



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 2017

Chairman's Chat

by David Millin

I'd like to start my chat this month by mentioning the terrific turnout of over 40 members at our Annual General Meeting at the Ley Arms on Thursday 16th February. We had two changes to our committee; after several years of service, John Holden stepped down and David Mole was elected. We are most grateful for John's contribution, not only at our monthly meetings and his valuable help at our flying events but as Strut representative on what was the LAA National Council. In recognition of his work, John was awarded the Strut Cup. David Mole is a Director of the Light Aircraft Association and has been attending our committee meetings for the past few months in a co-opted role. *[His "Meet the Members" profile will appear in our April issue – Ed].*



The official business of the AGM was despatched effectively, enabling us to move on to the guest presentation by Steve Slater, CEO of the LAA (*left*), who focussed on where the LAA is now, what it is involved with and the main challenges faced by the Board. Whilst the membership of the LAA has been maintained at over 7,500 and is larger than all the other GA member organisations in the UK, and the number of LAA aircraft is greater than the commercial airline fleet, it is perhaps of particular note that the Association's membership is aging. It must be said that this is in no way peculiar to our Association or sphere of interest. Indeed, country wide, clubs and organisation of many persuasions are recording a decline in interest and in membership numbers. This worrying fact prompts a deeper reflection into the fundamentals, evolution and development of our society as a whole. That said, and moving back to the LAA and the Devon Strut in particular, I am pleased to say that our membership is strong and healthy, but the national statistics ought not be ignored if

our club is to continue to be robust and resilient to any challenges in the future.

Over the past few months, I have introduced several new members to the Strut. My challenge is for each of you to do the same. Bring someone along to the Strut evenings or encourage someone to participate in our flying events, be it in the air or on the ground. Let us keep our club moving forward so that we may all enjoy the mutual benefit of a strengthened flying community.

The AGM was concluded with our annual awards. As previously mentioned, the Strut Cup went to John Holden and the Mike Claydon Trophy was awarded to Robin Charles for his superb Vans RV9a. Once again, Sharon Claydon kindly presented the award. Sharon was accompanied by John Webster, Secretary of the Air Transport Auxiliary Association <http://www.airtransportaux.org.uk>. The Strut would like to thank Sharon and John for travelling down for our AGM from the Home Counties. Thanks also go to Steve Slater for taking the time to visit us and to all the members and friends of the Strut for their continued support.



Steve Slater with John Holden



Sharon Claydon with Robin Hughes

For those of us who are obliged to fit 8.33kHz radios in our aircraft, the compensation application form and procedure is now available on the CAA's website at <https://tinyurl.com/jr3wid6>. Good luck with fitting your radios and applying for the 20% remuneration toward their cost.

Our next meeting is on **Thursday 9th March** when Keith Vinning will talk to us about the award winning Pilot Aware anti-collision awareness device. Do come along to the meeting and please bring a friend with you; all are welcome! Until then, I wish you safe and enjoyable flying.

Best regards,
David.

Vans RV8 G-CIKP – the Final Chapter, or is it?

by Peter Gilmour

During a recent meeting and conversation with Mike Mold at Dunkeswell, after some prompting, I realised that I had never submitted a final chapter to the Strut Newsletter on the building and test flying of our Vans RV8, G-CIKP. So, for the sake of completeness, I agreed that I would write a few words to conclude the story.

Well, 'KP flew extremely well from the start and has done so ever since. The fact that the aircraft flew straight and true was not just a relief, but, a tribute to the accuracy of the Vans kits rather than the innate abilities of the builders!

The initial flight test was undertaken almost a year ago, by Dai Heather-Hayes. Dai is a well-respected and legendary CAA Examiner based at Perth in Scotland. With nothing untoward from the test flight, I flew all the following proving flights. These were under the guidance of Dai in the rear seat, acting variously as Flight Test Engineer, Flight Data Recorder, Scribe and On Board Flying Standards Officer. What a great experience to be able to tap into his knowledge and sardonic wit regarding my flying abilities!



The interior is kept simple and clean with an MGL Challenger EFIS, Trig Avionics and a VPX power distribution system. All switches and controls are laid out in a manner that allows a logical left-right scan for start-up and reverse for shut-down. The stick top has several function switches including electric trim for elevator and aileron, flaps, fuel booster pump, starter and radio transmit. Some of these functions on a stick top may sound controversial but the flexibility of the VPX power management system allows these functions to be safely installed without risk of inadvertent operation. When you consider you can have a transmit switch beside a gun trigger or missile firing switch on a military aircraft, the inherent risk pales.



Suffice to say, 'KP hit all the numbers as advertised in the glossy sales brochure. Fitted with a Superior IO-360 (180hp) engine, the aircraft basic weight is 1050lbs, leaving a whopping 750lbs payload up to its maximum take-off weight of 1800lbs. Full tank capacity, in round terms, is 160 litres, so in pilot math's, that equates to 250lbs, leaving 500lbs for passengers and baggage. That allows you to take the maximum baggage weight of 125lbs and still eat lots of pies! Frequent transits from Leuchars to Dunkeswell over the last year also proved the economics. With a fixed pitch prop, running at 2400RPM and a cruising speed of 140kts IAS is normal and when

leaned out, a fuel burn in the region of 31 litres per hour is achieved. (Incidentally, the loop entry speed is 140kts. Thus you can enter a loop, in the cruise, at any time at your convenience!) Looking back at my flight logs, the average trip time for those 360nm journeys was 2h 25m. This is nicely within the 'BOWL' limit, or Bladder Overpressure Warning Light! On one occasion I departed Leuchars with full tanks and only had to uplift 40 litres of fuel at Dunkeswell to enable me to do the round trip and arrive back at Leuchars with one hour's reserve fuel. Well, as a Scotsman, it pleased me, even if it didn't impress Brendan quite so much!

One thing I would say about the RV series is that, unlike the Cub or Jodel genre, it is not an aircraft for 'bimbling'. I have tried various techniques; throttling back, lowering flaps, but hanging around just does not feel right. These aircraft are designed for covering distances. To that end, each time I fly the RV I feel I need a more defined purpose. For instance, the £100 hamburger radius of action suddenly doubles and then some! That difference between a 90kts/90mph cruise to 140-160kts is tangible. That might sound odd considering I used to fly considerably faster "equipment" in the RAF, but it's true! The difference between flying the RV or the Cub is that the ground moves. To that end, from Leuchars, with lunch stops at Manchester, Church Fenton (sorry, Leeds East), Blackpool or Sywell, are easily achieved. Which pretty much sums up last summer. So, that brings us to Sywell last autumn. What a joy it was to finally arrive at 'The Rally' in 'KP, having promised ourselves that trip all the way through the build process.

But then, at Sywell, an unexpected sequence of events unfolded. During the weekend, we had a conversation with a fellow RV builder and it became apparent that he had previously owned an RV8 but



now had an RV7A. However, because of his preference for the 8 he had invested in a slow build RV8 kit. Returning, for a moment, to the birth of our own RV8 project, I had always preferred the tailwheel/tandem layout of the 8. However, my brother-in-law and co-builder had always wanted to build a 7 with its more sociable side by side seating. To cut a long story short, we agreed to buy the part completed RV8 project and swop our RV8 for the RV7A (left) as part of the package. The fact that the 7A had just been deemed the 'Best in Show' judged by Dick VanGrunsven himself, certainly helped to seal the deal!

We were also flattered that he considered the build and finish quality of our 8 good enough for a swop.

So we started afresh last November with a RV7A. Different, but the same, is how I would describe it. In some ways, we have come full circle because we are now constructing that RV8 kit. The build is going well and we are about to start grafting on the rear section of the fuselage (right) as I write these words.



So, what have we learned over these past few years? Well, I have been fortunate enough to have flown professionally for my entire life. That has been from the age of 18 until last November when I decided to take early retirement after 45 years of sitting on my backside. I thought I knew a reasonable

amount about aircraft yet we have learned so much more over the last 7 years by renovating and building light aircraft. When you literally know every rivet and every nut and bolt on your aircraft, the pre-flight inspection takes on a whole different dimension!

Building and fettling has also given me the pleasure of meeting some great people, many of them members of the Devon Strut. But, with retirement, came an enforced move back home, north of the border. Hence the reason the RV is now based at Leuchars and the frequent visits to Devon for some camaraderie and the odd pint of Otter!

You have read it in every Vans build story, but it's true; with some basic skills, patience and a willingness to accept advice, just about anyone can build a Vans kit. The important thing to remember is that you are not alone. The Vans forums, the LAA, your inspector, fellow builders, web blogs, they all have snippets of information that will assist you when you reach one of those moments when you are not entirely sure how to proceed. There are some excellent build records out there on the internet with every step documented and photographed. There is no doubt that building a Vans in the UK is now a well-trodden path. We made mistakes, everyone does. But, what an aircraft you get for your efforts! Here's to the next one!

Lightspeed Zulu Headset Repair

by Mark Langford

Late last summer, the mic boom on my Lightspeed Zulu headset loosened up to the point of being a pain in the butt. I had to move it back up to my mouth every time I wanted to talk. I called Lightspeed and asked how much that would cost to fix. They said \$100, or \$130 if it needed new earcup seals. That implies that the ear seals are destroyed in the process of getting to what was probably a nut that needed tightening. I figured for that kind of money, it was not a simple fix. I was so wrong.

I just couldn't bring myself to pay that, and figured even if I killed the ear seals, I still had nothing to lose. Mine are still perfect, and are the originals from something like eight years ago....Lightspeed recommend they be replaced YEARLY so it is obvious that they like to sell ear seals!

I found a video on the web that showed how to get the ear seals off....simply PULL them off! That took five seconds each. Then there's a hard black foam thing inside that is actually the speaker, glued in with four dabs of silicone or hot glue. There are also two #1 Phillips screws in plain sight that should be removed and there's one hidden beneath it, so the foam speaker has to be removed to access the third one. After removing the two visible screws, a little prying with a small screwdriver broke the silicone glue to release the speaker and give access the third screw.

After that is set aside, the \$130 nut holding the mic boom is in clear sight...just tighten it up a tad! Replace the screws, a little hot glue and the foam speaker was firmly reattached, snap on the ear seals, and job done. Another point is that the two metallic headband rails are apparently the electrical connections for the right hand speaker.



So it was a 10 minute job, \$140 saved (if you count shipping), not to mention not having a headset for two weeks. It would have taken longer than that to box it up and mail it back to them.

I only bring this up to encourage folks to try to fix things whenever possible. Don't get me wrong...these Zulu's are absolutely wonderful. I see no reason why they won't last forever, but you might need to tighten up the mic boom somewhere along the way. Hope this helps...

Mark Langford
ML@N56ML.com
<http://www.n56ml.com>

Maule Restoration Specialist in Germany

I specialise in rebuilding Maule airplanes for a living in Germany and have been active so for the last 40 years. I have 8 Maules in my workshop at the present; some are rebuild projects, some just refurbishing. Some I fly for a while, although ultimately I have to sell them, to be replaced by yet another one!

I am now the new owner of Maule M5-235, G-NHVH, which used to be owned by Nigel and Vaughan Hatton, flying with your club. This Maule was subsequently re-registered to Bill Fisher as G-CCBF. It was subject to several mishaps including a ground loop. I acquired this Maule M5-235 project during the last week of January from a gentleman in Henley-on-Thames, and am now undertaking a complete repair & refit after bringing it to Germany.

The engine, which was torn down by Nicholson-Maclaren in the UK, is now being re-assembled and overhauled by a shop in Belgium. The rest of the plane is being rebuilt and re-fitted by myself in my "Maule only" shop in Germany. My "Brit" as I call this one is all done except for the leading edge and top skin of the damaged wing. It will be fitted with a new 80" McCauley 2



G-NHVH as owned by Vaughan Hatton – Ed

blade prop and a Gomolzig Silent exhaust. It will be as good as new, or better, when we hope to complete the work by the end of February 2017. This Maule M5-235 will remain registered as G-CCBF under my name, Erik van Veenen, as the new owner. My reason for writing you is wanting to get in contact with the previous owner, Vaughan Hatton, whilst it was still registered as G-NHVH. Can you perhaps forward this mail to Nigel or Vaughan and allow me to contact him? (Please mention to him that the 3 Bl. McCauley on his M7-235 is my STC).

I am always on the lookout for Maule projects, Maule parts and everything pertaining to Maules. Any tips, leads, hints are most welcome. I look forward to hearing from you.
Most Cordially, *Erik van Veenen* classic.carriers@gmail.com

A Weighty Matter - Response to Geoff Weighell

by John Holden

I am grateful to Geoff for taking time to respond in detail to my lengthy diatribe. I see my letter has now also been published in the LAA's "Light Aviation" so I will keep my further response brief!

Geoff makes some entirely fair points. He is right that we are always trying to push back the constraints on weight, as on much else. I would argue that pushing back the boundaries is how humankind has progressed, from primitive hunter-gatherers to today's sophisticated lifestyles. He cites the AX2000. I have flown one. It wasn't a bad machine of its day but you would have to be of the hairyshirt tendency to want to fly one any distance these days. I wouldn't have attempted the LAA's recent 70th Anniversary Round Britain Tour in an AX2000, as I did in comfort and at reasonable speed, in my Eurostar.

He also, reasonably enough, notes that microlight regulations demand a 35kts maximum stall speed at all-up weight. Well, lots of us want a low stall speed because we like to fly safely into short farm strips. For the average recreational pilot, and I count myself a very average average pilot, whether the stall speed is 35kts or 40kts or whatever, is pretty inconsequential. It's simply a regulation. It's not something that makes much difference to our flying. Actually, it's the low inertia of microlights that is more noteworthy. Difference training is the answer to this and many such issues.

He is also right to say that I made a rod for my own back by not adding a microlight NPPL rating straight away. He is equally right to add that it is difficult enough for those for whom our sort of flying is a daily pre-occupation to stay abreast of regulation. It's an issue for even the most assiduous recreational pilot. "Keeping up is hard to do", to misquote the song title known to those of us of a certain generation.

Until recently, I would have been hard-pressed to differentiate SEP and SSEA. That you can count microlight hours against an SEP rating but not against an SSEA is surely bonkers. I do hope someone will take on the task of sorting that out.

My final plea is on behalf of those who would like to operate between the Scylla of kit-build LAA and the Charybdis of microlight weight-only BMAA factory-built machines within a Light Sport Aircraft definition but under own-maintenance and LAA/BMAA inspection/regulation regimes. This must surely be a growing sector. Someone ought(?) to be interested in taking them on.

Kind regards, *John Holden*

[https://en.wikipedia.org/wiki/Between_Scylla_and_Charybdis – Ed]

Members' News

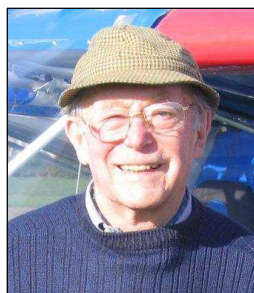
David & Margaret Shrimpton have sold their Piper Vagabond G-BLMP (*below left*) to Lloyd Edwards who now keeps it at Roche, near Newquay.



Nigel Ramsay has sold his Jodel D9 project and is in the process of buying Minimax G-NADS (*above right*) to be operated as an SDR from Venus Farm, just west of Roadford Lake.

Tim Gilmour-White – RIP

by **Jim Gale**



Tim was a man of many talents. I was surprised to find out at his funeral (after knowing him since 2005) that he was an ex-Eton boy and he went on to become a civil engineer, spending 1944/5 blowing up bridges in Germany and then erecting temporary structures in their place as the troops moved forward towards Berlin.

After the war he went back to university to complete his degree and moved out to Afghanistan where he was involved in many civil engineering projects. His two eldest children (girls) were born there. He next surfaced in Scotland on hydroelectric projects and his other two children (boys) arrived. Somehow he got involved in farming as well.

The family moved south and a venture into canal boat parties saw lots of fun for a few years before he went off at a tangent and entered the brewery trade, starting Exmoor Ales where he achieved the highest accolade from Camra; Ale of the Year. Then, into his seventies, he sold that business and built a Kitfox, followed by a Jabaru J400.

In 2005, at the PFA Rally, he saw Stewart Luck's Youth Build-a-Plane Rans S6 project and decided that he would like to do the same for Devon youth. He selected an Xair Hawk as the kit project and single handedly delivered the four quarters of the kit to Belle Vue for Barnstaple Scouts, Kingsbridge for the Air Cadets, Branscombe for Axminster Air Scouts and Thorverton for Exeter Scouts. No mean task for a 78 year old, driving a Peugeot 205! Tim then roped me in to oversee the project, which first flew in May 2008 and after the initial test flying he was called on to be official observer, flying in G-SPDY, an aeroplane fully built by Devon youngsters.



A year later, inspired by this first project, the late Alec Janaway expressed a desire to start project number two and a Zenair CH701 all metal kit was procured, again with the financial help of Tim. This is an ongoing project which needs a new home.

Tim continued to take an active interest in the projects until ill health in 2015 intervened but when I used to visit him, he always was keen to hear how the kids were getting on and see the photos of his close-to-heart projects. He will be sadly missed by his family, friends and the youngsters touched by his philanthropy.

Jim Gale.

Welcome to New Members

Neil Harrison, 20 Braithwaite Place, Burnham on Sea, Somerset, TA8 2PJ. 01278-789987, 07834-543754 nharrison@outlook.com Neil is an Independent Financial Adviser and flies his Pioneer 300 G-VIXX from Weston Zoyland.



Sophie Smith, 32 Sawyers Close, Moretonhampstead, Newton Abbot, Devon, TQ13 8FD. 01647-441160 sjb152@gmail.com Sophie has rejoined the Strut and is now learning to fly at Bodmin.

Nick and Stephanie Tomes, Stokelake Farm, Chudleigh, Devon, TQ13 0EM. Steph: 07775-896966 stephtomes00@hotmail.com, Nick: 07775-896965 stpauls.dentalpractice@virgin.net Steph & Nick operate their Ikarus C42 G-OVAL (*photo right by Wallace Shackleton*) from Dunkeswell where they are Chair and Treasurer, respectively, of the Devon & Somerset Microlight Club.



Adverts

BaPs For Sale due to the passing of Tim Gilmour-White. (See obituary above).

Xair Hawk G-SPDY will be sold with a new permit in April 2017. If anybody interested in making an offer for this aircraft, please contact Jim Gale 07887906789 or Brian Lyford 07710214414.

Zenair CH701 G-OBAP 3/4 assembled Youth Build a Plane project, looking for a new co-ordinator and home as an educational project or available for immediate private sale. Contact Jim Gale 07887906789 or Brian Lyford 07710214414.

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, EEL fuel flow indicator, permit valid Apr 2017, always hangared at Dunkeswell. Price £26,000 ono Contact Leo Collier 01404-831195.

Strut Evening Meetings

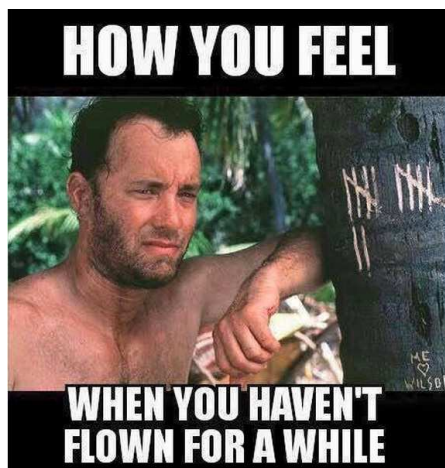
Second Thursday of the month, October - April, at the Ley Arms, Kenn, Exeter from 7.30 pm
(If you'd like to join us for an evening meal before the meeting, please book a table on 01392 832 341)

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

Strut Fly-Ins & Fly-Outs 2017

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

Tailpiece:



DEVON STRUT COMMITTEE 2017

	Chairman: David Millin, 6 Farm Close, Kingskerswell, Newton Abbot, TQ12 5BT 01803-875601 david.millin@sea-sea.com
	Newsletter & Web Editor: Mike Mold, 38 Catalina Close, Dunkeswell, Honiton, EX14 4QD 01404-891587 mike@mikemold.plus.com (n.b. new email address)
	Safety Officer: Steve Robson, 14 Pencross View, Hemyock, EX15 3XH 01823-680784 sb.robson@tiscali.co.uk
	Membership Secretary: John Hope, 6 North Avenue, Exeter, EX1 2DU 01392-271932 john@exeflyer.eclipse.co.uk
	Treasurer: Tony Gibson tony_gibson1@hotmail.com
	LAA Rep: David Mole david.mole@blueyonder.co.uk
	Brian Lyford brian.lyford@gmail.com
	Events & Social Media Organiser: Chris Jackson thechristopherjackson@googlemail.com

Minutes of the Devon Strut AGM Thursday 16th February 2017 at the Ley Arms, 19.30

1. Apologies for absence,

Peter Cox, Peter Gilmour, Michael Bland, Nick Tomes, Stephanie Tomes, Richard Gibson, James Gibson, Keith Wingate, Chris Keeping, Rachel Ellis, Chris Howell, Nick Chittenden, Jeffrey Pullin, Dave James, Norman Wellard, Mel Gale, Trevor Reed, Francine Tullis, Brian Anning, Robin Hughes, Steve Robson, Chris Oakes, Chris Bailey and John Colgate.

2. Minutes of the last AGM – Proposed: Pete White, Seconded: John Holden, Approved.

3. Matters arising - None

4. Chairman's Report

David Millin's report summarised the Strut's activities during 2016, including 8 evening meetings, 13 fly-ins and fly-outs and 2 Strut scrambles. The number of scrambles was fewer than previous years due to poor weather. He invited members to offer ideas for fly-outs and scrambles that could be circulated to members during the coming year.

5. Treasurer's Report

Tony Gibson gave his annual report, including a description of income and expenditure having been approximately equal during 2016 at just over £4500, with a closing balance of £16,457.

Proposed: Chris Jackson, Seconded: David Mole, Approved.

6. Election of Officers

John Holden had resigned from his committee role as NC Representative and was given a vote of thanks for his services to the Strut.

David Mole had offered his services as LAA Representative. David introduced himself to the meeting as having retired from a long career in the legal profession and had joined the LAA Board of Directors during 2016 in response to the LAA's need for legal expertise. David had been co-opted onto the Strut committee during autumn 2016 and had subsequently volunteered to formally join the committee. Proposed: John Holden, Seconded: Pete White. Approved.

All other members of the committee were willing to re-stand and were elected en-bloc.

Post	Nominations	All Proposed by	All Seconded by
Chairman	David Millin	Pete White	Guy Smith
Treasurer	Tony Gibson		
Newsletter & Web Editor	Mike Mold		
Membership Secretary	John Hope		
Safety Officer	Steve Robson		
Events Organiser	Chris Jackson		
Without portfolio	Brian Lyford		

All approved. Guy Smith proposed a vote of thanks to the committee for steering the Strut during the past year.

Jim Gale queried whether the Strut Chairman's period of office should, in the interests of re-energising the committee, be capped. Mike Mold advised that, according to the Strut constitution, all committee officers stood for one year but could make themselves available for re-election. The committee was aware of the need for succession planning to avoid the Strut becoming stagnant. David Millin commented that no other Strut members other than David Mole had come forward in response to the invitation for committee nominations. Members were frequently invited to attend committee meetings as guests and to offer their opinions about how the Strut was organised. David added that Strut members could bring new ideas to the committee, at any time.

7. Election of Accounts Examiner

Norman Abbott - Proposed by Nigel Skinner, Seconded by Jim Gale. Approved.

8. Motions

Adopting a Strut charity - GASCo. Proposed: David Millin, Seconded: Tony Gibson. Approved.

9. AOB

Guy Smith mentioned that he had put several WW1 artefacts from his personal collection on display around the room, for members' interest.