



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 Australia

## DEVON STRUT NEWS – February 2016

### Chairman's Chat

by David Millin

"Wet, wet, wet", applies not only the state of the Nation (I refer to the W/x here) but the state of our runways. However, I detect the days becoming a little longer and a glimmer of hope for a wonderful summer. We wait and see, but in the meantime we may consider once more the CAA Safety Sense Leaflet 03 paying particular attention to advice on runway condition. More detailed information is also available on Safety Sense Leaflet 7C: Aeroplane Performance. <http://tinyurl.com/h5c9d4p>



We had a useful Strut Evening on Thursday 14th January when Michael Benson of the General Aviation Safety Council came to talk to us. As always, the subject matter was worthwhile and provided a good revision for many of those things we should know and practice. It was refreshing to see a number of new faces at the meeting; some new members and other welcome visitors. For those of you who missed the GASCo Safety Evening there will be another one at Dunkeswell Aerodrome on Wednesday 16th March. Thanks to Michael for entertaining us in an informative way and to our own Nigel Everett (GASCo Flight Safety Magazine Editor) for his assistance in setting up and running the event.



The next Strut Evening is our Annual General Meeting which will take place on Thursday 11th February [Agenda and minutes of the 2015 AGM included in this newsletter – Ed]. Let your spirits not be dampened by the dreaded term AGM. I promise you the officialdom will be executed in the fastest possible manner so that we can settle down to listen to what our guest of the month has to say. Brian Davies is the Chairman of the Light Aircraft Association and has a long involvement with the aircraft industry as an engineer with BEA, Chief Engineer at BA, Engineering Director of British Caledonian, Operations Director of Air Europe and CEO of Kenya Airways. Brian is qualified in business skills and has sat on the council of the Royal

Aeronautical Society and the Europa Club. He is also involved in Motor Sport and is a member of a successful racing team. The AGM aside, our February club night promises to be full of interest. Come along and meet Brian and, as always, bring a friend with you.

May I delicately remind those of you who have yet to renew your membership to do so before the next meeting if you wish to vote during the AGM. Until then, I wish you windows in the winter weather. *David.*

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## **Hand Swinging in Winter**

**by Chris Howell**

We've experienced the longest, windiest and most waterlogged period of weather, which began in late October when one of our windsocks at Bolt Head shredded itself and departed westward in the direction of Kingsbridge. When asked by fellow director Simon Evans "Shall we purchase and put in place a new windsock" I cheerily replied "Oh yes, we may as well enjoy some pleasant autumn flying weather in what remains of 2015" How wrong I was! And I can confidently say we could easily count on one hand the decent days of flying which have been possible since then, and we now near the end of January 2016.

One routine I have tried is to perform a regular engine run up and we have often debated the merits or not of running an engine on a static basis and not flying the aircraft. As many of you will know, there is a train of opinion that this can create its own problems. Nevertheless, I have persevered and at least I have kept in practice with the dark art of hand swinging, as my Luscombe is without any form of electronic assistance to start the engine. I feel obliged to add that, with a body creeping closer to qualifying for my bus pass, I am becoming more envious of the posher type aircraft where the pilot jumps casually in and turns a key just like a car!! *[I can testify to that convenience, having installed a new B&C starter motor in my Jodel – Ed].*

During the drier summer months I have enjoyed a fairly successful routine with a number of blades drawn through and then, with a prime, the dear old A65 springs into life with between one and three swings. I set the throttle at a fixed point using a John Kempton designed tube which clips very neatly behind the throttle knob to prevent any accidental opening of the throttle and at the same time keeps it set at an rpm which will not jump the chocks and attack me or the hangar door.

This routine, both hot and cold, works well during the dry summer months but when the horrid winter arrives this can all change! I have recently been exploring ways to try to keep the engine warm and drier when lying quietly for many long winter weeks. Some fellow Luscombe owners seem to have very sophisticated systems where they wrap their engines in electric blankets and I remember dear Norman Evans who devised a system whereby a telephone call to his hangar at Branscombe would engage a hot air blower so when he arrived at the hangar from home all was warm and well and his engine would spring readily into life!

It's also interesting to watch some of the methods the pilots in Alaska use to start their engines, though thankfully we do not suffer with minus 30 to 40 degrees. My point to this prolonged ramble was to say please proceed with extreme caution with all hand swinging and also be aware that wet boggy slippery ground can be very dangerous around the airfield as aircraft with live propellers take no prisoners. I say this because I recently slipped while hand swinging and it was a very vivid direct light that flashed up to say, that could have been very painful. Please take extra care with your routine during winter, use chocks, keep your feet stable and if needs be, lay some grids where you stand to prevent slipping.  
Happy Flying in 2016, *Chris Howell.*

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The UK Airfield Operators' Group has produced a Soft Airfields Conditions poster, which gives the following advice:

Refer to your p.o.h for soft field operations, use correct approach speeds, use correct flap settings, if landing deep – go around, avoid using the brakes where possible, use wide radius turns and avoid locking wheels, taxi slowly, think prop clearance if you get bogged down.

**Help keep our airfield surfaces safe & serviceable**

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## Inspector Matters - Third Party Repairers and Welding

by Trevor Reed

Hi folks

Well last month's waffle produced more comments than usual, but still in single figures! Most of you kept quiet about your GoPro installations so I guess I touched a nerve on that subject! I have replied individually where necessary and am happy to do so. However, I have had a criticism that my column is "too technical". I make no apology for this. Our aircraft are technical machines with some of the newest kit-built options embodying very sophisticated systems. As owners, you need to understand how your aircraft works and what you need to do to keep it serviceable. I would like to think that the articles are interesting to Strut members and to that end, should you have a particular topic you would like covered, just let me know.



This month I want to have a look at a difficult part of the inspector's role, that of signing off the work of third party repairers.

Most of the jobs demanded of an inspector are comparatively straightforward, relying on the application of clear rules, procedures and criteria. However, some tasks need the use of judgment and none more so than when a third party has been involved. To clarify what I mean, I will take the example of a repair to a carburettor. Your engine is running rich and you suspect that the carb is flooding. It's a bit beyond your skill level and so you pass it to a man recommended by another owner of a similar aircraft for the fault to be fixed. This is done and you get the carb back. The man rectifying the fault is the third party. You refit the carb and call on your inspector to sign off the work. Not a big matter you think, but the problem for the inspector is to be confident that the man who fixed the problem, the "third party", is qualified to carry out the work.



Ken Craigie, LAA Chief Inspector, has covered the matter in his latest newsletter to inspectors. Although primarily for inspectors, Ken's newsletters are freely available to all members via the LAA website. Just click on Aircraft & Technical and you will find the Newsletters in the Inspectors' Zone. They make good reading, often covering topics of interest not only to inspectors but also to all aircraft owners. OK, end of plug and back to the topic. Ken makes the point that inspectors overseeing third party work should advise owners when contracting engine or airframe repair jobs to a third party, that they should check that repairer holds the necessary approvals. Ken confirms that the work should not be signed off unless your inspector is assured that the particular contractors are acceptable. Obviously, it is best to discuss this in advance of having the repair done to avoid wasting money with an unauthorised repairer. A good example of the procedure was detailed in Steve Robson's account of his spinner repair featured in last month's Strut Newsletter. The company carrying out the repair had a good track record of GRP spinner repairs. They produced a clear worksheet and I had no hesitation in signing off the work.



Welding is a special case of third party contractors as the only people permitted to carry out welding work, however minor, are CAA approved or qualified to a similar level and acceptable to LAA Engineering. So it is not possible for you to do the work yourself or get the guy at the local garage, no matter how good he seems, to do it for you and get your inspector to look at it and sign the work off. He is not authorised to do this. Why is this the case you ask? Well welding is a skill-based procedure with particular emphasis on the ability of the operator. It is possible to produce a weld that looks perfect but had not been carried out correctly. The LAA maintains a list of

CAA approved welders (TL 3.04) available on the website under Aircraft & Technical / Data Library / Technical Leaflets.

There are about 15 welders on the list, spread throughout the country but unfortunately, none are currently listed in Devon or Cornwall. If a Strut member wishes to use a local welder who he considers to be suitably capable, then he should ask his inspector to liaise with the welder in order to submit them for approval by LAA Engineering, before committing to having any work done.

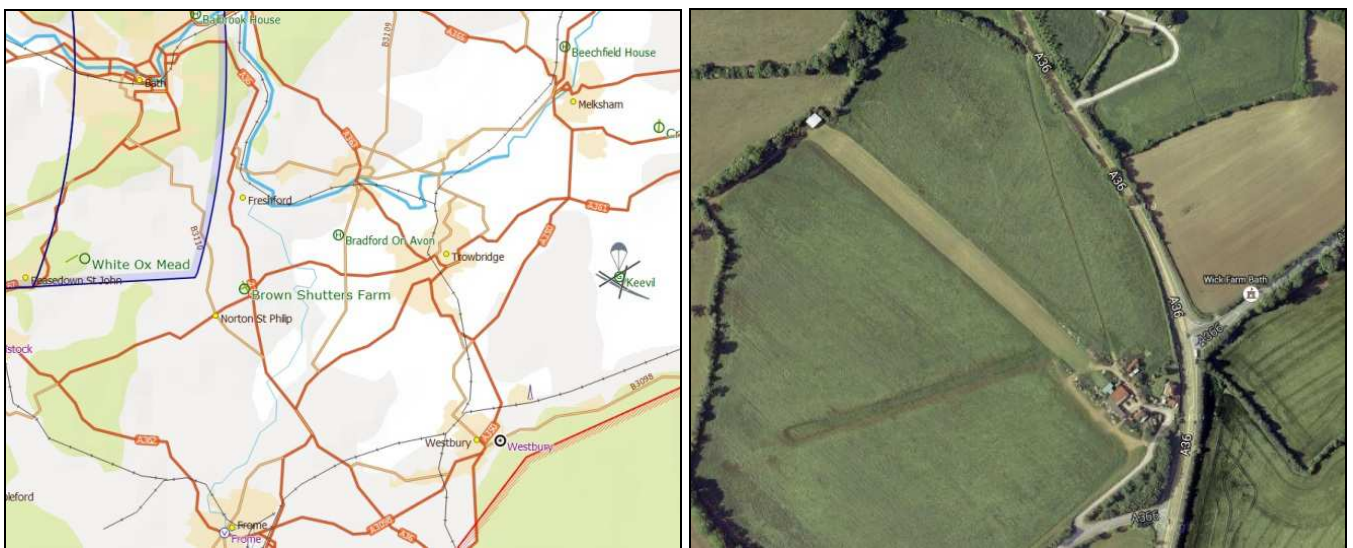
That's all for now. Stay in touch.  
*Trevor Reed*

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## Brown Shutters Farm Strip gets CLEUD

by Geoff Roe

It's good to report that after a lot of work we've been able to obtain a Certificate of Lawfulness for Brown Shutters Farm. The airfield is now shown on Sky Demon, about 5 miles south of Bath. We needed the CLEUD to avoid any risk of enforcement against the 28 day rule, and to underpin a planning application for new hangarage.



Info: Contact 07736-405071 or 07711-501358 RWs 07/25 420m & 15/33 460m

The airfield was created by Eric Newbigin in 1988 as a base for his Tiger Moth. We had hoped that written statements by Eric and by local residents to confirm this fact and by Special Branch about their visits under Operation Pegasus together with Statutory Declarations by aircraft owners about how long their aircraft had been hangared at the airfield would have been enough to establish our lawfulness, but this was not to be. Instead, in the absence of an airfield movements log (which might anyway have been stolen, as in the case of another air-field seeking a CLEUD in the teeth of local opposition) we had to track down copies of individual pilot/aircraft log-book pages to show how much the airfield has been used over the past 11 years. As you can imagine, this was a laborious task, but we were eventually able to demonstrate almost 500 days of flying over the period. This proved sufficient to satisfy the legal requirements.

When you look into the problems faced by other airfields you will appreciate the pitfalls. This explains why some applicants have failed to pass the test. Only last year there was an unsuccessful application by a microlight strip which could provide only 9.5 years worth of data. For another airfield the local planning authority published over 100 pages of representations, including a weighty opinion by London lawyers challenging the application. Eventually they got their CLEUD, but it was heavily circumscribed.

The grant of a Certificate of Lawfulness is not supposed to be influenced by local representations, but there are major variations in the response by different planning authorities which can only be explained by local politics. There was a not unexpected campaign against our application in which G-INFO was used to identify pilots alleged to have breached our voluntary noise abatement procedures, and objectors researched pilot blogs on airfield planning issues as well as CAP 793 (Safe Operating Practices at

Unlicensed Aerodromes) to make sure we knew our stuff. Obviously we now intend to do all we can to live in harmony with the local community. Happily not everyone objected, and we shall be organising occasional events for local residents, with proceeds to regional air ambulance services, who will also get a slice of our landing fees.

We are very grateful to all those pilots/owners who have signed Statutory Declarations or sent us copies of their logbook entries. We should also like to thank everyone who took the trouble to write to Mendip District Council in support of our application - or tried to do this but were unable to log on. Our thanks go also to Peter Kember of Kember Loudon Williams (foremost UK airfield planning experts) for his advice.

Our next step will be to seek permission for new hangarage, some of our existing hangars having been lost with the recent sale of Brown Shutters farm-house. We shall shortly launch our website with details of our airfield operational procedures, including PPR arrangements. Once the field dries out we shall welcome visitors but it's worth noting that (for now) the cross runways are only 420m and 460m long, and that because of obstacles and initial slopes two have displaced thresholds, so pilots need to be in good practice and flying suitable aircraft. *Geoff Roe*

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### Flying the Meteor Mk 3

by Ted Grossmith

*With thanks to Andrew Macleod, Editor of the East of Scotland Newsletter and to author Ted Grossmith.*  
<http://www.eos-strut.org.uk/news.html>

*[The Gloster Meteor was an early British jet fighter that experienced a high rate of attrition during RAF training flights. Ted Grossmith is an ex Meteor pilot and poet who specialises in the Japanese "haiku" style of 3-line verse comprising seventeen syllables in a 5-7-5 rule. Haiku mean "Ah-ha!" or "I get it". Ted's favourite mode of express is haiga, a combination of an image with a haiku verse, of which his contribution after this article is an example in which he describes a flight during which a fellow Meteor pilot was lost – Ed.]*

The Meteor Mk 3 was the descendant of the prototype and the first to go into production with a batch of 210. My experience with the Meteor twin engine jet fighter was primarily in this single seat Mk 3 version with dual training conducted in the Mk 7. This occurred at 206 AFS at RAF Oakington and addressed pilot conversion from propeller types to jets and 'all-weather' training from June through August 1952.



During these three short months we had four crashes, three of which were fatal. Much has been written of the "Meatbox" as it was known but members of our course considered flying this jet the ultimate joy and prestige one could aspire to. Today I consider flying this first jet a peak life experience which was also instrumental in forging an optimistic philosophy. In retrospect, however, flying Mk 3 Meteors was indeed a hazardous occupation. During 1952, the last year I was flying Meteors, 150 crashed in the UK... 1953 was little better with 145 crashes. Throughout its service a total of 890 Meteors were lost with 450 pilot fatalities. None were lost in action during WW II.

Practically all fatalities were attributed to 'pilot error' by official circles. Little was known of metal fatigue until the two Comet airliner crashes in 1954. Perhaps the only error pilots made was to climb aboard this early Mk 3 Meteor aircraft. High speed was a contributing concern with decision-making being made in split seconds. The Mk 3 had no ejection seat. Once the hood was jettisoned the high slipstream pressure kept the pilot glued to his seat.

The two Rolls Royce Derwent engines were mounted an appreciable distance from the fuselage centre axis. When one of these engines failed significant torque arose requiring the application of considerable rudder and associated leg force to maintain directional control. It was critical to maintain the correct safety speed which, if reduced, led to lack of control and the subsequent bending of metal and bones. This was

the cause of many crashes in this Mk 3 and subsequent types of Meteors. After every practice I limped away from the aircraft with very fatigued leg muscles.

High speeds and high Mach numbers near the speed of sound induced high stress forces that revealed structural weakness. Although deemed "pilot error" several aircraft were known to have broken up in midair. Regular training exercises included maximum speed recovery techniques. At Mach 0.89 longitudinal buffeting occurred as the shock wave hit the elevators. At Mach 0.93 the port wing dropped and an earthbound plunge commenced. Recovery required throttling back, extending air brakes, and waiting for denser air below to increase the relative speed of sound. Only then could control be restored.

Without a ventral fuel tank, flight duration was limited to less than an hour. Many pilots ran out of fuel...sixty eight Meteor crashes were attributed to this cause in 1952. I got very close....

The objective of this 'all-weather' jet training course was to insert pilots into extremely bad weather and one didn't have to wait long in the UK for such conditions. Today this would be considered not only stupid but perhaps criminal even with the benefit of today's radar, ejection seats, and pressurized cockpits. Our regular flying height was 35K feet and without pressurization. Storm cells today should always be avoided. None of our course had the jet instrument pilot rating until after the course was completed. As I was the last to see three colleagues, I was called to attend their subsequent inquests. Following the loss of Alan Patrick, my best friend, on the night flight of 13th August, the Cambridgeshire coroner, Mr. V.O.D. Cade, expressed his concern for the high crash and mortality rates and even for my own welfare. His report led to headlines in British newspapers on 15th August...a copy of which I still have. I believe this report and growing public concern induced the Air Ministry to reduce the maximum speed limit from Mach 0.93 to Mach 0.75. Again "pilot error" was the official ruling for this latest crash and too many others.

The Derwent engines had a high level of reliability. Too rapid an application of the throttles, however, could damage the relatively low-tech turbine blades. John, my fellow national service pilot, was over London when he made this error. The turbine blades of both engines melted down to mere stubs. He was now gliding like a brick over ten tenths cloud. Spotting just one small hole in the cloud cover he stuffed his falling plane down through it. To his great surprise there before him lay an airfield. A wheels-up landing resulted with him and just his seat at the end of the runway with the shredded remnants of the plane scattered behind. He had landed at RAF Bassingbourne where his brother was the CO! That night at the Officers Mess dining-in he had replaced his flying suit with the best blue uniform of his brother replete with its WWII service and gallantry ribbons.

Were pilots being pushed through training too quickly? Sixty hours in three months now seems inadequate to conduct both the jet conversion course and all-weather flying course under the foregoing Spartan conditions. Britain was nearly bankrupt at that time so funding may well have been a concern. One could question that, however, as life in the GD Branch's Officers Mess was the most affluent I've ever experienced...a batman to make my bed, polish shoes, press uniforms, do laundry, etc. and a served luncheon menu of three choices. Dining-In night included seven different wines...no wonder the post-dinner festivities were so raucous.

#### **Summation:**

The Meteor crash rate needs to be assessed in association with crashes of other UK aircraft. During 1952 there were 507 RAF crashes of 36 different aircraft types. Those crashes exceed today's total inventory of RAF aircraft! Of the 507 crashes, 318 involved fatalities. Only two jet types were in service at that time, the Meteor and Vampire fighters. The Meteor was top at 150 losses with the Vampire second at 83.

Harvards (or AT6s) had the highest propeller type casualties at 37 due to their extensive use in the RAF advanced training program. An interesting observation is the very high number of RAF aeroplane variants in the RAF service inventory. Besides the 36 different types that crashed that year there were numerous other types in service that had not crashed! Of the total number of Meteors produced (890) 450 pilots lost their lives. WW II experience in both the UK and US saw approximately fifty per cent of military aircraft being lost in training situations. Yet nearly all Meteor losses were in training and non-combat service. Today, the loss of one plane might result in grounding all of that type. As I left the station the adjutant told me he'd forgotten to process my life insurance policy for this course!

Flying Meteors was a heady thrill, a euphoria which banished all thought of the calamities that might befall me or my comrades. Reliving those halcyon days still stirs my adrenaline many decades later. The foregoing is my personal assessment after a mere three months of Meteor jet experience. I don't claim to be an experienced jet pilot after just sixty hours on Meteors. I do, however, claim to be one of the luckiest!

Midnight is heavy with storm as my Meteor fighter lifts into blackness. My best friend, friend, Alan Patrick or 'Pat', flies behind me on our navigation mission. These first jets have no radar, ejection seat, cockpit pressurization, and cabin heat...just pilots' optimism. An hour later the mission is complete...I've aced it. The mental load drops away and I survey the splendour of the night. Below stretches a shoreless sea of white cloud whose reflections from the full moon and stars well up to bathe me in light. I become the Light and in a timeless moment am seated on a balcony of stars.

Euphoria fills my being... I am the moon, the stars, the earth, the Cosmos. Below my Meteor holding steady on its unmanned course.

Night journey  
in lofty realms  
my i becomes I



Wow! In another timeless moment a new Me is back in the cockpit. I take the cold, minus sixty degree plane down into the storm cell and great blocks of ice crash against the fuselage. The plane becomes a groaning, bucking bronco. My inner core still chuckles with contentment as steady hands guide the flight controls. Below are the city lights of my last target. Banking, I land at base. Hanging up my parachute an airman dashes by yelling, "A plane has rashed." My extended hand stays frozen on the 'chute peg as cold realization sweeps over me...

Pat is gone.  
a meteor's flame  
claimed by the night –  
empty sky

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## Members' News

Congratulations to Pete White on being appointed as General Manager at Cornwall Flying Club wef April.

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## Welcome to New Members

Chris Parsons, 84A Polsloe Road, Heavitree, Exeter, EX1 2NF 01392-278549, 07966-754528 [parsonsct@gmail.com](mailto:parsonsct@gmail.com) Chris owns a very smart Eurofox G-EFOX (rt) based at Dunkeswell.

Ian Channell, 1 West View Road, Marldon, Devon, TQ3 1NE. [ianchennell@sky.com](mailto:ianchennell@sky.com) 01803 550700, Ian has a share in the Somerset Microlights Ikarus



C42B G-CHWN, also at Dunkeswell.

Stewart Atwell, Oak Cottage, Village Road, Marldon, Devon, TQ3 1ST [stewart.atwell@googlemail.com](mailto:stewart.atwell@googlemail.com)  
01803 552016, 07702 251782. Stewart has a third share in Eurostar EV97 G-PIGI based at Exeter Airport.



## 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: £105.00 per month £72.00 per hour wet. Commitment deposit: £495.00 (fully refundable with 6 months' notice). For further info contact: [john@tiptonuk.eu](mailto:john@tiptonuk.eu) – 07591-588226.



**TECNAM ECHO P92 AIRCRAFT G-CBAX (right)**, 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.



**Roger Benson (RB Aero) is now able to offer a Light Aircraft Maintenance & Weighing Service** based at his workshop at Nigel Skinner's Eggesford Airfield. Roger can weigh both GA and LAA aircraft up to an empty weight of approximately 2200kg (4500lbs). Aircraft are weighed using the latest aviation weighing equipment, Intercom RFX Weighing System. In most cases the aircraft will be rolled on and rolled off the scales with no jacking required although tailwheel aircraft will require their tails raising to the normal flight attitude. Weighing operations can also be carried out at your home airfield.





On completion, the aircraft owner will be provided with a weighing report and weight and balance schedule. GA aircraft weight and balance schedules will require a CAA approved signature.

Roger charges £140 for weighing LAA aircraft if carried out at Eggesford or local to Exeter. Otherwise an additional travel charge of £1 per mile will apply to cover Roger's travel time to site and fuel. i.e. if 40 miles away then the charge will be £40. All other work is carried out at £22/hr. Roger is designing a website that should be up and running in a couple of weeks. He is also available for maintenance, repairs, inspections for annual Permit to Fly renewals etc. Contact Roger Benson (LAA Inspector 839), 07478710665, 01392 490714, [rogbenson@hotmail.co.uk](mailto:rogbenson@hotmail.co.uk)

To promote and celebrate the start of the business, Nigel Skinner will be hosting an open afternoon at Eggesford sometime in the spring so potential customers can view the facilities and see first hand what is involved in aircraft weighing. When the details have been finalised they will be circulated to Strut members through the newsletter and by email.

**Similar aircraft weighing services** are provided to Devon Strut members by two of our other local LAA Inspectors **Trevor Reed** 01803-752598, 07470-289244 [trevor@baytrees.eclipse.co.uk](mailto:trevor@baytrees.eclipse.co.uk) and **Dave Silsbury** 01752-690358, 07590-580690 [dave.silsbury@sky.com](mailto:dave.silsbury@sky.com)

**Urgent Request - Build-a-Plane 3** needs a workshop/hangar in the East Devon area. At present it's stored outside and we can't work on it. Can you help us please? We are at the stage where the fuselage needs finishing so that the wings and tailplane can be mated with it. Initially we will only require enough room to work around the fuselage so a space about 5x10 is required. This is an educational charity project and it is important to keep up the youngsters' interest in aviation and continue to introduce new young people to the world of airframe mechanics. If you can help please call Jim Gale on 07887906789 or Brian Lyford on 07710214414. Many thanks in anticipation.

**GNS 2000 GPS Bluetooth Receiver** for sale (*right*). Little used from new £65.00 including postage. Please call or text Chris Howell on 07970-251386 or email [howell@ashworth5.orangehome.co.uk](mailto:howell@ashworth5.orangehome.co.uk)



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**Evening Meetings** - 2nd Thursday of the month, Oct – April at The Ley Arms, Kenn from 7.30pm

<b>11th February</b>	<b>Strut AGM plus awards and LAA Chairman, Brian Davies</b>
10th March	Steve Ladd (ex USAF) Military flying in SE Asia
14th April	Simon Wilson - Pilot Coaching Seminar

Our 2016 fly-in events (and a link to those at Bodmin) are on our Strut website Events page: <http://www.devonstrut.co.uk/#/events/4536727634>

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## DEVON STRUT COMMITTEE

	<p><b>Chairman:</b> David Millin, 6 Farm Close, Kingskerswell, Newton Abbot, TQ12 5BT 01803-875601 <a href="mailto:david.millin@sea-sea.com">david.millin@sea-sea.com</a></p>
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	<p><b>Safety Officer:</b> Steve Robson, 14 Pencross View, Hemyock, EX15 3XH 01823-680784 <a href="mailto:sb.robson@tiscali.co.uk">sb.robson@tiscali.co.uk</a></p>
	<p><b>Membership Secretary:</b> John Hope, 6 North Avenue, Exeter, EX1 2DU 01392-271932 <a href="mailto:john@exeflyer.eclipse.co.uk">john@exeflyer.eclipse.co.uk</a></p>
	<p><b>Treasurer:</b> Tony Gibson <a href="mailto:tony_gibson1@hotmail.com">tony_gibson1@hotmail.com</a></p>
	<p><b>LAA Rep:</b> John Holden <a href="mailto:Holdenjandm@aol.com">Holdenjandm@aol.com</a></p>
	<p>Brian Lyford <a href="mailto:brian.lyford@gmail.com">brian.lyford@gmail.com</a></p>
	<p><b>Events &amp; Social Media Organiser:</b> Chris Jackson <a href="mailto:thechristopherjackson@googlemail.com">thechristopherjackson@googlemail.com</a></p>

## Devon Strut AGM

Thursday 11th February 2016 at the Ley Arms, 19.30

### Agenda

- Apologies for absence
  - Minutes of the last AGM
  - Matters arising
  - Chairman's Report
  - Treasurers Report
  - Election of officers
  - Election of Accounts Examiner
  - Motions
    - 8.1 Adopting the Strut charities
  - AOB
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### Minutes of the LAA Devon Strut AGM 12th February 2015

1. **Apologies for absence**  
Bill Thirtle, Peter Gilmour, Jim Gale, David Shrimpton, Andy Williams, John Moss, Richard Wainwright, Mel Gale, Dave Linney, Howard Fawkes, Ian Law, Pete White, Rachel Ellis, Steve Robson, John Tipton, Richard Hopkins, Nigel Skinner, Francis Moyle, Richard Gibson, James Gibson, Cliff Allison .
2. **Adoption of new constitution.** MM summarised the main points of the new Strut constitution, adapted from the LAA model constitution. The main feature was the removal of Full Strut members needing to also be members of the LAA. This was to enable all existing Strut members to vote, irrespective of their LAA status. Proposer: Mike Wood, Seconder: John Hope, Voted unanimously.
3. **Minutes of last AGM**  
Accepted as read. Proposed: Tony Gibson, Seconded: John Holden, Voted unanimously.
4. **Matters Arising:** None
5. **Chairman's Report**  
David Millin's Chairman's Report summarised the objectives and achievements of the Strut. He described the Strut's activities during 2014, including 8 evening meetings, 13 fly-ins and fly-outs, the regional rally at Dunkeswell and 12 Strut scrambles. He also outlined the proposed fly-in programme for 2015, comprising 13 events.
6. **Treasurer's Report**  
Tony Gibson gave his annual report, including a full breakdown of income and expenditure. Total expenditure was £2,647 and total income was £4,144 with a closing balance of £16,461. Acceptance of the accounts was proposed by Trevor Reed and seconded by Roger Helmore.

Proposals for the use of Strut funds during the coming year included adopting 3 new charities (see later), attracting prestigious keynote speakers and subsidising landing fees for members on selected fly-ins, fly-outs and scrambles.

## 7. Election of Officers

**7.1** Chris Bailey was retiring from the committee and David thanked him for his work in his roles as Safety Officer and Committee Secretary during recent years.

**7.2** Chris Jackson had been co-opted onto the committee during the latter part of 2014 to organise the Strut social media presence. He had also volunteered to be nominated for the role of Event Organiser and was asked to introduce himself to the meeting before being formally proposed. Proposer: Brian Lyford; Seconder: Chris Bailey. Voted unanimously.

### 7.3 Existing Officers

Post	Nominations	All Proposed by	All Seconded by
Chairman	David Millin	Simon Wilson	Roger Helmore
Treasurer	Tony Gibson		
NC Representative	John Holden		
Newsletter & Web Editor	Mike Mold		
Membership Secretary	John Hope		
Safety Officer	Steve Robson		
Without portfolio	Brian Lyford		

## 8. Election of Accounts Examiner: John Holden

Proposer: Chris Jackson, Seconder: Francine Tullis. Voted unanimously.

## 9. Motions

Adopting the Strut charities (Each to be awarded £200):

- RNHS Sea Fury T20 Restoration: Simon Wilson gave an update on the restoration of the Sea Fury and the two Swordfish. Proposer Steve Robson, Seconder: Nigel Everett
- Devon Air Ambulance: Proposer Tony Gibson, Seconder: Mike Wood
- Armstrong-Isaacs Scholarship: Recommendation read by Brian Lyford  
Proposer Brian Lyford, Seconder: Trevor Reed  
All voted unanimously.

## 10. Any Other Business

Simon Wilson announced a GASCo Safety Evening to be held at RNAS Yeovilton on Tuesday 24th March and a Military Civil Air Safety Day, also at Yeovilton, on Thursday 30th April to which pilots could fly in, limited to the first 25 local applicants and ca.100 attendees by road.

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