



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 – January 2016

Chairman's Chat

by David Millin

A Happy New Year to you all! Although we closed 2015 with cloud and rain which prevented most of us taking to the air, we did have the benefit of a couple of highlights down on the ground. At our December meeting Bryan Pill of the Mission Aviation Fellowship gave us a lively and often humorous compilation of his experiences flying to 'off road' destinations on the African continent, piloting a variety of aircraft including the Cessnas 182, 206, Caravan and DH Twin Otter, some of them on floats. <https://www.maf-uk.org/how-we-help/planes>. His presentation was interrupted for our indulgence in seasonal mince pies before rounding off and taking questions. Bryan also dropped in a few gems of advice on safety such as making your flight plan before you meet your passengers and whatever they say, stick to the plan. And with regard to unfamiliar landing places, if possible walk the strip first to look for things which are not immediately obvious.



For those of you who were unable to attend the meeting, a glimpse of what the MAF operation is about is covered in Bryan's YouTube clips at <https://www.youtube.com/watch?v=inNbPn1uoBU> and <https://www.youtube.com/watch?v=FcvC1gw3gKA> and for an engineer's view on MAF's maintenance work <https://www.youtube.com/watch?v=d9Glpce-m-a>.



In my last "Chat" I mentioned the LAA's Wings Initiative which is designed to help close our knowledge and experience gaps. I am pleased to say the Peter Disley is the first Devon Strut member to apply for the Bronze Award. Well done Peter for grasping the baton and starting us off. Have a look at the Wings Award Scheme at <http://www.laawings.co.uk> and I will be delighted to countersign your applications.

For those of you who frequent Dunkeswell Aerodrome, Devon & Somerset Flight Training have reminded us that there are no overhead joins due parachuting, and that all joins must be either downwind or on the base leg. There must be no orbits in the circuit or on final. Also be aware of winch and aero-tow launches from the glider site at North Hill. Please keep well clear and keep a good look out. A new road to gain access to the hangars at Dunkeswell will be completed soon. Please drive with caution and keep to the 20

mph speed limit, taking special care when crossing runway 17. You are also asked to check that your car insurance includes airside cover.

The Strut Christmas dinner proved to be absolutely excellent. (if you'll excuse the grammar). The food was excellent and the staff at the Ley Arms delivered an efficient and faultless service. We occupied the complete end section of the pub which provided an air of exclusivity and a cosy atmosphere. Members and their nearest and dearest relaxed in each other's company and in a lot of cases got to make new acquaintances. Unfortunately, some of us had to go to work the next day!



Two of the seminars we attended at the Flyer Live show at Telford in November were by the engineers from the PilotAware system and Dr Simon Keeling, the meteorologist who presents the Flyer Weather service. Details of both presentations are covered in articles later in this newsletter.

Our next monthly meeting will be a GASCo Safety Evening, presented by Michael Benson on **Thursday 14th January 2016**. We can all learn something from these sessions and keep up to date with what is happening with flight safety analyses, trends and initiatives. Remember to bring your log books for the endorsement you will need for your LAA Wings application! Why not bring a friend along? The more the merrier!

On the subject of safety, if you have not already had a look at it, the CAA Safety Sense leaflet on Winter Flying is worth brushing up on: <http://publicapps.caa.co.uk/docs/33/20130121SSL03.pdf>

I wish you good flying for 2016 and I look forward to seeing you on **Thursday 14th January** at the Ley Arms. *David.*

These things happen sometimes, but we wish they didn't!

by Steve Robson

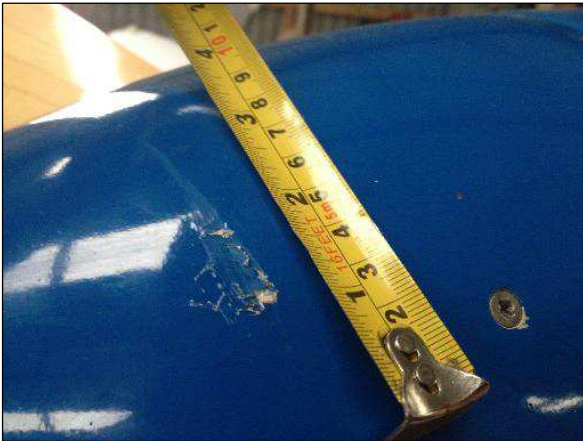
I arrived home from work one evening and was told by 'HM the Wife' that I had received a call from my good friend Mike who sounded really down in the dumps. I returned his call a few minutes later, wondering what was up. In low sombre tones Mike explained that he had accidentally damaged my spinner whilst moving another aircraft.

Hangar rash is something we all dread but how many times have you arrived to go flying only to find that someone has dinged your aeroplane? I have to say, in all honesty, that my personal experience is very limited but anecdotally I've heard many stories and witnessed first-hand the damage caused to aircraft that has gone unreported.

There are also a number of documented occasions where unreported damage has led to more serious situations developing so, ask your self this question, have you caused damage and not reported it? I'll leave that to you and your conscience to answer. Anyhow, Mike did the honourable and noble thing and reported it to me. It is possible that I could have missed it on inspection with the possibility of the spinner breaking off in flight with who knows what kind of result.

The first thing I did was speak to Trevor, my inspector to seek his advice. Then, via Google, I went in search of someone who would be able to make a repair to the damaged spinner. The following day I went

to Watchford to see the damage for myself, remove the spinner and take some photos, which I shared with Trevor.



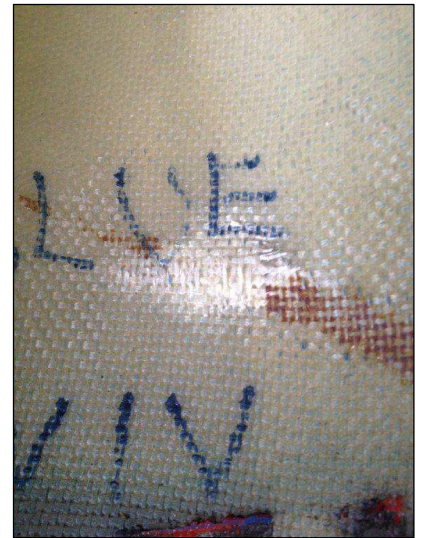
I don't have any real experience with fibreglass so I was into very new territory and was cautious about what to look for. Swimming round in my head were questions about the different types of materials, balancing and painting etc.

I looked at one website that seemed promising, as it showed experience with cars, boats and aircraft so I gave the number on the web site a call and spoke to Andy Westgate of Westgate Composites at Chieveley near Newbury <http://www.westgatecomposites.com>. Following a very informative chat on the phone, I raided a cardboard box that had just arrived by courier (I got told off by 'her' in case she didn't like what was inside and needed to use the box for its return!) and ran up to the Post Office on

Saturday lunchtime, just in time for the postal collection (I was working overseas the following week so had a very limited window of opportunity).

A few days later Andy gave me a call to let me know it had arrived and described what he'd done to date and the next steps in the plan. The following Monday he gave me a call to let me know the job was finished and confirmed delivery details. The next day the box arrived and I eagerly looked inside. I was not disappointed!

Andy explained how he had carried out the repair using the right kind of epoxy (dissimilar materials don't stick together properly and could delaminate) taking out the damage material, replacing it with a similar amount so weight and balance wouldn't be an issue. I did a very close inspection and had to look hard initially to see the repair on the inside even though it was unpainted. Andy used a few coats of filler / primer on the outside before applying just the right amount of two-pack paint to give a superb overall finish.



Christmas got in the way somewhat, but I refitted the spinner, did all the checks and called Trevor to update him and get his confirmation that he was happy for me to go ahead with test flight. The weather has put a stop to the test flight but I've no reason to doubt all will be fine. The service and quality of repair were first rate and, based on my experience, I would recommend Westgate Composites; I would certainly use them again.

PilotAware - An Introduction (from the PilotAware website www.pilotaware.com)

This introduction has been written in response to requests for a non-technical explanation of PilotAware that shows what it does rather than how it does it. Readers who want a more in-depth technical explanation should refer to the PilotAware Forum at www.forum.pilotaware.com where there are a multitude of discussion threads to educate and inform, or to a PowerPoint summary <http://www.pilotaware.com/app/download/6710520/Pilot3i-CollisionsAware.pps>



PilotAware is an inexpensive collision avoidance system, the development of which

is still ongoing but which is currently robust enough to be offered for a beta trial (pre-design finalisation) and which is being built and trialled by some 200+ triallists in the UK. Following a successful beta trial, the design will be finalised and units made available for sale or homebuild.

PilotAware consists of a small, battery operated unit weighing about 150 grams that is classified as a temporary installation and therefore does not need installation approval. This is similar to the fitting and use of a hand held radio in the aircraft. The human interface for PilotAware is achieved through the use of a tablet device equipped with a navigational software package such as Sky Demon, Runway HD, Easy VFR, Air Navigation Pro, Sky Map and XC Soar.

The highest level description that we can give to describe the functionality of PilotAware is that it enables your chosen tablet not only to show you where you are but also show you where other, suitably equipped, aircraft, in the immediate vicinity are in relation to you. If you are using Sky demon this will look something like this (rt).

PilotAware will not pick up all aircraft and is not a replacement for a continuous out-of-aircraft scanning regime.

So what aircraft will PilotAware display on your tablet navigational software? You will no doubt understand that the navigational software on your tablet uses GPS (Global Positioning System) data to determine your location at the current instant in time. From this the software calculates height, altitude, speed (vertical and horizontal), direction and lot of other useful information. Hence, it also goes that if we want to plot where other aircraft are in relation to your aircraft then we must also receive their current GPS data from which we can also determine height, altitude, speed (vertical and horizontal), direction etc. So it is aircraft that are displaying this information that Pilot Aware can detect and hence display on the screen of your tablet. At the moment the aircraft that can be detected are:-



- i. Aircraft equipped with a PilotAware unit
- ii. Aircraft transmitting ADSB - out.*

*A technical bit that you don't need to know but which may be useful. ADSB is the next generation transponder specification that provides positional awareness in the form of GPS co-ordinates to ATC and other suitably equipped aircraft. ADSB transponders are available now, however fortunately they are not mandatory as they are currently expensive. A UK trial is underway (a bit like a beta trial) allowing Mode S transponders can be connected to a GPS source to provide some of the functionality of ADSB but without the expense. PilotAware will pick up both of these ADSB sources. On the tablet screen the icon for nearby aircraft will look the same no matter from which source it is detected PilotAware or ADSB.

Frequently Asked Questions

Q. Can PilotAware pick up transmissions from Mode A and Mode C transponders?

A. Technically yes but they are limited and as there is no GPS data they are of little use so they are not used.

Q. Is PilotAware a transponder?

A. No it has no ability to Squawk or respond to primary radar.

Q. Do I need Sky Demon for PilotAware to work?

A. Not specifically Sky Demon, Pilot Aware is compatible with the following Navigational Programs Sky Demon, Runway HD, Easy VFR, Air Navigation Pro, Sky Map and XC Soar.

Q. Does PilotAware work with Android based tablets?

A. Yes PilotAware now works on Android based tablets.

Q. Does my iOS (Apple) tablet need to be equipped with an on board GPS?

A. No from December 2015 we have integrated a GPS dongle into Pilot Aware so Wi-fi only tablets can be used. Additionally external GPS's such as Bad Elf can be used but are not now necessary.

Q. Does PilotAware transmit ADSB signals that other aircraft can pick up? A. No

Q. Why does PilotAware have 2 Aerials?

A. One is to receive ADSB signals from ADSB equipped aircraft and one is to receive and transmit Pilot Aware signals to other Pilot Aware units.

Q. How many PilotAware units have been registered? A. About 200 at October 2015

Q. What is the range that aircraft can be detected using PilotAware?

A. As ADSB transmissions generally come from transponders with a high output these can be detected over many 10's of kilometres. Pilot aware air-to-air transmissions are currently variable from a few kilometres to 20 kilometres depending on the build and installation. The beta trial will help us to optimise the radio performance.

Q. When will I be able to buy a unit rather than building one from scratch?

A. We are in the process of building an integrated unit that will be available for sale when the beta trial has been proven successful. This will involve plugging 2 boards together and putting in the box – no soldering. See www.pilotawarehardware.com

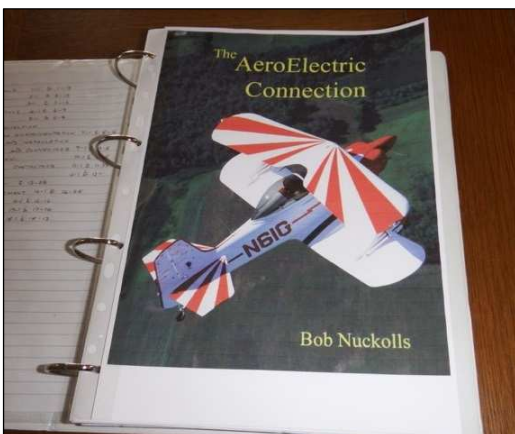
Inspector Matters - Electrics, Mods and GoPro

by Trevor Reed

Hi folks

I have a bit of a miscellany this month, starting with a look at wires and wiring, then a few more thoughts on mods and the mod process in general, and finally talking about the hazards from casual installation of cameras.

The wiring for our types of aircraft is very much in the hands of the owners and their inspectors. For older aircraft, it is inevitable that changes in the electrics and electronics installed has meant that little of the original wiring is left and, unless a full rewire has been carried out, the system is now a combination of old and new. This may not be such a problem if the work has been carried out diligently but this is not always the case. I see many aircraft where the enthusiasm to get a new gismo working has overruled good electrical practices and the result is a hotchpotch of wires, toffee block type connectors and inadequate circuit protection. Malcolm McBride often highlights these problems in his Safety Spot in Light Aviation, with examples of control interference and even fires. Don't forget the incident of a few years ago when the wind driven generator on an Auster earthed through an aileron control cable, burning through it!



One of the best sources of guidance on aircraft electrical systems is the AeroElectric Connection by Robert L. Nuckolls III (yep, that is his real name!). Bob runs a superb website www.aeroelectric.com, comprehensively covering in detail everything we need to know. He even allows us to download his manual, currently in its 12th edition, second reprint. At \$20 for a bound copy or \$16 for it on CD it's the best dollars you will spend. When it comes to plans or kit built aircraft, the information on the electrical system varies from comprehensive to non-existent. One of the rewards of building an aircraft must be the achievement of working with so many different materials, techniques and systems, and the electrics is just one part of the kaleidoscope. I am certain that, armed with a manual such as Bob's and having completed one of the LAA excellent courses,

most builders will be able to produce a sound electrical system.

Now to mods; it must be one of the most talked about subjects in any gathering of LAA members with plenty of strong opinions being voiced. Certainly I am hearing good comments about the new mod procedures recently implemented at LAA HQ. Inevitably people grumble about the apparent increases in costs, particularly the minimum charge of sixty pounds to get a mod application started. But we cannot expect something for nothing and approval of a new modification must take up many hours of the engineer's time. Surely it is reasonable that the costs are borne by the applicant. Repeat mods are a different matter and maybe there is room here for change to the procedure. However, we still seem to have the quandary of when is a change to the aircraft a mod or not a mod? There certainly seems to be conflicting guidance in various LAA documents and here even inspectors are confused and have to contact LAA for a definitive ruling. I know that our HQ is considering this matter, particularly where the change involves a replacement of a standard component. In the meantime, while we wait for clarification, if you want to make changes to your aircraft or its systems, please discuss your ideas with your inspector in the early stages prior to an application. Above all, do not be tempted to make changes just because you think you know best. I am sure I will be returning to this subject again.

Aligned closely with the modification matter is the attachment of video cameras to our aircraft. It is popular to record our adventures and the abundance of small, self contained cameras like GoPro and Garmin VIRB make it easy. Flying is spectacular and makes good videos, but be careful how you attach the cameras. The obvious dangers are associated with the cameras interfering with your control of the aircraft, becoming detached and as such, a loose article hazard in the cockpit. Externally mounted cameras can fall off, damaging the aircraft or plummeting to earth. Proprietary mounts are not normally approved aircraft components and while it may be acceptable to stick a GoPro on your helmet with a bit of double sided tape when you are cycling in the woods, I suggest this sort of attachment is not designed to survive 4g loops with an airspeed well above 100knots when on an aircraft! I have included a picture here (right) of what was left of a GoPro installation on the undercarriage leg of a motor glider after a short flight to "test the installation". I guess you would call that a failure and the pilot, a well known aviation journalist, was lucky that all he lost was his camera.



Well that's all for this month. Whilst I do not set out to be (too) controversial, please feel free to argue or discuss any matters aired in my column. I welcome comments, no matter how rude. Safe flying in 2016.
Cheers, *Trevor Reed*

Weather Web Recommendations from Simon Keeling

by Mike Mold

At the Flyer Live show at Telford last November one of the seminars was presented by Dr Simon Keeling of Weatherweb and the Flyer Weather Channel, both of which are featured and frequently visited links on the Strut's Weather page <http://www.devonstrut.co.uk/#/weather/4536697680>. Simon's talk focussed on his recommendations on which websites to visit for the best aviation weather advice.

The ones listed below were the websites he commented on, with a few points of advice on things to consider when gathering weather information ahead of planning a flight. These were objective observations and intended to counter the natural tendency to keep looking at sites until you find the one that shows the forecast you'd prefer to see! He suggested doing some research on which meteorological models are used by each site and their credibility. He strongly recommended looking ahead by 5 to 6 days before your flight and checking for key changes in forecasts on a daily basis and noting their levels of uncertainty. In no particular order:

Meteocentre <http://meteocentre.com/analyses/map.php?map=UK&date=2015122810&size=standard&lang=en&area=eur>
the English translation of a French Canadian site.

WeatherOnline <http://www.weatheronline.co.uk> Down the left side toolbar select Expert Charts, GFS, UK and then Weather types (which include precipitation, cloud cover etc.). The cloudbase option is also very useful.

The Met Office <https://logon.metoffice.gov.uk/Login?goto=http://www.metoffice.gov.uk/premium/myservices> This is the new MO GA site. Log in, GA Services, then go to Quick Links, Airmet. These forecasts and outlooks are updated by region four times a day. The Quick Links option also includes the traditional briefing charts; synoptics, F214 (spot wind forecasts) and F215 (UK low level chart).

BBC Weather <http://www.bbc.co.uk/weather> Ignore the hourly forecasts but use “More UK Weather” which is the page to which you are directed from the Strut’s BBC link. These forecasts for cloud, rain and snow have good quality control and are used for developing forecasts on other met websites.

Weatherweb.net <http://www.weatherweb.net/wxwebtv2.php> This is Simon’s own website with a general forecast summary video. You can also click on the Aviation link from the list at the top right of the homepage. Then enter your home location or airfield and sign up for email forecasts and notifications.

Flyer Weather Channel <http://www.flyer.co.uk/weather> - A dedicated aviation video channel provided by Flyer magazine which has been very supportive in bringing focussed forecasts for the GA community.

Simon’s parting advice was to recognise the different cloud forms and know what weather they predict. The GFS Ensemble and ECMWF models provide 10 to 14 days ahead predictions and complement the shorter period trend forecasts.

Other sites that we include on the Strut website are **Windyty** <https://www.windyty.com/?51.500,-0.130,2>, **Meteoradar** <http://www.meteoradar.co.uk> (which has a useful mobile app for actual and predicted rainfall radar), **Orbifly** http://www.orbifly.com/member/metmap.php?region_choose=UKI&mode=metar&lang=ENG which gives a clickable map with VFR / IFR coloured location pins and **XC Weather** <http://www.xcweather.co.uk>.

Propeller Removal Tool

by Mike Mold

Periodic checking of propeller torque is recommended for aircraft with wooden props, due to the potential expansion and contraction of the wood with seasonal changes in temperature and humidity. This might just involve slackening and re-torquing the prop bolts or removal of the prop, inspection of the hub and re-tightening the bolts with a calibrated torque wrench to the manufacturer’s recommended value.

For Evra props, the values are listed in the Evra manual, which was reproduced in translation by Strut member Graham Clark in the October 2011 Bristol Strut newsletter.

<https://www.dropbox.com/home?preview=Evra+prop+manual+transl+G+Clark.pdf>

If a prop is tight on the crank or flange lugs, its removal might require “persuasion” with a rubber mallet on the rear of the hub. However, this comes with the risk of damaging the hub or blades. A safer and more sensible approach is to use a prop puller. The one illustrated was built by Trevor Reed some years ago for the Sensenich prop on his C90-14F equipped Piper Cub. With longer bolts to account for the thicker hub of the Evra prop on my Jodel D117A, it made removing my prop a piece of cake!

The components are a pair of semi-circular back plates that fit around the back of the prop hub, sitting on the outside of the crank flange. These are the grey carpet-covered parts in the photo. These



back plates each have two M8 nuts welded to their rear faces to take the four M8 bolts (with spacer tubes) that attach to a front plate. The latter has a large nut welded to its centre to accept the puller's main screw. The device is assembled on the prop by first inserting a countersunk plug in the prop's central hole, bearing on the front rim of the engine crankshaft. The back plates are then held on the rear face of the prop hub and the front plate attached with the four M8 bolts. The central screw is then threaded through the front nut until it locates in the relieved centre of the plug. The pictures should make this description self-evident! As long as the puller is located centrally, a few turns of the screw will ease the prop off the crank flange and recourse to a rubber mallet is a thing of the past....



Welcome to New Members

Jeffrey Pullin of Weston Zoyland, Bridgewater. Jeffrey has been flying for 15 years and owns MCR01 Club G-CDWG (*below left*) based at Weston Zoyland. He has completed Rotax maintenance courses and has many hours on Jabirus.

Geoff Love of Budleigh Salterton. Geoff joins Richard Wainwright in Cessna 172 G-BHUG syndicate based at Exeter Airport. (*below rt by Howard Curtis*)



Adverts

Hangar For Sale at Halwell, South Devon. Suitable for a light aircraft or microlight. Halwell has a 450m grass strip and is operated by South Hams Flying Club. Membership of the club is required to use the airfield and this sale includes membership for the new owner of the hangar. There is a planning limitation on the number of members so this is a rarity. Aircraft are limited to 100hp and must be flown P1 by the member of SHFC. The hangar has just been completed and is of all metal construction. It is a modified T

shape and should accommodate most small light aircraft. Offers in excess of £10K to include membership of SHFC. Contact Mike Summers 07867-841561.



Garmin Virb and a D2 pilot watch combination for sale (left). Un-used Xmas present. Selling for £300. Keith Wingate keithwinga@aol.com

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.



Fournier RF5 G-BACE. (left) one sixth share for sale. New engine, 10-12 litres per hour at 80-90 knots, well run group, good access for a weekend flyer. SLMG/TMG instructor available. On-line booking. Hangared Dunkeswell. £3,500. Contact Mike Wells on mike.wells11@btinternet.com 07836-272233.

G-BBKZ - Cessna 172M – Hangared at Exeter. Non-Equity share available. Engine and propeller (approx. 400hrs) – Excellent performer. 2 Com/Nav, ADF, Transponder A/C, Life jackets, lightweight life raft, McMurdo GPS locator. Monthly standing charge: £120.00. Flying: £84.00hr wet, Commitment deposit: £495.00 (fully refundable with 6 months' notice). Further info - contact: john@tiptonuk.eu – 07591 588226.



Aeronca Champ Restoration Project for sale. A splendid opportunity to restore Aeronca Champion 7AC G-AJON to the LAA permit register. Wings rebuilt and recovered by Dave Silsbury about 7 years ago but stored under cover for last 6 yrs, therefore as new. Tailplane stripped, bead blasted, inspected and protective coating applied and ready for covering. A65 engine removed and stored. Another A65 engine disassembled and stored in boxes. Paperwork for both engines included. Further numerous A65 engine parts. Original Continental engine workbooks/manuals. Invaluable original Aeronca Champion service and component manuals. Fuselage stripped but still on wheels for ease of movement. Various additional Aeronca spare parts including, carbs, mags, instruments and a wing tank. Further Aeronca publications. A sensible offer secures or would consider a half share in return for rebuild work being carried out. Since running the Youth Build-a-Plane projects I just haven't had time to get on with my own projects and, having moved house this year, I have a lot of work at home! I love my Champ but sadly must be realistic. Contact Jim Gale 07887906789 spdygale@btinternet.com



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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Urgent Request - Build-a-Plane 3 Ken Basterfield has asked us to move the BaP3 project out of the workshop at the Honey Farm. Apparently, they are going to be very busy with honey production during the winter months, using fork-lifts in the process and he's concerned that damage to the Zenair might occur but he is quite happy for the project to return in late spring 2016. Despite trying several contacts, I have not had any success in relocation. Could an urgent plea go out to the Strut membership, please, for a new home with workshop space or as a longstop, temporary storage until we can return to the Honey Farm? Thanks. *Jim Gale* spdygale@btinternet.com









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

14th January	GASCo Safety Evening
11th February	Strut AGM plus LAA Chairman, Brian Davies
10th March	Steve Ladd – ex USAF – Military flying in SE Asia
14th April	Simon Wilson - Pilot Coaching Seminar

Tailpiece



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</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>