



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 – March 2016

Chairman's Chat

by David Millin

For all the usual reasons I had not flown since before Christmas and although I am not particularly prone to ground fever, I was inspired by an unusually blue sky last week and had a 'carpe diem' moment to take a day out of the office. Accompanied by Robin Hughes, I flew to Daedalus. <http://www.daedalusairfield.co.uk> The people at Lee-on-Solent were very friendly and helpful and directed us to the beach via their new pilot's path. In five minutes the waves were at our feet and we enjoyed the view across the Solent to the Isle of Wight. After a stroll on the shingle we tackled, at the risk of our weight and balance, a rather large lunch in the Golden Bowler before returning to Dunkeswell via Beaulieu and Stoney Cross. We arrived back at Dunkeswell comfortably before sunset, well satisfied after an excellent day out. For me, after a lay off from flying, it is not the controlling of the aircraft that is compromised (at least I don't feel it to be so) rather it is like riding the proverbial bike. However, there is no room for complacency as aircraft piloting is known to be a perishable skill. I find where I do need to concentrate is in my procedures. Check lists and carefully thinking things through are my way to try to enjoy an uneventful flight.



Our Annual General Meeting was well attended and my thanks go to all of you who came along to support the Strut. I will not dwell upon the detail of the official part of the evening as they are recorded in the appended minutes for you all to read. Of course, no AGM would be complete without its guest speaker and this year we had the pleasure of the company of our Association Chairman, Brian Davies. Brian's first duty was to preside over our Strut awards. The Les Dray Trophy for Airmanship went to Robin Hughes for his handling of a forced landing in his Kitfox G-EYAS and the Mike Claydon Memorial Trophy went to Keith Wingate for his superb rebuild of Isaacs Fury G-AYJY.



Robin Hughes' Kitfox after his forced landing



Robin receives the Les Dray Cup from Brian Davies

Robin was en-route from Dunkeswell to visit his father who lives a few minutes away from Fishburn Airfield in County Durham. Robin uplifted fuel at Sherburn-in-Elmet and set off on the final leg of the journey. A few minutes later, near Ripon in North Yorkshire and at about two thousand feet, all went quiet and Robin was contemplating a static propeller. On the way down, Robin saw the prop windmill so he steepened the dive and the engine restarted and ran for about forty five seconds, which was enough for him to clear a ploughed field and present a much larger grass field when had just been cut. The approach to the field was turbulent, over and past trees, then over hay bales and under power cables to a smooth uphill landing,

which left him on the top of the hill in fear of being blown over by the strong wind! The farmer, sitting in his tractor, had a grandstand view of the whole incident and allowed Robin to camp with the aeroplane overnight. The aircraft was recovered to Fishburn and the engine repaired. Robin's journey home to Dunkswell also came with its challenges but that is another story!

Keith Wingate's Fury was originally built by Tony Francis and first registered in 1970. It has had 9 owners since then and came to grief in a nose-over accident at Exeter Airport in 2014. Keith has rebuilt it extensively and to such a superb standard that his inspector Dave Silsbury had no doubts about nominating Keith for the Mike Claydon Trophy this year. Keith gave a short account of rebuild which left all those present in agreement with Dave! A list of the restoration stages included a complete refurbishment and recover of the wings, refitting of the cockpit, repainting (including getting dispensation from the CAA for the display of historical squadron markings without a G registration), rebuilding of the wheels with the correct spoke and socket dimensions (the previous ones having been incompatible and to which Keith attributed it's previous handling mishap), an engine rebuild and most satisfying of all, the construction of a new propeller based on the dimensions and shape of the half remaining after the 2014 accident.

Last year's winners of the trophy, Andrew and Steve Williams handed it to Sharon Claydon (Mike's widow) who kindly came to present the award. Sharon was also accompanied by her friends Mr and Mrs John Webster.



Keith Wingate's beautifully restored Isaac's Fury



Sharon Claydon and Brian Davies present Keith Wingate with the Mike Claydon Trophy (with Andy Williams looking on)

Brian then presented LAA Wings Awards to some of us. Peter Disley, Chris Oakes and I received Bronze Wings and Mike Mold received Bronze and Silver in recognition for his achievements. Who will be next to apply for the awards and who will be the first to go for Gold?



Wings Award Recipients (lft to rt: Mike Mold, David Millin, Chris Oakes, Peter Disley & LAA Chairman, Brian Davies)

Brian then commenced his discussion and provided much food for thought on the position and future of our Association. His thoughts prompted an active flurry of questions and comments and we all took some of his ideas home with us. For me, the shape of the Association is what we, the members, together with the Board of Directors make it. It is up to us collectively, to determine where we want to be and how we are going to arrive at that point, albeit with the Board carrying responsibility for the viability of the Engineering and Regulatory functions delegated to it by the CAA. There are interesting times ahead and we need to work together to determine the future we want. One thing is certain, the Association needs to increase its membership to sustain a viable long term future. Your challenge is to introduce a new member to the Devon Strut and to the LAA! Here is something else to ponder; what will be the effects on our sort of aviation if we regain our independence from Europe? How will stepping away from the European Union affect what we are able to do? So far, not a great deal has been said about this subject but it is something to contemplate.

We have recently seen the sad news that Eric Winkle Brown passed away at the grand age of 97. The Devon Strut had the honour to host Eric at our evening meeting in December 2006 when he gave a spell-binding talk on his exploits. Unfortunately, I was unable to attend that meeting and I regret missing the opportunity to meet one of Britain's greatest aviators. Fly high on your Golden Wings, Eric.
[Programmes and interviews with and about Eric Brown are available on the BBCiPlayer. See the links in [https://en.wikipedia.org/wiki/Eric_Brown_\(pilot\)](https://en.wikipedia.org/wiki/Eric_Brown_(pilot)) – Ed]

Thank you to all those members who have renewed their subscription and I would urge those who haven't but who still intend to, to contact our membership secretary John Hope, as soon as possible.

The Toronto Region Chapter of the Canadian Recreational Aircraft Association, which is twinned with the Devon Strut, has its 60th anniversary this year. On behalf of our members, may I wish our friends in Toronto our congratulations and good wishes on this great occasion. This year also witnesses a milestone for our Light Aircraft Association as it is now in its 70th year and we will be looking for ways to celebrate this anniversary. There are a couple of burgeoning plans and we would like to hear of any ideas you may have.

I am pleased to announce we will have an extra Strut Evening on Thursday 12th May when David Thomas, a member of the British Aerobatic Team, will be coming to entertain us with his experiences. For those of you based at Dunkeswell, you have possibly seen David in action whilst practicing in his CAP232. David has been flying aerobatics competitively since 2007 and has been a member of the British Aerobatic Team since 2011. This summer he and the team of 6 pilots will compete at the World Advanced Aerobatic Championships in Radom, Poland.

Our next meeting, on Thursday 10th March, is certainly not to be missed, as Colonel Steve Ladd (USAF-Retired) (rt) will be talking about his experiences flying Phantom F4 and A10 combat missions in Vietnam, for which he was highly decorated.

Until then, fly safely.
David.



Inspector Matters

Brian Davies' visit; permit revalidations and even more on GoPros

Hi folks

Top of the list to talk about this month is Brian Davies' talk at the Strut AGM on 11th February, and that leads on to a look at the handling of our permit revalidations by LAA HQ. Finally, I want to top up on the latest developments for camera installations.

Brian brought up some very interesting points. However, I just want to have a look at his comments as far as they relate to inspectors and permit revalidation. I must start by saying that I was not convinced by his opening remarks that "LAA must change or die". He used the examples of BEA and the GPO where, in his opinion, complacency had led to decline. OK, we must not be complacent and we

by Trevor Reed



should embrace change when it is necessary. There is certainly a strong case for fine-tuning some procedures but overall, I am of the opinion that our Association does a good job of looking after the airworthiness of a mixed fleet of aircraft. The key players in this process are, “in no particular order”, HQ staff, inspectors and permit aircraft owners. This “team” is our strength and for any tuning to be effective, it needs the support of all the players.

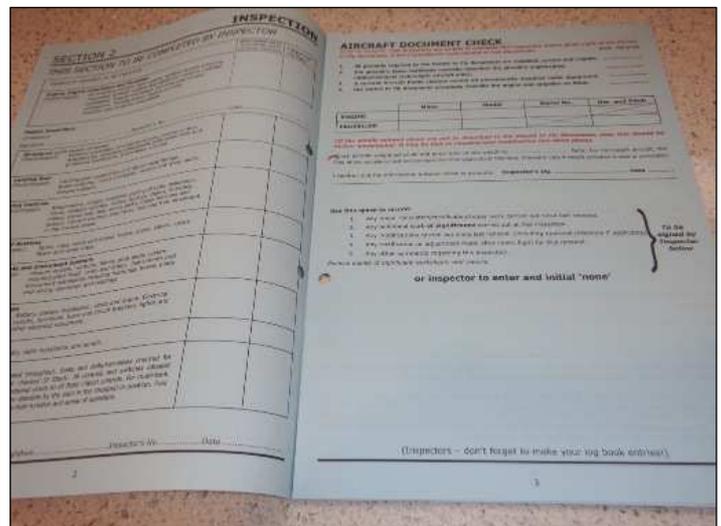
Brian spent a good slice of his talk on permit revalidation and his personal views on possible changes to the process. He suggested that inspectors might, in the future, be able to issue permits on the spot. He appeared keen on the idea, making strong supporting arguments. He said that HQ did little to the validation process, turning round the application quickly with little scrutiny. I felt this suggestion was perhaps a little sweeping as I always thought that all the renewals were subject to more than just rubber-stamping. A call to Malcolm McBride, LAA’s Airworthiness Engineer, confirmed my feelings. He gave me a detailed description of the process with some strong statistics thrown in. Three separate members of the engineering team look at the permit revalidation forms. Firstly, there is an admin check to ensure that the forms are completed in all boxes, the dates and signatures are valid and the owner is a paid up member of LAA. Most, but not all applications pass this initial test.

Next, the form is subject to an engineering admin check where the data in the cells is examined, compared to past renewals, and entered into the HQ database for the aircraft.

Finally, an engineer, usually Malcolm himself, checks every application. At this stage most applications, about 80%, pass and the permit can be re-validated and issued to the owner, often on the same day that the application was received.

This is superb service to members by any benchmark and it is perhaps this rapid response that fosters the concept of a cursory scan of the form. I hope you will agree that this does seem to be a fact and perhaps we could say that the process is a victim of its efficiency.

The GoPro matter moves on! I am not taking any credit for the continuing action but it does seem that I was not alone in being concerned about the possible safety implications of some of the installations.



At the end of January this year, the CAA issued CAP1369 “Policy and Guidance on Mounting Cameras on Aircraft”. This is a comprehensive document giving the facts for “non EASA GA aircraft that are subject to UK CAA regulatory oversight”; their wording not mine. But it ducks the issue for permit aircraft, leaving it up to LAA to come up with a policy. This is really what we have been waiting for. We now need a steer from LAA Engineering on how we should handle existing and new installations. I would suggest the situation is currently out of hand and guidance is needed, particularly as we approach a new flying season and a lot of pilots will have received cameras from Father Christmas!

That’s it for this month. Next time less politics and more practicalities with a good look at what we need to do to get the aircraft ready for action after our wet winter. Cheers, *Trevor*

Safety Alert: Polarn Pumps (Anon)

As I carried out a fuel drain as part of my pre-flight checks (in my Eurostar), I saw what appeared to be white flakes floating in the petrol in the fuel tester. I did another drain and more of the flakes appeared. I

drained several litres into a fuel can via a filter funnel until no more flakes appeared. I then checked the in-line fuel filter and saw that it was also contaminated with white flakes. The only new part of my recent fuel regime has been the use of a Polarn fuel pump (used only three times to date) bought from Flylight at the Flyer Live show in Telford. I took the tape off the joint between the pump hose and the extension hose and discovered that the plastic coupling piece was the source of the white flakes as it was reacting to petrol and appeared to be de-laminating as well as swelling at the ends.

I would urge anyone who has recently bought a Polarn fuel transfer pump to inspect it and their fuel system before flying again as the level of contamination could cause subsequent engine failure in flight. I have notified Flylight of this issue. Thanks, *Pete (Anon)*



Update from Flylight Airsports

As stated, we have had reported that a Polarn pump extension hose joiner piece has been found to be flaking internally. We have checked our stock and noted some joiner tubes have a yellowish colouring on the inside tube wall. We have soaked one in fuel and found that it is this yellow coating that softens and flakes off. These flakes, if they find their way into the fuel tank, could accumulate and cause restriction of fuel flow.

As we haven't heard of this before, we contacted Polarn and they said they haven't either, so we believe it's a new batch problem. Please, if you have the extension hose, check your joiner tube. If it's clean and white inside, no problem but if it displays the yellow coating it's best to stop using it. We have some aluminium tubing and will swap on request.

Also, please always use a filter funnel when filling up an aeroplane. There can be debris in fuel delivery from many sources, and a Mr Funnel or similar will also trap water. <http://www.flylight.co.uk>

CHIRP Feedback

by Ian Dugmore (CHIRP Chief Executive)

(Aviation and Maritime Confidential Incident Reporting - <https://www.chirp.co.uk>)

The number of CHIRP reports received from GA pilots in 2015 was much reduced compared with 2014. One of the reasons is likely to be that our distribution of "Feedback" via e-mail is not as effective as it was with the paper version through the mail. This means that our profile is reduced to the point that pilots no longer think to report to us. A recent sample of GA pilots revealed that a surprisingly large number used to receive the paper version of "Feedback" and would have liked to receive the free electronic version but, for a variety of reasons, we do not have their e-mail addresses. So please, ask your chums if they are receiving "Feedback" and if the answer is 'no', please ask them to send us an e-mail at mail@chirp.co.uk and we will do the rest.

Navigation: We have had a number of reports and comments recently about compasses and DIs. There are 2 more in this edition. <https://www.chirp.co.uk/upload/docs/Printable%20FEEDBACK/GAFB%2067%20Printer%20Friendly.pdf>

Neither are as sexy as GPS but both will work well if you look after them and take some basic precautions. Keep metallic and electronic devices (e.g. tablets) away from compasses and check your DI is synchronised at frequent intervals in flight and always check it after sustained manoeuvres and aerobatics. That said, just about anything can fail at some stage and, as we all know, it will likely be at an inconvenient time and place. So prepare for the worst by practising for it at times and in places where you won't embarrass yourself. *Ian Dugmore – Chief Executive*

Magneto Switches for Vintage Pipers

(From the Piper J-3 Cub Facebook page 21st Feb 2016)

<https://www.facebook.com/groups/567309443291963/?fref=nf>

by Ed Jarnagin

Although it is not the absolute correct switches for the Piper L-4, the AC-8 and AC-9 are military magneto switches that are of far superior quality and basically the same depth as the A-7 originally fitted to vintage Pipers. *(right)*



The AC-8 was used on L-5's to P-51's and any single engine aircraft of that period that used a 2-1/8" switch and carried a battery. You will now find many J-3's and L-4's, Aeronca L-3's, 7AC's, Taylorcraft and more with A-8 and A-9 switches).

The contact holders are phenolic as opposed to pressed cardboard, the tension plate is real springs and contacts instead of brass leaf strips with contacts pressed on them, and the AC-9 has a battery position in case you later install a battery for any reason (most of them simply have the BAT painted over in matching black).

I have repaired and restored mag switches for over 50 years and most of you old timers know that the A-7 can be a very dangerous switch and has AD's that have usually been long forgotten. With age, they tend to "track" brass dust on the cardboard between the contacts. After a period of time the brass carries continuity to another contact. This results in a hot mag switch most all of the time or a switch that will only run on one mag. If you feel the detents getting weak, you are probably close to having a problem.

The majority of the A-7 switches were made by Briggs and Stratton and they are "lawn mower quality". The A-9's were made entirely of aircraft grade materials, by Bendix Scintilla or Jos Pollak, and seem to last forever. Bendix and Pollak also made a quality switch model A/C- 8. It had no battery position and is hard to find. I have one in my L-16A. Also, many restorers know that if you have the left impulse mag, Bendix Scintilla put a yellow dot below "L". (Piper and others started putting an impulse Eisemann on the left side but a Bendix on the right because the Bendix was cheaper at the time). This was the cockpit reminder to crank on the left mag only. If your L-4 still has the original Bendix Scintilla old style mags, you do not need an impulse coupling yellow dot. My experience is that most Continental A-65's have at least one impulse mag. I can repair most any mag switch mechanically, but my hands are getting a little shaky to do the quality cosmetic restoration that I used to do. I have a J-3 and refuse to use the A/C-7 when -8's and -9's are available. I have a small supply of A-9's that are mechanically restored and a few NOS A-9's. I hope this information will be valuable to someone. Best Regards, *Ed Jarnagin*

Meteor Memories in Canada

from Bill Tee

I just wanted to thank you for the item in the most recent newsletter regarding the Gloster Meteor and congratulations to Ted Grossmith on a great article.

As a teenager after WW2 I remember the Gloster Meteor being the very first jet aircraft to fly in Canada, perhaps in North America, and maybe even in the western hemisphere.

The first Meteor, a Mark 3 EE311 (*rt*), arrived in Montreal, Canada in August 1945, assembled and flown, becoming the first jet aircraft to fly in Canada. EE311 was then shipped to Edmonton Alberta for cold weather trials, followed by Meteor EE361 shipped directly to Edmonton in April 1946, also for cold weather trials.



Following the first two Meteors was a third, a Mk 4 RA421, arriving October 1947 and returning to the UK on November 1948. This aircraft was also assigned to environmental trials in northern Alberta

A fourth Meteor arrived in Canada in July 1953 somewhat later than the first 3. This was another Mk4, VF196, which returned to the UK in June 1955.

All Meteors were returned to Britain except the first to arrive, EE311, which met an unfortunate fate in June 1946. EE311 was being flown from Edmonton Alberta to Hamilton Ontario for an airshow, a distance of about 2,000 miles. A long range tank system had been installed for the trip but failed to function as needed, resulting in fuel starvation to the engines and subsequent ditching in one of the thousands of northern Ontario lakes. <http://www.royalaviationmuseum.com/4849/into-the-jet-age> The aircraft was recovered and spent the rest of its life as a static display aircraft. I used to see it whilst I was working for AVRO Canada, as it was stored in an area off the Bay 3 of the AVRO plant on what is now Toronto Pearson Airport, just west of Toronto. It suddenly disappeared and I don't know what happened to it.

Despite the logic of a twin engine aircraft for patrolling the vast Canadian wilderness the RCAF chose the single engine de Havilland Vampire as its first jet fighter. The first pilot in Canada authorized to fly the Vampire was my good friend, 97 year old test pilot George Neal, who is now in the Guinness Book of Records as the world's oldest licensed pilot.

Regards, *Bill Tee* (Toronto)

Members' News

How to Fly, Crash and Walk Away from a Boeing 737-800

by Richard Reeves

I have close on 1000 hours flying GA aircraft and I never imagined I would fly a Boeing 737 with virtually no training but the opportunity recently presented itself and I jumped at it.

Naturally, I was concerned that I might damage such an exotic aircraft but the owners said this was not a problem.

I thought it would be fun to fly from a challenging airport and Google informed me many such airports exist, with one of the most challenging being Paro in Bhutan in the East Himalayas and to my astonishment, the owners were happy to let me try.



There were three major problems. Firstly, the runway is relatively short. It is at 7333ft above sea level and surrounded by mountains rising to 11,000ft. Challenging indeed! My supervising pilot Martin Holland warned me that this would be an extremely challenging take-off. Nevertheless, we were rolling down the runway and I rotated with a couple of hundred meters to spare. However, our rate of climb was pedestrian,

to say the least. It was not obvious which was the best direction to turn to avoid the terrain ahead of us but we chose left and for a short while this seemed to be a good choice but unfortunately the land rose relatively sharply ahead of us and it rapidly became clear I was unlikely to climb sufficiently and it was moments later we impacted the ground. Fortunately neither of us was hurt and nor was the aircraft damaged.

Martin suggested we make a second attempt at take-off but this too resulted in the same outcome. By now, you might be wondering how I got to fly a 737 with no formal training and how we recovered the aircraft back for a second take-off, following such an accident. The answer is easy, Martin re-set the computer on his full flight simulator!



We concluded that a slightly less challenging airport would be a better bet so Martin set up St Maarten in the Caribbean and within a couple of minutes we were rolling down runway 10 towards the hills ahead and this time, although I flew within a couple of hundred feet of the hills, I climbed out into a perfect Caribbean blue sky. For those of you who know St Maarten, you will know the approach is across the beach (left) and having cleared this, I made a landing. Not a good one but at least this time I did not destroy the aircraft or the runway! By the way Google says St Maarten is right up there in the top 10, as is Gibraltar, as the runway is short and there

can be ferocious winds coming off of the rock.

Martin then suggested we fly from Gib. to Malaga, do a touch and go, and then fly back and land at Gib. This we did and it proved to be glorious.

What I had incorrectly anticipated was that I could fly a big jet using VFR but this is not the case. Big jets fly using a host of computers and flying aids that make flying them relatively easy, for those with suitable training. Martin then demonstrated such a flight out of and back into Gatwick including a hands off, fully automatic landing. This was absolute magic to a mere VFR flyer like myself!



The whole experience was fantastic and what is especially good it is available at Chudleigh, close to Exeter. The staff there are extremely friendly and give a conducted tour of their facility and a pre-flight briefing in addition to the flying time you book on the simulator. I would thoroughly recommend a visit. In my case, my family gave me a gift voucher as a birthday present. What a great present! Check out www.virtualjetcentre.co.uk

Welcome to New Members

Dave James, Bramble Cottage, Tracy Lane, Athrington, Umerleigh, EX37 9HY. dave@greenover.net 01769-561002, 07527-906346. Dave has retired from a career in R&D, Regulatory & Int'l Standards and is keen to buy/build an aircraft.

Adverts

Wanted – share in 3 axis microlight. I have recently moved to Torquay from Cambridgeshire where I had a 6th share in an EV97 syndicate. I'm now looking for a share in a 3 axis microlight. Many thanks, Peter Cox 07802 290471, peter@moonpython.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: £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 – 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.



Share for Sale in the Finest PA-28-180 in the UK I might be exaggerating here a bit, but maybe not. Consider the beautiful Romeo Kilo's many virtues: Just repainted in retro style by Trevor Carnell, a former apprentice at Aston Martin. Refurbished interior. Engine less than 1000 hours. Fully IFR and Airways equipped. Mode S, 8.33 KHz radio and NS800 RNAV. Spats that enable 110 Kts IAS at 75% power (that's 120 Kts TAS at 5000 ft), Dunkeswell based. Monthly cost £125. Flying charge £30 per tacho hour. One sixth share: £4,500. More details from Nigel Everett 07918 685420, Mervyn Hill 01626 773754 or Brian Baylis 07740 380236.



Aircraft weighing services are provided to Devon Strut members by our local LAA Inspectors **Trevor Reed** 01803-752598, 07470-289244 trevor@baytrees.eclipse.co.uk, **Dave Silsbury** 01752-690358, 07590-580690 dave.silsbury@sky.com and **Roger Benson** rogbenson@hotmail.co.uk 07478-710665, 01392-490714.

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



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

10th March Steve Ladd (Colonel USAF-ret) Military flying in SE Asia
14th April Simon Wilson - Pilot Coaching Seminar
12th May David Thomson - World Advanced Aerobatic Championships * NEW *

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>

Tailpiece

A group of senior citizens were sitting around talking about all their ailments.
"My arms have got so weak I can hardly lift this cup of coffee," said one.
"Yes, I know," said another. "My cataracts are so bad; can't even see my coffee."
"I couldn't even mark an "X" at election time because my hands are so crippled," volunteered a third.
"What? Speak up! What? I can't hear you, said one elderly lady!
"I can't turn my head because of the arthritis in my neck," said one, to which several nodded weakly in agreement.
"My blood pressure pills make me so dizzy!" exclaimed another.
"I forget where I am and where I'm going," said another.
"I guess that's the price we pay for getting old," winced an old man as he slowly shook his head.
The others nodded in agreement.
"Well, count your Blessings," said a woman cheerfully,
"Thank God we can all still fly!"



Big Sky by Paul Bass (BMAA)

DEVON STRUT COMMITTEE

	<p>Chairman: David Millin, 6 Farm Close, Kingskerswell, Newton Abbot, TQ12 5BT 01803-875601 david.millin@sea-sea.com</p>
	<p>Newsletter & Web Editor: Mike Mold, 38 Catalina Close, Dunkeswell, Honiton, EX14 4QD 01404-891587 mike@mikemold.plus.com (n.b. new email address)</p>
	<p>Safety Officer: Steve Robson, 14 Pencross View, Hemyock, EX15 3XH 01823-680784 sb.robson@tiscali.co.uk</p>
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	<p>Treasurer: Tony Gibson tony_gibson1@hotmail.com</p>
	<p>LAA Rep: John Holden Holdenjandm@aol.com</p>
	<p>Brian Lyford brian.lyford@gmail.com</p>
	<p>Events & Social Media Organiser: Chris Jackson thechristopherjackson@googlemail.com</p>

Minutes of the LAA Devon Strut AGM 11th February 2016

1. Apologies for absence:

Jim Gale, Peter Gilmour, Rick Wainwright, Steve Robson, Nigel Skinner, Brian Anning, David Rhys, Kevin Riley, John Havers, Rachel Ellis.

2. Minutes of last AGM

Accepted as read. Proposed: Tony Gibson, Seconded: Mike Wood. Voted unanimously.

4. Matters Arising:

None

5. Chairman's Report

David Millin's Chairman's Report summarised the Strut's activities during 2015, including 8 evening meetings, 13 fly-ins and fly-outs and 5 Strut scrambles. The number of scrambles was fewer than previous years due to poor weather. He highlighted the good work and enthusiasm of Chris Jackson, our Event & Social Media Organiser, as having contributed to the Strut's wellbeing and invited members to offer ideas for fly-outs and scrambles that Chris could circulate to members during the coming year.

6. Treasurer's Report

Tony Gibson gave his annual report, including a description of income and expenditure having been approximately equal during 2015 at just over £3000. As the full accounts could not be displayed to the meeting due to a failure in the projection equipment, acceptance of the accounts was deferred and Mike Mold offered to circulate the details to members by email and in the March newsletter.

Proposals for the use of Strut funds during the coming year included adopting 2 new charities, each to receive £200 (see later), attracting prestigious keynote speakers and continuing to subsidise landing fees for members on selected fly-ins, fly-outs (including to France) and scrambles.

7. Election of Officers

Post	Nominations	All Proposed by	All Seconded by
Chairman	David Millin	Keith Wingate	Trevor Reed
Treasurer	Tony Gibson		
NC Representative	John Holden		
Newsletter & Web Editor	Mike Mold		
Membership Secretary	John Hope		
Safety Officer	Steve Robson		
Events & Media Organiser	Chris Jackson		
Without portfolio	Brian Lyford		

All existing officers were re-elected unanimously

8. Election of Accounts Examiner: John Holden

Proposer: Mike Mold, Seconder: Mike Wood. Voted unanimously.

9. Motions

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

- **Armstrong-Isaacs Scholarship:** Recommendation read by
Proposer: Brian Lyford, Seconder: John Holden
Voted unanimously
- **GASCo**
Proposer: David Millin, Seconder: John Holden
Voted unanimously

10. Any Other Business

Dave Silsbury proposed a vote of thanks to the committee for its ongoing management of the Strut's affairs.

DEVON STRUT ACCOUNTS 2015

	2015	2014	2013
Opening Balance	16461	14964	13258
Income			
membership	2562	4081	3847
goods	0	0	30
events	160	0	440
interest	6	6	8
collection	322	57	0
total	3050	4144	4325
Expenditure			
Donations	400	400	600
strut expenses	1312	1198	821
meeting expenses	524	336	460
fly ins	943	713	738
total	3180	2647	2619
closing	16331	16461	14964
Comprising			
Current account	7439		
Deposit	9619		
Cash	13		
Liabilities	-740		
Total	16331		

Notes to the Accounts

The amount shown for Membership has been agreed with the Membership Secretary.

The apparent reduction in membership income was due to getting money in early last year, whereas this year more people have been late.

The reduced membership fees shown for last year are not caused by any reduction in membership but in a change to peoples paying habits.

The actual number of members from the membership secretary is: -
2013 – 203, 2014 – 214, 2015 - 186

The increase shown in Strut expenses is not a 'real increase'. It includes the cost of the Christmas dinner which is offset by the £210 collected from the diners that is included in collection. The result of this is to reduce the expenses to 314 pounds making it in line with previous years

The increase in the cost of fly-ins is what we agreed to try to do at last year's AGM.