



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 – February 2017

Chairman's Chat

by David Millin

I was certainly very pleased to complete my Jodel's Permit test flight last month after having my magnetos serviced by ATSO Ltd (Alan Turney) at Turweston <http://www.atso.co.uk>, and I have even been able to clock up a couple of hours since. There have been quite a few opportunities for some good winter flying lately so let us hope this extends as the days slowly draw out.



The January Strut evening featured Colonel Steve Ladd (USAF Ret.) who, as some of you will recall, regaled us last year with tales of his Vietnamese exploits in the Phantom F4. This time Steve illustrated the virtues of the fantastic A10 Warthog equipped with its amazing 30mm Gatling gun. Steve's manicured presentation of his Cold War time at Bentwaters and the forward operating bases in Germany was laced with humour, infusing a light hearted tone to the evening which was rounded off with a whole string of questions about the A10 from the audience of over 50 members and guests.



Our next get together will be for the Strut's Annual General Meeting [*agenda attached – Ed*]. As always, I promise that the formalities will not linger any longer than necessary so that we may move quickly on to our annual award ceremony. One of our awards is the Les Dray Cup for Airmanship. We have over 180 members and our committee relies on you to let us

know who, amongst us, might be worthy of the trophy this year. Please send your nomination(s) to me by email to david.millin@sea-sea.com. The highlight of the evening will be our guest speaker, LAA CEO, Steve Slater. Please do come along and have a chat with Steve and hear his views on current topics close to our hearts (LAA Engineering and Inspection services, our future relationship with the CAA & EASA post Brexit, communications and "outreach", etc).

The aviation magazines have recently featured the hot topic of 8.33 kHz radios which, once again, represents another degradation of our freedom to operate our aircraft. Nevertheless, we (in contrast to our friends in France and Ireland) need to comply with this Regulation so don't forget to order your new radio and install it before the end of this year. It will be interesting to see how the application of all these new frequencies develops from next January! You can find out about how to claim back some of the costs from the CAA's EU grant: <http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=7715>.

If you missed one of the recent local GASCo Safety Evenings, there are other opportunities coming up. Fly Newquay will be hosting a GASCo Safety Evening on Wednesday 8th February 2017 at the Cornwall Air Ambulance Centre in Newquay, which may be of interest to some Devon Strut Members in Cornwall. Full details of the event can be found on the Flyngy website: <http://www.flyngy.co.uk/events/events?id=27> and a second opportunity will be at the Devon & Somerset Gliding Club on Saturday 11th February, details at: <http://www.gasco.org.uk/safety-evenings.aspx>

Cornwall Flying Club is hosting a CAA approved training course for drone pilots to obtain their commercial drone licences. If you're interested, please contact Pete White on 07805-805679.

For our Francophile tourers, from the 1st February, customs at Cherbourg will be subject to 24 hours notice. This should be done to the following email address: bse-cherbourg@douane.finances.gouv.fr. We've also heard that customs at Caen is now also subject to 24 hours notice.

For Strut members who are bent-wing flyers, a successor to Airworld UK as a source of parts for Jodel and Robin aircraft, will be available with effect from 1st February in the form of Sandalwood Services <http://sandalwoodservices.com> who have acquired the remaining stock from Airworld.

Back in 2009 the Strut committee circulated a questionnaire to members in order to gauge your opinions on how the Strut was being organised and to give you an opportunity to express your expectations & wishes for the future. The committee acted on your valuable feedback and now wishes to update the process with a new questionnaire. This will be accessible online and the link will be emailed to you when it has been uploaded. For members who do not have internet access, a hardcopy will be provided with an SAE for its return. We'd be grateful if you would spend a few minutes completing this survey by 10th February so we can evaluate the results before our AGM. Thank you.

We have recently been made aware of a new weather website, Ventusky <https://www.ventusky.com>. This has been developed by a team of meteorologists in the Czech Republic. It uses similar visualisation graphics to those on Windyty but with more accessible menu options and we have made it available as a link on the Strut website Weather page <http://www.devonstrut.co.uk/weather/4536697680>.

Wishing you blue skies and safe flying.
David.

Gustav Mesmer: The Kindly Dreamer

by Graham Clark

During last year's Aero General Aviation trade fair at Friedrichshafen in South Germany, the Zeppelin Museum hosted a special exhibition of the Flying Bicycle designs by Gustav Mesmer, the 'Ikarus of the River Lauter Valley'



Gustav Mesmer was born on 16 January 1903 in the town of Altshausen in Upper Swabia, Germany. Wilhelm the Second was King of the strongly Roman Catholic province of Württemberg and Count Ferdinand Zeppelin had just flown his first airship.

Gustav was the sixth of twelve children and the house was crammed full of family. His father was a civil servant in the Treasury while his mother looked after the children. He came from a humble, sheltered background, and his upbringing was strictly Catholic.

When the First World War broke out Gustav was in the fourth year of primary school. At the war's beginning, professional teachers were drafted into the forces; their places were taken by poorly trained disabled ex-servicemen. Shortly after, Mesmer contracted tuberculosis, which put him in hospital and the need for two difficult throat operations. After two years, he was discharged from hospital but there was no chance of resuming his education, and all his life he regretted this loss.

The 14 year-old Gustav was then obliged to find a job and was taken on as a child farm labourer in local farms and then a convent. Without a proper school education and as a child from a large family he had no alternative.

In April 1922 Mesmer entered the Benedictine monastery in Beuron and in December of that year began his novitiate as 'Brother Alexander'. There could have been various reasons behind this step: his Catholic upbringing, religious interest, a guaranteed roof over his head, or social advancement through belonging to a respected Church Order. In his later autobiography, he said it was the convent sisters who pushed him in that direction. However, Mesmer struggled to cope with the monastic life. The lay brothers, also called novices, were at the bottom of the hierarchy, and were responsible for the household chores and farm work that took priority over the religious and spiritual life, all governed by strict rules.

Mesmer's ideas of a religious life, and probably his religious practice drew criticism from his fellow brothers and after three years as a novice he was not allowed to take final vows. After six and a half years of monastic life, Gustav went back to his parents' home in 1928. His experiences in the monastery left a profound influence upon him: his later work was defined by religious and spiritual questions, the search for God and the deeper meaning of life.

He later wrote: *"I stuck it out for six years at Beuron Monastery until all the wonders of heaven turned to dust and I got ill, half mad, and was sent back to where I came from. You always have to talk politely about religious orders, respect their religious calling; it's no good whining about bad treatment. Better to say that everything that goes wrong or fails to happen is your own fault, otherwise the Order can't maintain its perfect reputation in the world... You must never forget that in the eyes of the Order you're always the guilty one, and nothing and nobody is holier than they are!"*

Schussenried Mental Asylum

On 17 March 1929 Gustav Mesmer walked into the Protestant Church in Althausen and interrupted a confirmation ceremony with a sermon of his own. He proclaimed to the congregation: *"What you are given here is not the blood of Christ."* He was taken home where he spent the following days silent and often locked in his room. The family doctor diagnosed schizophrenia and committed him to the State mental asylum at Schussenried on 28 March 1929. The asylum doctor confirmed the diagnosis.

Later, Mesmer called the incident in Althausen a 'religious accident'. In letters and in his autobiography he described the causes of this acute mental crisis and the state of his mental health during the years before: *"After half a year the unheard event happened, I went into the neighbouring church (Protestant) on communion day, had a blackout, preached and was dragged out (...). Some kind of thing began in the Order, probably even before that. Missing out on school, being operated on, never being allowed to get an understanding of social behaviour, completely ignorant of the basic rules of conduct..."*

Mesmer hoped he would be released after only a few months, however he could not return home because of the poverty. Despite his hopeless, oppressive situation, Mesmer did not give up and managed to obtain short periods of release. In total, he got away from the Schussenried asylum eleven times, sometimes wandering for days through Upper Swabia. The first indication of Mesmer's artistic inclinations and the idea of a Flying Bicycle was recorded in his 1932 medical file. His first colour picture can also be dated from this time in Schussenried.

Mental Hospitals in the Nazi Era

The Nazi era was a very real threat to Gustav Mesmer. People diagnosed with schizophrenia like him were directly affected by the 'Law for the prevention of genetically defective offspring' which was enacted in 1934. Such persons could expect compulsory sterilisation or lifelong incarceration in an institution. At Schussenried, 150 patients were sterilised between 1934 and 1939.

The so-called T4 decision authorised "the destruction of life unworthy of life" and resulted in more than 70,000 people with mental or physical disability being put to death in the gas chambers of Grafeneck, Hadamar, Pirna and elsewhere in the years 1940 and 1941. Approximately 230,000 psychiatric patients were killed by systematic neglect, starved or died in epidemics; 620 patients were deported from Schussenried and murdered, also 691 patients from the mental hospital at Weissenau. Gustav Mesmer escaped because he was a hard worker doing useful and necessary tasks for the hospital.

The events of that era were a weight on Gustav Mesmer's mind for a long time and they were always associated with the Schussenried institution. Since he doubted he would ever be released, in 1949 he asked for a transfer to the Weissenau mental asylum.

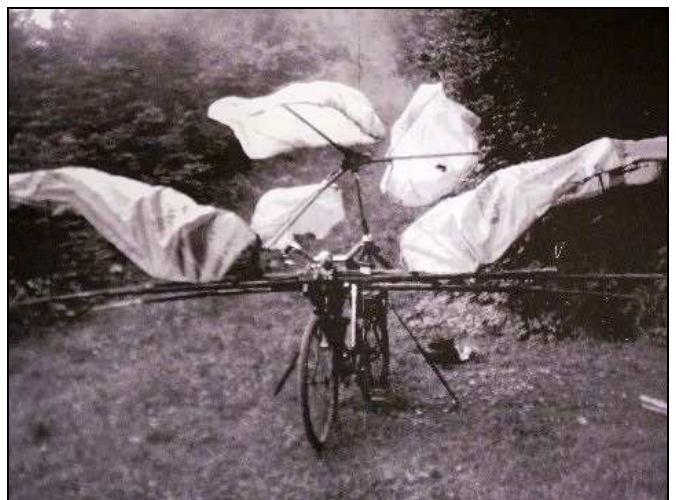
In Weissenau it was possible for Gustav Mesmer to spend time in the workshop applying himself to the invention of his flying machine. He sketched many variations of his flying bicycles, wrote a series of papers, poems and carefully designed pamphlets. By mid-1959 he claimed he had extensively and comprehensively researched the whole subject of flying bicycles. After that, his writings focused on religious themes and a personal search for religion. In 1962 at the age of 59 he wrote his autobiography: *"Biography of a Nobody / an Unknown. By a person whose life took him through both religious orders and psychiatric hospitals."* It contains not only descriptions of everyday life in Schussenried and Weissenau but also a polemic against his monastic experience and his search for his own faith.

During these years he increasingly expressed his wish to be released, given the chance to be economically and personally independent, to have a relationship with a woman or to marry. The concerted efforts of his sister-in-law and brother Walter enabled him to leave Weissenau in 1964 and he was admitted to a retirement home at Buttenhausen in the Swabian Jura mountains.

Gustav Mesmer's 35-year incarceration in mental homes was by no means a unique fate for that era. The Imperial Welfare Act of 1924 and the early social laws of the Federal Republic of Germany regulated the housing and care of destitute or mentally ill people in closed psychiatric wards. These laws relieved local councils and families of financial responsibility and acted as an incentive to overcome any inhibitions they might have had in committing a relative to a mental hospital. During Mesmer's lifetime, it was usual for a patient not to have any say in the matter. That changed in 1968.

Buttenhausen

Gustav Mesmer only needed a short time to settle in at Buttenhausen before he could finally get to work as he had always dreamed of doing and put his ideas in to practice. There was soon big local demand for the baskets he made in his own workshop, and the assortment of flying bicycles that he made brought him fame even beyond the Swabian Jura. It was his flying bicycle designs that first caught the attention of the local and national media. Recognition of their artistic quality came a bit later. Friends organised the first exhibition of his works.



Gustav Mesmer continued to live a very modest and quiet life. He appreciated the belated recognition his inventions and was pleased to be accepted into society at last. But more than anything else, he enjoyed his personal freedom, riding his various bicycles through the River Lauter Valley. He even claimed with a twinkle in his eye to have taken off and flown a few metres on one occasion, but there had been no witnesses.

During his final years Gustav Mesmer seemed at peace and was contented. His life's work was completed. He did not actually need to fly in the air; now he was free to ride his bicycle whenever he wanted on the ground. He had solved his religious conflicts and found the answers he needed to all the questions on that subject.

While he was still alive, Mesmer and a group of friends from the area around Buttenhausen made arrangements for the transition of his estate to a foundation. This was established two years after his death and is committed to the conservation, restoration and publication of Gustav Mesmer's works.

The local population fondly named him *Ikarus of the Lauter Valley*. He had arrived! For the first time, he had been accepted without reservation and was admired.

In the early 1980s a number of friends decided they should make his ideas and artistry available to a wider public. The exhibitions they arranged in Vienna, Mannheim, Lausanne and Ulm had an enthusiastic reception. The absolute pinnacle of his late career took place in 1992 when one of his flying bicycles was exhibited in the German National pavilion at the World Exhibition in Seville under the banner heading: *The Dream of Flight*.

One year later, he returned to live in the village of Altshausen where he had upset the church congregation 64 years previously and had been committed to a mental institution. There was a large exhibition to show what the *Ikarus of the Lauter Valley* had created over the last decades; this was late rehabilitation for a man who was by now recognised as an inventor and artist. What particularly pleased him was that the exhibition took place under the banner of *Gustav Mesmer: Flugradbauer von Altshausen* -- 'Gustav Mesmer; Flying Bicycle Builder from Althausen'.



He was often asked if he had really flown with any of his flying machines. "Yes", he answered mischievously: Once he had flown almost 50 metres down a hillside, but unfortunately there had been nobody with him to witness the flight. He died at Christmas 1994, shortly before his 92nd birthday.

Microlight – SSEA harmonisation?

by Geoff Weighell (BMAA)

John Holden's experiences with operating a variety of Eurostars (*Devon Strut News, January 2017*) raises some interesting points and I can understand that from his point of view that there might seem to be some illogical requirements. Perhaps I can clarify a few points.

Powered aircraft types have always been categorised by weight and the number and type of engines. Microlights have upper weight limits. The now extinct Group A aircraft had a maximum weight of 5,700kg. There were other Groups for heavier aircraft and multi engine aircraft. When the microlight definition was changed to increase the maximum weight to 300kg single seat and 450kg two seat it encouraged the makers of "almost microlights" to produce a slimmed down version which could take advantage of the less restrictive world of airworthiness and licensing regulations enjoyed by microlighters. The Eurostar was one of these types. Ever since, there has been general dissatisfaction among owners of such aircraft with the load carrying capacity and a constant stream of demands for microlight weight limits to be increased to compensate. John suggests a sub-500kg class. How long would it be before someone's aircraft needed a bit more and asked for a 525kg class? Where does it stop? It might help to remember that in 1997 Cyclone Airsports introduced the AX 2000 two seat three axis microlight. With a crew loading of 180kg, 8 more than the Eurostar, and a full fuel tank of 62 litres it still had an additional baggage capacity of 26kg and a stall speed of 31knots when flown at 450kg. Building a useful microlight without exceeding the 450kg or insisting on pilots the size and build of a racing whippet is not impossible, just something that wannabe microlight manufacturers seem to find hard to achieve.

The UK microlight definitions stem from FAI aircraft class definitions, later adopted by EASA as an Annex 2 grouping. EASA doesn't actual define a microlight. Part of the UK microlight definition includes the requirement that the aircraft must have a stall speed not exceeding 35 knots. This applies whatever the maximum weight of the aircraft is. It applies to the 300kg single seat microlights at one end and to the 495kg two seat microlights fitted with floatation devices for flying off water at the other. The same 35 knot stall speed limitation does not apply to the SEP version of the Eurostar and it is likely that that version when fully laden would not comply with the requirement whereas the 472.5 microlight version certainly does. So although a particular airframe may be either a microlight or a SEP version, as was John's 'OG, it is the maximum weight that has the potential to alter the handling and performance characteristics, not the airframe weight and so they shouldn't be seen as the same aircraft.

John's licensing position is another result of developing regulation. I believe from his article that he first had a PPL M. This was a standalone microlight licence to which no other class ratings could be added. When the NPPL was introduced, the PPL M was discontinued and the microlight class rating became a rating that was available within a NPPL. The other class ratings available were the SLMG, they too lost their standalone PPL SLMG licence, and the SSEA class rating. During the negotiations and development of the NPPL we did at least manage to get sensible cross credits for the licence holder wishing to add other NPPL class ratings. Prior to that time a three axis microlight pilot got no credit at all for his microlight

experience if he wanted to fly SEP types. I am proud to say that I personally had a significant part in getting that credit for our members. John will have used that credit option to get himself a NPPL with an SSEA class rating. It would have been prudent at the time he got the NPPL to ask to have the Microlight rating included in the NPPL rather than be left on his PPL M. In fact, there would have been no reason to have lost the PPL M. He could have still had that licence and the NPPL. The advantage of adding the microlight rating to the NPPL is that he could have used hours in either type to keep the licence current and would only have to have flown a minimum of one hour in each to keep both ratings valid. That way only one hour each two years in a microlight would be needed to keep the licence valid. As John points out, he could use that one hour as his instructional hour with an instructor at no, or very little, additional cost.

Finally, the latest oddity is that three axis microlight hours can be used to keep an SEP rating valid. This is a new allowance and I don't have full details although I believe as John says, that he is correct and these hours can be used. Of course, you don't need a Microlight licence or rating to fly a microlight if you have a SEP rating because as long as you have taken differences training, not a GST, you can fly a microlight on a PPL with an SEP class rating. However you cannot fly a microlight if you only have a NPPL SSEA class rating because that privilege was specifically excluded when the NPPL was developed. So the holder of a NPPL with an SSEA rating must add the microlight rating to the NPPL with the required training and GST etc. These days, that probably doesn't make sense and it should only require differences training. Perhaps someone will ask for it to be changed.

Anyway, I sympathise with anyone who is not working full time with these matters because keeping up with the various regulations is hard enough for us, and pretty well impossible for the recreational pilot. I can see John's points and I hope I have been able to clarify more than confuse the issue with this response. Happy and safe flying whatever it is in.
Geoff Weighell (BMAA)

Members' News

Peter Gilmour has swapped his new RV8 for the award winning RV7A G-EGSR (below), plus a part finished RV8 kit.



Mel Gale reports:

I have had two garden rotary clothes dryers that have had to be retired and by removing the clothes line from them and inverting them, you have an extremely stable stand. I use one to hold a mains flood light which allows me to work on after dark, inside or out (*right*). Brilliant for those dark corners of the hangar! Warm Regards, *Mel. Gale*



Robin Charles is looking for a co-pilot or radio operator/buddy for the forthcoming Vans fly-out to Corsica in early May in his RV9A. There will be about 20 UK RVs going, including several from the South West. You can get to Corsica low level or via the Alps foothills, weather permitting. Robin intends to allow a few days extra for weather and make it a leisurely trip across France. The RV9 has great speed and range with an economy cruise of 130 Kts and 134 litres of fuel. If you're interested, please call Robin on 01404 815204.

Subs Renewals

It's membership renewal time again and our Strut Membership Secretary, John Hope, would be grateful if those of you who have not yet renewed with him personally or by Direct Debit, would please renew promptly *using the form accompanying this newsletter*. If there have been no changes to your details please just fill in your name and tick the "no changes" box. Thank you.

Welcome to New Members

Colin May, 12 Salterton Road, Exmouth, Devon, EX8 2BW bluecjmduc@sky.com, 01395-266273, 07974-744001. Colin has a share in the Dunkeswell based Somerset Microlights Ikarus C42 G-CHWN (*below left*).



Lauren Richardson, Pipistrelle Grand, Lower Southey Farm, Smeatharpe, EX14 9RE 01458-898116 lauren.richardson@live.co.uk Lauren is an accomplished display pilot <http://lauren-richardson.com> and keeps her Pitts S-1S G-BKDR (*above right*) at Yeovilton.

Adverts

Piper PA17 Piper Vagabond for Sale. LAA Permit to April 2017 Manufactured Lockhaven, USA 1948. T.T. Airframe: 2560 hours. Engine Continental C90-8-F (1955) T.T. 1306hrs, 360hrs since overhaul by LAA inspector. Fuel Avgas 100LL or unleaded Mogas. Main tank contents 17gals (77ltrs), Wing (aux.) tank 4gals (18ltrs), normal consumption 4gals/hr (18ltrs/hr). Radio: Microair 760. Turbo alternator type BPE14 14V 6Amp @70kts. MAUW: 1150lbs. Cruise 100mph. This is a classic pilot's aeroplane with no vices, delightful to fly taildragger. Economical cruise and very short field performance. Contact 01749 841084 fosseflying@aol.com



Andair Fuel Valve and Fittings for Sale: Fuel valve model FS20 type 3, i.e. left-right (at 180 degrees) – off, female connections, brand new and un-used. In addition: one AN816-6D straight NPT to flared fitting plus two AN822-6D 90 degree NPT to flared fittings to mate with Andair fittings. Brand new, pristine and un-used. Total value £208.00 plus postage and VAT (check Andair & LAS). Asking price £100.00 plus £5.00 insured postage. Contact john@tiptonuk.eu



Jodel D112 Restoration Project for Sale. Repair work required on wing. Inspection at Watchford Farm. Price negotiable. Please contact Mike Mold on mike@mikemold.plus.com 01404-891587, 07884-361645 <https://afors.com/index.php?page=advview&adid=39087&imid=0> Photos at <http://tinyurl.com/jutlm5p>

Piper Tri-Pacer - One tenth share for sale in well-maintained vintage Piper Tri-Pacer G-BUVA based at delightful Oaksey Park near Kemble. £2,100. Please contact Graham Clark on 01454 618218 (evenings best), or 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: £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.



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

If You're Serious About Your Flying ... You'll want to subscribe to **GASCo's Flight Safety Magazine**. Keep up with the latest developments towards better safety. Read about recent AirProxes, GA Occurrences and AAIB accident reports. Follow the well informed commentary in our articles and letters. Help us with our work at GASCo. Quarterly subscription only £16 p.a. including UK postage and a digital version, **plus: Flight Safety Extra:** Free email copy of this useful new monthly round up of the latest safety information is available to anyone. Go to www.gasco.org.uk or email info@gasco.org.uk or tel. 01634-200203. Editor: Nigel Everett



TECNAM ECHO P92 AIRCRAFT G-CBAX built 2001, JAB2200 solid lifter engine, Pro Pilot autopilot 3 axis linked to Garmin colour GPS296, electric gyro turn indicator, new ATR833 radio, transponder, compass, new prop, EEI fuel flow indicator, permit valid Apr 2017, always hangared at Dunkeswell. Price £26,000 ono Contact Leo Collier 01404-831195.

Strut Fly-Ins & Fly-Outs 2017

March tbc	Kemble
April 30th	Dunkeswell
May 13th	Eggesford
June 17th & 18th	Farway Common
July 23rd	Lundy (revised date)
August tbc	Duxford
Sept 1st - 3rd	Sywell (LAA Rally)

Strut Evening Meetings

Second Thursday of the month, October - April, at the Ley Arms, Kenn, Exeter starting at 7.30 pm
(If you'd like to join us for an evening meal before the meeting, please book a table on 01392 832 341)

February 16th Strut AGM followed by a talk by Steve Slater, LAA CEO (n.b. new date)

March 9th	Keith Vinning - PilotAware Collision Awareness System
April 13th	Colin Hague - Test flying the Westlands EH101 Merlin

Tailpiece: Not Flown For a While?

A man was walking down the street when he was accosted by a particularly dirty and shabby-looking homeless man who asked him for some money for dinner. The man took out his wallet, extracted fifty quid and asked,

"If I give you this money, will you buy whiskey with it instead of dinner?"

"No, I had to stop drinking years ago," the homeless man replied.

"Will you spend this on a flying instead of food?" the man asked.









"Are you NUTS?" replied the homeless man. "I haven't flown aeroplanes in 10 years!"

"Well," said the man, "I'm not going to give you money but instead, I'm going to take you home for a hot shower and a terrific dinner cooked by my wife."

The homeless man was astounded. "Won't your wife be angry with you for doing that?"

The man replied, "That's okay. It's important for her to see what a man looks like after he has given up drinking and flying."

DEVON STRUT COMMITTEE 2017

	<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>
	<p>Membership Secretary: John Hope, 6 North Avenue, Exeter, EX1 2DU 01392-271932 john@exeflyer.eclipse.co.uk</p>
	<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>

Devon Strut AGM

Thursday 16th February 2017 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
 - Adopting the Strut charities
 - AOB
-

