



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 Australia

DEVON STRUT NEWS – September 2015

Chairman's Chat

by David Millin

Hello Strutters and all. Let's start with Lundy. Thanks go to Pete White and the Lundy team, and by courtesy of the management of the Lundy Landmark Trust and begrudgingly, the weather, over the first weekend of August we were able to experience the delights of this unique island once again. Numbers were understandably down on previous years due to unfavourable conditions and for those who decided not to attempt landing on what has been described as 'Devon's most challenging strip,' you made the right decision! There were no real close scrapes with the possible exception of my own arrival which was anything but graceful. Chris Jackson and I arrived on the Saturday evening so that we might languish with others in the comfort of the Marisco Tavern. However, awaiting our approach were strong gusty winds, clouds and showers which made our landing all the more exciting! The Sunday saw strong cross-winds that gave a sporting edge to all arrivals and departures. None the less, a good time was had by all and we look forward to the next Lundy Fly-In.



Now, we have another first for Dunkeswell. The Great Take-Off Challenge took place on Saturday 8th August. We set a new World Record for the largest number of aircraft to take off from one airfield in one hour. The inspiration for this event was Jim Greenshields of Somerset Microlights. Jim's aim was to break the existing record of 87 and at the same time raise money for the Make-a-Wish Foundation. The new record now stands at 106 aircraft, 98 of which took off in spectacular style within the first quarter of an hour. Where were the rest of you?! Our appreciation goes to Dunkeswell owner Brendan Proctor for making all this possible by closing the airfield for an hour to allow us to depart safely.

By now most of you will know that Plymouth Airport hit the headlines and featured in social media as the plight of LAA member and Jodel D120 pilot Martin Ferid unfolded. Martin was en-route from Bodmin back to his base in Kent when he became hemmed in by bad weather and wisely made a precautionary landing at Plymouth. Unfortunately, Sutton Harbour Holdings, the lessee of the closed airport, saw fit to impound the aircraft, preventing its removal with a large concrete block and a stalemate ensued. The GA community rallied and a good number of people, including Devon Strut members, stood by to assist in whatever way they could. LAA Chairman Brian Davies, Charles Strasser of AOPA UK and Haywards Insurance played the leading roles in negotiating with SHH's Chairman for the release of the Jodel. The salient point to emerge from this incident is that pilots must not be deterred from carrying out a precautionary landing when continued flight might become dangerous. For your amusement, a satirical representation of the situation can be found at: <http://captiongenerator.com/55706/Hitler-and-the-Jodel>

Who's going to the LAA Rally at Sywell? All being well, Mike Mold and I are flying up on Friday 4th September and helping out on the LAA stand on the morning of Saturday 5th. We hope to see you there. For new members or for anyone who has not been to the rally before, it is a great occasion for catching up with old friends and to put your finger on the pulse of LAA-led aviation.

Bodmin Airfield will be the centre of attention on 12th and 13th September as the Cornwall Flying Club celebrates VE Day with a fly-in and 1940s style party. There will be an afternoon vehicle parade around the airfield. All aeroplanes are invited, especially those in military markings which will not be charged a landing

fee. Food and drink will be available and later in the afternoon through to the evening music will be provided by the SAS (Seriously AwEful Sinfonia), a band with a 1940's flavour. For more information contact Pete White on 07805-508679.

Several Strut members attended the Memorial Ceremony for Howard Cox at Highampton Village Hall on Sunday 16th August. A number of people who knew Howard stood up and told anecdotes about his life and a formation of three Cubs flew low over the gathering. On the weekend of 19th and 20th September our fly-in at Belle-Vue will be dedicated to the memory of Howard. There will be no landing fees to pay and the Strut and the Wingnuts Flying Club will provide lunch and refreshments on both days. Jim Gale would be grateful to hear from Strut members who are able and willing to volunteer to help with serving the BBQ lunches on the Saturday (19th Sept). Please contact Jim on spdygale@btinternet.com.

Once again our rights to aviate are seriously threatened, this time by the Government's edict on the use of brownfield sites for building development. See the article by LAA CEO Stephen Slater, which provides more details behind this petition, below.

By contrast to the above, we have a step in the right direction with the CAA's new direction on Charity Flights: <http://www.caa.co.uk/application.aspx?catid=14&pagetype=65&appid=7&mode=detail&nid=2473> All flights provided as gifts to people through registered charities are now considered to be private flights with no conditions imposed that relate to aircraft status, equipment carried or licences held. The LAA published its governance rules for third party flying by Member Clubs in 2012 following consultation with the CAA <http://www.lightaircraftassociation.co.uk/Club%20Governance%20Documents/TPPF.pdf> and these were so restrictive that passenger flying organised by Struts at their events all but disappeared. In response to the CAA's rethink on charity flights, the LAA is aware of the opportunity now presented to review its limitations on third party passenger flying, albeit within the confines of liability to the Association.

As autumn approaches, we will start our session of evening talks at the Ley Arms on Thursday 8th October. Details will be confirmed and circulated by email by Chris Jackson and publicised on the events section of the Devon Strut website.

By way of a parting thought, whilst compiling this script I am drawn to consider the many facets that our involvement in aviation brings. There is achievement, joy, sadness, celebration, conflict, triumph, disappointment and great fun. And all this we share with, and because of, each other.

See you at Sywell. Safe flying, *David*.

Lundy Island Fly-In, Sunday 2nd August

by Pete White

Hi All, On behalf of the Lundy Team (*right*), thank you all for supporting the fly-in that we run for the Lundy Island management and staff. Whether it was your first visit or if you are a regular visitor, we hope you enjoyed the 'Lundy Experience'. It's a magic place, not too far too from home and over the years it seems to have captivated so many people. We had 34 visiting aircraft this year which in my mind made it a pretty good event! All the best, *Pete*



Chris Jackson rode shotgun with David Millin in his Jodel D117 from Dunkeswell and has posted his photos of the event, including their rather gusty and drizzly arrival, on his Google Drive pages: https://drive.google.com/folderview?id=0BxIF0HLoaTQhN1VwcklmSkY1Tkk&usp=sharing_eid

More photos of the weekend appeared on Facebook from Mark Harris, a diver who was with friends on the island the same weekend as the fly-in. Their charter boat returned to the mainland without them, ahead of deteriorating weather so they were left with time to explore Lundy above the waterline, take some photographs and return home later by helicopter.

https://www.facebook.com/mark.harris.98/media_set?set=a.10207565815650047.1073741882.1429743650&type=3



Dave Silsbury in his newly acquired Jodel D112



Richard Mole from Leicester in his D18



Chris Jackson's shot of the Saturday evening line-up



Jerry Noble from Shobdon in his C182T

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

https://www.youtube.com/watch?v=7yaFD2_38D4&app=desktop



Jodel Held at Plymouth Airport: LAA Statement, 26/8/15 (photos from other sources)

The Light Aircraft Association is delighted to confirm that the Jodel 120 aircraft which was held by the owners of the now-closed Plymouth Airport following a precautionary landing to avoid bad weather, has now been given permission to leave. It is hoped that, weather permitting, it will leave on Friday morning, 28th August. *[It did, at around midday – Ed]*

The aircraft, flown by LAA member Martin Ferid, made the landing in fast deteriorating weather conditions on Sunday 9th August and it has been agreed across the aviation community that his actions were the correct. Once it became clear that there was an impasse between the pilot and the owners of site, many fellow pilots began a high-profile campaign to publicise the issue. *[See Free The Jodel Facebook pages <https://www.facebook.com/freethejodel?fref=nf> and the Flyer Forum <http://forums.flyer.co.uk/viewtopic.php?f=1&t=96512> – Ed]*



At the same time Charles Strasser, Vice-President of AOPA and Brian Davies, Chairman of the LAA began direct discussions with Sutton Harbour Holdings chairman Graham Miller. It was Mr. Miller's personal intervention which led to the decision being taken to allow the aircraft to depart.

"There were two key conditions" said Brian Davies. "The first was an assurance regarding the airworthiness of the aircraft. We confirmed that an LAA inspector *[Dave Silsbury – Ed]* can provide this by inspecting the aircraft and making an appropriate entry in the aircraft log book. The second was satisfying SHH's concerns on there being sufficient liability insurance. We are grateful to Haywards and their underwriter Russell Mason of Antares, for working with us to provide those assurances."

"Sutton Harbour Holdings now understands the importance of allowing pilots to land at Plymouth in an emergency and will be issuing instructions to their staff accordingly" said Brian Davies. "That said, it should be emphasised that this site is no longer a functioning airport."

New Hope for Plymouth?

By Maurice Wickstead

News of a government study into the future of Plymouth City Airport (IATA PLH) – coupled with the UK election result that turned the south-west 'blue'– has reinvigorated debate about the facility.

Prior to the May general election, Chancellor of the Exchequer, George Osborne, stated in March that the government would commission a study into the airport's potential. Now his party's election victory has focussed fresh attention on the airport that closed in December 2011. This move came almost simultaneously with the announcement of a new enterprise zone for the city in the March Budget and a report by the National Connectivity Task Force on the possibilities for air links from the regions to London. It followed sustained lobbying by Plymouth Conservative MP, Oliver Colvile, among many others concerned at poor transport links to the South West. The vulnerability of these connections was highlighted when the sea wall at Dawlish collapsed in last winter's severe storms, completely severing the main railway line

beyond Exeter. It was only restored after an intensive two-month repair programme costing £35 million and in early August the line was again shut temporarily after a reported rock fall.

While the development was welcomed by local airport campaign group Viable, Jason Schofield Chief Executive of leaseholder Sutton Harbour Holdings (SHH), poured cold water on the initiative. He stated:

"Every independent report commissioned before and since the airport closed nearly three-and-a-half years ago has demonstrated beyond all doubt that it is not viable. There is no prospect of it reopening because it simply cannot function as a self-sustaining regional airport."



The SHH company played a key role in the airport's current position when it invoked an 'Armageddon' clause, which led to the facility being mothballed prior to potential development of the site. It stands to gain 25% from any sale of the land.

Nevertheless, his comments to some degree reflect the results of several previous studies. The latest of these, commissioned by Plymouth City Council (PCC) from consultants ARUP and published in September 2014, identified potential for the airport to reopen. Options ranged from a full fire Category 6 commercial airport with a runway extension to 5,249ft (1,600m), estimated to need £70 million in capital (not including the cost of obtaining leasehold and additional land), down to a CAT2 licensed General Aviation (GA) airfield at around £8 million. The latter option was the highest scoring under ARUP's rigorous criteria and appeared to be in line with Viable's plan for phased reinstatement and progressive commercial development.

It is hard to envisage what yet another study would achieve, unless the government is prepared to underwrite the significant capital cost of return to full airline operations. Importantly, any hope of attracting a scheduled operator to this traditionally low traffic airport (peaking at around 116,000 passengers in 2007) would doubtless require an ongoing financial commitment for the foreseeable future, especially in the form of subsidised public service obligation (PSO) routes.

However, a crumb of potential comfort came from Transport Secretary, Patrick McLoughlin, who said during a visit to Plymouth Airport in late April: "We have looked at a public sector obligation as far as [nearby] Newquay is concerned with a deal with Cornwall Council and I will not rule that out for services coming into Plymouth. "We would need to go through due process, but the fact that it [public funding] is in operation already means the door is open." "If there is something we can do in Plymouth, then I'm keen to see it happen."

Both Heathrow and Gatwick have also recently stepped into this controversial mix, equally disparaging of each other's future plans for stimulating the development of UK regional air services to London including those linking the South West, in which context Plymouth was mentioned. Generally though, these comments have been dismissed by interested parties as being mere 'politicking' in the run-up to a decision on a third runway for the South East. Both Plymouth's Chamber of Commerce and Local Enterprise Partnership view the airport as a commercial asset and ARUP's survey of more than 20 local businesses appeared to confirm this view with around three-quarters giving a positive response. Conversely, Plymouth Council's attitude is hard to gauge. Its draft Plymouth Plan, taking Britain's Ocean City forward to 2031, makes scant reference to the airport, merely concluding: "Safeguarding the site of Plymouth Airport to retain options for its future potential reuse as a general aviation airport, whilst at the same time strengthening links to Exeter and Bristol airports".

There is little doubt that even as a modest GA operation a local airport could benefit from the city's cluster of important maritime businesses, the university and the Tamar Science Park. It could also be a great asset in attracting visitors to up-coming prestige events such as Plymouth's hosting of the 2016 Transat yacht race and 400th anniversary Mayflower celebrations in 2020. A site visit by ARUP concluded it was in

generally good condition, but would require significant terminal building refurbishment, an ATC facility upgrade, and fire and refuelling services reinstatement, along with some general tidying-up.

Campaigners are pinning their hopes on the new majority Conservative Government, seemingly sympathetic to transport issues in the South West. At a public meeting on 8th May (timed to coincide with the general election result), Viable launched FlyPlymouth, a new social enterprise company. Limited by guarantee, it is dedicated to reopening the airport within two years and creating a new airline to restore scheduled services within three. FlyPlymouth's Chief Operating Officer, Richard Crocker, said: "By 2018, a new airline (estimated to create 200 jobs and contribute some £17m to the local economy) will provide daily services to a range of destinations including London." The next stage will be to raise £150,000 towards detailed business planning and legal support, before accessing a separate multi-million pound package once a short-term lease is secured. To this end, some £20,000 had already been subscribed through Crowdfunding.

Commenting on the FlyPlymouth launch, Chairman Raoul Witherall, said the objective to save the airport from redevelopment had been achieved under the council's Plymouth Plan: "It is now time for Plymouth to focus on reopening its airport and connecting with the world."

During a visit to Plymouth in late August, the Chancellor again indicated that he supported moves to test for regional aviation opportunities - and was keen to have Plymouth City Airport's situation resolved saying, "We are absolutely committed to strong regional air links. He continued, "There is a question about the future of Plymouth City Airport which is why we have the study underway, which I announced in the Budget. "I think everyone now wants there to be a decision made. If it has a bright future as an airport then let's support that, if there's other things that can be done with the site, then let's hear from local people. "I think the sooner we get on and have the study, the better."

Although campaigners are encouraged by the latest developments, their hopes of a positive outcome still rely on solving the impasse around release of the high-asset value lease, which remains a major hurdle.

The above article is reproduced by kind permission of Tom Allett, Editor of Airports International magazine, where it first appeared in the July 2015 edition.

Petition: Keep Airfields Greenfields. Review Airfield Classification as Brownfield Sites

In 2003 an 'administrative oversight' led to the deletion of a footnote in PPG3, noting that airfields and hospital grounds should not be considered as appropriate brownfield sites. Current definitions of previously developed land make no reference to airfields or flying sites. As a result, developers and local planning authorities are increasingly and inappropriately treating airfields as brownfield sites for land redevelopment, leading both to the loss of an important part of national transport infrastructure and the destruction of significant areas of natural habitat within airfield boundaries.

The UK network of GA aerodromes is regarded by DfT as an important part of the national transport infrastructure. While Commercial Air Transport or airline operations are focussed on scheduled flights from just 25 airports around the UK, General Aviation with smaller aircraft types uses more than 120 aerodromes licensed by the Civil Aviation Authority for non-scheduled passenger carrying and between 350 and 500 unlicensed flying sites.

This network of GA aerodromes around the UK has been recognised by DfT as providing vital amenities for sport flying, connectivity for business travellers and acting as an important part of the national transport infrastructure; providing economic benefits and 'point to point' access. This allows passengers and cargoes to be delivered closer to their ultimate destination, reducing time, cost, fuel use and emissions.



They also provide important infrastructure and support for activities such as police and pollution patrols, medical flights, aerial surveys, and search and rescue operations. In recent years, however, a significant number of airfields have closed and others have been threatened as a result of owners seeking to release the value of their land and local planning authorities prioritising housing and other development on the land they occupy.

It is noteworthy that the curtilage of many airfields is now being recognised as an important 'open green space' by many Local Planning Authorities and there is increasing evidence from local nature and environmental surveys that airfields are increasingly important as a low-insecticide, low-herbicide, sanctuary for plants, insects and associated wildlife.

In July 2015, organisations involved in every spectrum of aviation were shocked by the proposal in the Chancellor's summer budget statement to allow automatic planning permission to be granted for housing developments on designated brownfield sites. This unintended consequence of wider policy on the development of redundant industrial sites was described by 'Pilot' magazine as "the darkest news to face General Aviation for some time".

We demand a review of the brownfield designation of airfields in recognition of the role that they play both as an important part of our national transport infrastructure and as an important yet often overlooked environmental "green space". Please sign the petition at <https://petition.parliament.uk/petitions/106779> (circulated by email and on Facebook by new LAA Chairman Stephen Slater)

Listening Squawks? Not for Exeter

David Millin wrote to Exeter Airport's ATS Manager David Burrows to ask if a Listening Squawk was being considered for Exeter. Here is his reply.

Regarding your enquiry about Listening Squawks; in short, we don't think they're right for us at the moment. The concept works well at airfields with controlled airspace, like Bristol, where GA traffic operating outside CAS cause little concern to radar controllers vectoring aircraft inside CAS. At Exeter we don't have controlled airspace, so knowledge of the intentions of every aircraft flying near us is vital to help us provide the best service we can to other local airspace users. That's why we encourage as many GA aircraft as possible to call us, so we can vector passenger aircraft in receipt of a Deconfliction Service to avoid GA aircraft effectively and efficiently, and provide GA with information on large passenger aircraft they may see and to aid situational awareness. I hope that explains it. If not, please let me know.

Regards, David Burrows, (Air Traffic Services Manager, Exeter International Airport)

Members' News

Congratulations to **James Gibson** on completing his NPPL in his Cub G-RAMP with instructor Clive Davidson.

Dave Silsbury has recently bought Jodel D112 G-BIVB (photo rt by Neil Bassett), an aircraft he restored for then Strut member Paul Dowell many years ago. It is now one of the few D112s fitted with a starter and alternator, making its operation far more convenient than having to rely on the "Armstrong" method of hand swinging the prop.



Mila Misek's video

Mila Misek, our friend over in Italy, will be known to our members through the pages of previous newsletters. Mila's friend Max de Meo has made a short film about Mila's replica Tiger Moth and posted it on YouTube. I think it's wonderfully shot and produced and it's well worth 10 minutes of your time. Oh, the flying isn't bad either! Mila has produced a version of the film with an English voice-over. Cheers, *Chris Jackson*

<https://www.youtube.com/watch?v=xYo123xnAAY&feature=youtu.be>





Screenshot from Mila's video above



Having sold his Jodel, **Graham Clark** now has a tenth share in Piper PA22-160 G-BUVA at Oaksey Park (photo upper right by Ed Hicks).

Adverts

Winkleigh Control Tower and Land for Sale

Like a house with a difference and plenty of historical significance? An old two-storey airfield tower at Winkleigh Airfield, Devon is to be auctioned next month along with 9.5 acres of land - plenty for an airstrip - and outbuildings.



Winkleigh Airfield was built in 1940 as part of the nation's defences against the Luftwaffe but its role was secret and its existence denied at the time. Auctioneer Scott Gray told the Daily Express: "More than 1,200 people were stationed there, including brave air crew from the RAF, USAF, Royal Canadian Air Force and Free Polish Air Force who flew secret missions against Nazi Germany in the Second World War from the airfield." Spitfires, Hurricanes, Mosquitoes, Bristol Beaufighters, Fairchild, B26 Marauders, Albacores, Defiants and Dakotas were all based at Winkleigh at some time. So too were the single engine, black-painted Lysanders, operated by the cloak-and-dagger boys of the RAF's special operations 161 Squadron." A guide price of £35,000 to £50,000 is put forward by Clive Emson Auctioneers for the sale on 22 September at St Mellion, Cornwall.

Cessna 172N, G-BHUG 1/10TH Share Available

Based and hangared at Dunkeswell, G-BHUG is an ideal touring aircraft and is comprehensively equipped with recently acquired Garmin 340 Audio Panel and 1x Garmin GNC 255 navcom and 1 x Narco MK12D navcom as backup, both fm immune, with GS, ADF, King KN64 DME, GTX327 transponder with mode C, 5 inch aware box, four place intercom, long range tanks, Cambrai cockpit cover, PLB, 4 x Lifejackets, life raft and 2 Headsets. Engine around 650 hours with fully paid up engine and prop fund. This is a well-managed group with good financial reserves for on-going maintenance. Aircraft fully maintained at Iscavia with Annual recently completed. There is only 1 share available at £3,600, basic costs are £100 pcm and now reduced to £85 per hour wet. (This rate is partly due to the drop in Avgas prices). For more information telephone Richard on 01395 597464 or Adrian on 01823 601086.



TECNAM ECHO P92 AIRCRAFT G-CBAX, built 2001, JAB2200 solid lifter engine, autopilot 3 axis linked to Garmin colour GPS296, electric gyro turn indicator, radio, transponder, compass, new prop, EEI fuel flow indicator, permit valid Apr 2016, always hangared at Dunkeswell £32,000 Contact Leo Collier 01404-831195.

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

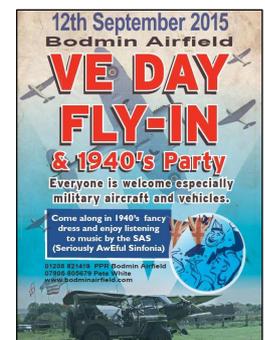
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Fly-Ins, 2015

Month	Day	Venue
Sept	Fri 4th to Sun 6th	Sywell LAA rally
	Sat 12th & Sun 13th	Bodmin VE Day (Cornwall FC)
	Sat 19th & Sun 20th	Belle Vue – Howard Cox Memorial Weekend



DEVON STRUT COMMITTEE 2015

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