangar) and his wife Ella, had done all the spade work to prepare for the visitors.

On arrival I was met by Nigel, who already had the kettle on, and within a few seconds a bacon butty was shoved into my hand. Ella's homemade cake, washed down with a cuppa, rounded off the treat. Opting for an early start I thought I'd be the first one there but Richard Skinner with his RV6 from Belle Vue, had arrived on Friday and camped over to make a mini weekend of it. What a sensible chap!

Nigel said that several aircraft had booked in but, given the less than ideal conditions, many had cancelled. We were just packing up when Keith Wingate arrived in his RV6a G-ONUN from Bolt Head and Mark Ashby in his Alpi Pioneer 300 arrived a few minute later from Halwell, bringing the grand total to four for the day. Nigel has been instrumental in helping to get the landing and parking charges reduced, which makes the Scillies a much more attractive option that it used to be. I would recommend a trip there without hesitation (but do make sure you plan properly and are prepared for the overwater stretch).



Once again I enjoyed a wonderful day on St Mary's, thanks to Nigel, Murray and Ella for all their hard work. In the words of the 'Terminator': 'I'll be back!' Kind Regards, *Steve Robson*

Scillies Fly-Out, Sat. 11th July

by Mark Ashby

Two aircraft set off independently to the Scillies from South Devon, myself and wife Megan in Pioneer 300 G-CGTL from Halwell, near Totnes and Keith Wingate and Rod Etherington in RV6a G-ONUN from Bolt Head, near Salcombe. The weather had fluctuated all week and it was looking a bit blowy but we thought we'd give it a go anyway. Despite expectations, we experienced very little turbulence as we cruised along the coast at 3,000ft, crossing Plymouth Sound and along the breakwater. Having ascertained Plymouth Military were closed, we switched to Newquay who were very helpful. They passed us on to Lands End and then through the corridor to the Scillies.

The cloud base dropped slowly to around 1,700 ft as we neared Lands End but both the north and south coasts were clear. The crossing was into wind, but as it was not yet hitting any land, it was very smooth. Landing on St Mary's new tarmac 27 runway was at a busy period but very easy. Luckily, we in the Pioneer didn't get any curl over although Keith and Rod in the Vans did on finals. The greeting was very friendly although, as expected, the event was scaled down due to weather cancellations. That said, the fly-out was to the Scillies and no matter what the weather, they are awesome! With sunken roads and thick hedges, you didn't even notice the wind. In fact it was roasting hot and the breeze was a welcome respite. After a great lunch at Juliet's Garden Restaurant <http://www.julietsgardenrestaurant.co.uk/homepage.php> we ambled into Hugh Town for some sightseeing and an ice cream.



The return trip later was even better. Smooth, with a gorgeous seascape, off-set against dazzling white clouds and at 4,000-5,000ft with a tailwind, it was very quick. Our Rotax 100hp Pioneer had a ground speed which peaked at 191 mph at 21 litres/hour and had an average for the trip home of 155mph despite a low cruise setting. So, all in all, it was a great day; sun, the Scillies, great company and the privilege of flying through the rarefied garden of the gods. We'd just like to thank everyone involved, especially all those on the Scillies. *Mark Ashby, Halwell*

Royal Institute of Navigation (RIN) TOPNAV Competition

by Pete White

On Saturday 9th May Bodmin Airfield hosted the Western RIN Top Navigation Competition which was the first time we had been selected to take part in this prestigious navigation event. Sherburn-in-Elmet, White Waltham and now Bodmin are the 3 airfields in the UK taking part and it is open to pilots and navigators of all ages. We entered 3 teams for this national competition (see below for details of the teams) and all participants thoroughly enjoyed the exercise and the challenges that it encompassed.

The day began with a briefing before we were handed envelopes with details of the course. We had to then plot and fly. At each turning point the navigator took photos of relevant items to confirm our positions and a running log was started giving details of our movements.

After the briefing and before we scrambled for our sortie we all enjoyed a super lunch whilst we all excitedly looked forward to the challenge ahead. It was an exercise in using the basic navigating skills we were all

taught when learning to fly and with each of us wearing a small tracking devise it was possible for our organisers to access how near or far we were to the planned routes. This was an aeronautically themed event and was so much fun for those taking part which, in itself, reminds us of what we should be doing on every flight, with the end result being a safer and more enjoyable experience.



Morwellham Quay



Port Isaac

Hopefully we will attract more teams for the 2016 event but my Nav and I have certainly signed up already!

I have reproduced below an email from John Cairns the TOP NAV organiser who seemed pleased with the day's results.

Pete, Many thanks for hosting today's event. I thought it went very well; all seemed to enjoy the comp and I certainly enjoyed the company. I would be very keen to develop the connection with Bodmin, it's a cracking club and I think we could make something of the comp within your annual programme. I will keep you in the picture with our plans for change and hope I may see you at the AGM!! – John.

2015 Bodmin Teams

G-IVOR	Aeronca Chief	Pete White, pilot	John Colgate, navigator
G-GAOM	Robin DR400	Peter Chapman, pilot	Richard Saw, navigator
G-HXTD	Robin DR400	Pat Malone, pilot	Simon Coy, navigator

Crankcase Oil Leak Fix

by Dave G, Highland, California

A few days ago I was flying my airplane back from Santa Maria to Rialto when I encountered a slight in-flight problem. Whilst I was level at 9,500' I started to see little specks of something on the windshield that soon became streaks of oil. As most can guess, oil on the windshield of an airplane is NOT a good sign and usually generates a pucker factor that exceeds the normal scale. A quick PAN call to SoCal controllers gave me vectors to several nearby airports but the GPS said I was only 17 minutes from home so I elected to continue to Rialto based on the "flow rate" and landed safely.

After landing and pushing the airplane back into the hangar I removed the cowling to try to find the source of the oil leak. I sprayed the engine down with avgas and rolled it outside and ran the engine up to try and see where the oil was coming from. Low and behold it was coming from the centreline case seam near the back accessory cover.

On an aircraft engine like mine the case halves are sealed together with a single silk thread between the case halves. This thread had apparently broken and the only remedy was to split the case halves and reseal it. Well, that costs about \$12K with an overhaul and I wasn't about to part with that kind of money so I enlisted the help of a really good A&P mechanic who said he could fix it for a lot less. The end result was that we connected a vacuum pump to the engine and plugged the breather line to generate a vacuum in the engine case. This caused the leaking case split line to leak from the outside in. While it was sucking air we applied a small line of super glue (Zap-A Gap to be exact) [but JB Weld or Loctite might also be

appropriate-Ed] to the case split line and the vacuum sucked it into the case halves sealing them. We then applied a thin film of fuel tank sealer over it for good measure. And it worked!!

It just goes to show that a little ingenuity and experience goes a long way in solving a problem that is not as bad as you think it is. Just thought I'd share that kind of a fix.....

Dave <http://www.race-dezert.com/forum/threads/oil-leak-fix-story.5345>

New Met Office Website

The Met office has a new aviation weather site, which requires a new registration and login. The site is flash but deficient, particularly in the presentation of Metars and Tafs, and in response to criticism, will receive a fresh update in October. Thankfully, the old site will still be available <https://secure.metoffice.gov.uk/logon.jsp>. Comments from pilots are invited to enquiries@metoffice.gov.uk.

George Neal enters Guinness Book of World Records by Bill Tee (Toronto)

<http://www.romeoscar.com/news/canadian-pilot-george-neal-enters-guinness-book-of-world-records/>

Retired de Havilland Canada test pilot, George Neal, is now entered into the Guinness Book of Records as the oldest licensed and active pilot in the world at age 96 yrs 8 months. George continues to fly his DHC 1 Chipmunk from the Brampton Flying club north west of Toronto. George is now down to one aircraft as he sold his beloved DH Hornet Moth two or so years ago.

In the 1970's George built from scratch a Sopwith Pup complete with a rotary engine. This aircraft is now in the Canada Air & Space museum in Ottawa Ontario where it is keeping company with the Hawker Hind that George restored to airworthiness standards.

George, at 96, is presently building a Hawker Fury complete in every detail including original type structure, peened bolts and a RR Kestrel engine which George overhauled himself.

Welcome to New Members

Keith Wingate, 16 Buckwell Road, Kingsbridge, Devon, TQ7 1NQ 07971-480028 keithwinga@aol.com
Keith owns Vans RV6A G-ONUN (*below left*) based at Bolt Head and is rebuilding Isaacs Fury G-AYJY following its previous owner's accident at Exeter Airport last year.

Jerry Noble, Belgate House, Shobdon, Herefordshire HR6 9NJ 07710-170770 jerrynoble@ednet.co.uk
Jerry owns Cessna C182T G-ZGZG (*photo below right by Neil Bassett*) at Shobdon.



Allan Vincent, 42 Chatsworth Road, Torquay, Devon TQ1 3BL. T: 01803 389408, M: 07887 382076
allanfairway@talktalk.net Allan is a navigation Instructor with the RYA, a keen flight simmer and an ex-engineer with the US Navy.

Adverts

"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

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



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 Dunkeswell. £3,500. Contact Mike Wells on 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

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, (right) 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

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.

Fly-Ins, 2015

Month	Day	Venue
August	Sun 2nd	Lundy (PPR and verbal briefing essential from Pete White 01752-406660, 07805-805679)
	Sat 8th	Dunkeswell Make-a-Wish Take-Off Challenge
	Sat 29th	Henstridge fly-out (vintage day)
Sept	Fri 4th to Sun 6th	Sywell LAA rally
	Sat 12th & Sun 13th	Bodmin VE Day (Cornwall FC)
	Sat 19th	Belle Vue

Jim Greenshields' Make-a-Wish Take-Off Challenge, Dunkeswell, Sat. 8th August.

In aid of

GUINNESS WORLD RECORD 8TH OR 9th AUGUST 2015
DUNKESWELL AERODROME EGTU
 01404891880 jimgreenshields@gmail.com

THE RECORD
 The record for the most aircraft to take off from an airfield in one hour is 87 and was set by Meine Broomhaar in the Netherlands in 2004.
 Our target is 150 aircraft, this means a take off every 24 seconds and will take place at 15.00 hrs on the 8th August 2015 or if the weather is bad on that day the 9th August.
 Each aircraft taking off has to be filmed and an official time keeper must start and finish the attempt and a record kept of pilots and aircraft taking part.
 We are trying to raise funds and awareness for the Make-a-Wish Foundation UK, a charity that grants wishes big and small, to children with life threatening conditions.
 A donation on the day would be accepted with thanks.
 All aircraft and pilots will be subject to the Air Navigation Order and the rules of the air, all aircraft must be insured and have a current C of A or Permit to fly.
 All pilots must have a current UK pilots licence and medical class 1 or 2, Lap1 declaration of fitness or NPPL self declaration.









ON ARRIVAL
 If you need fuel, get it before you park! Avgas or Jet A1. There will be a queue!
 There are no landing fees payable for event aircraft, but we are trying to raise money, so bring lots!
 On arrival you will be directed to the end of one of the 2 runways that will be in use on the day and parked close together (mindful of propellor wash) or to a holding area if the runways are full.
 Please park quickly, then report to the control tent.
 The airfield is Notamed as closed to landing traffic from 14.45 to 16.00

ALL AIRCRAFT TAKING PART IN THIS EVENT MUST BE ON THE GROUND AND PARKED IN POSITION AND REGISTERED AT THE TEMPORARY CONTROL TENT BY 14.30

ON DEPARTURE
 Make sure you are in your aircraft engine warm and checks complete by 14.50, after the signal, take off as soon as it is safe to do so.
 Visiting aircraft will be launched first and home based aircraft last where possible.
 Avoid Exeter area.
 Only use the radio in an emergency, otherwise maintain radio silence during the attempt.
 When taking off be mindful of wake turbulence, keep to the upwind side in a crosswind and keep the aircraft in front in sight at all times.
 Returning to the field later is not recommended, but if you are ensure you have sufficient fuel.
 No return to the airfield until 16.15. Leave the ATZ at once, KEEP A GOOD LOOK OUT

Keep a very good look out and leave the area, as there could be 200 planes flying locally!

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
	Safety Officer: Steve Robson, 14 Pencross View, Hemyock, EX15 3XH, 01823- 680784 sb.robson@tiscali.co.uk
	Membership Secretary: John Hope, 6 North Avenue, Exeter, EX1 2DU 01392- 271932 john@exeflyer.eclipse.co.uk
	Treasurer: Tony Gibson tony_gibson1@hotmail.com
	National Council Rep: John Holden Holdenjandm@aol.com
	Brian Lyford brian.lyford@gmail.com
	Events & Social Media Organiser: Chris Jackson thechristopherjackson@googlemail.com