

*East of Scotland Strut of the Light Aircraft Association*

# *March 2013 Newsletter*



*Auster G-AIJT at a snowy Perth in January. Photograph by Wallace Shackleton*

## Co-ordinator's bit

Apologies for the short notice on cancelling the last meeting. There were concerns with the forecast snow and whether people would have problems getting out of Dalkeith and back to their homes. In the event it may not have been as bad as it appeared but it was better to err on the cautious side.

This month's meeting is our AGM. We will need our revised constitution approved. This was discussed at the January meeting following a copy of the Constitution being sent round everyone. If you don't have a copy contact me for one. Two new positions have been created, Chairman and Membership Secretary. A brief description of what the position entails was included in the notice on the last as well as this Newsletter.

We also need to have a Safety Officer if we wish to continue our annual fly-in and any other events. The LAA are running a training session for Chair person and Safety Officer at Turweston.

The April meeting will be the postponed presentation by David Johnstone on Oshkosh last year.

At short notice the Strut are hosting a GASCO Safety Evening at the Ross High Rugby Club, Blawearie Road, Tranent EH33 2DB. It is on MONDAY March 18th at 1930 (note: corrects original poster which said Tuesday 18th.) A map to find the location can be found by typing the postcode into Google, (other search engines are available). If you cannot make this GASCO are repeating their presentation at Glenrothes on the Tuesday evening ([www.gasco.org.uk](http://www.gasco.org.uk)). Many thanks to Keith Griggs for arranging this.

Its nice that the days are getting longer which allows us to commit aviation in whatever way – enjoy. Iain

## The Strut AGM

Changes this year, not just the usual nodding through, so please read the item on page three and come prepared.

Thanks again to Wallace Shackleton for the cover photo of Auster G-AIJT, seen in the snow at Perth earlier this year. Ian Grosz is a member of the group who own it, and you probably saw his article about it in the February edition of Light Aviation. See more good stuff from Wallace at <http://squawking7000.wordpress.com/>



## The next meeting is on

**Monday 4th March 2013  
from 20.00 at  
The Harrow Hotel  
Eskbank Road  
Dalkeith**

**This is the Annual General Meeting  
of the East of Scotland Strut**

**Monday 4th March 2013  
Strut AGM, Harrow Hotel**

**Monday 18th March 2013  
GASCO Safety Evening, Tranent  
(See poster on page xx)**

**Monday 1st April 2013  
Oshkosh photos by David Johnstone  
Harrow Hotel, Dalkeith**

**This newsletter can also be viewed on the Strut website:  
[www.eos-strut.org.uk](http://www.eos-strut.org.uk)**

**About the Light Aircraft Association:  
[www.laa.uk.com](http://www.laa.uk.com)**

With a history extending over 60 years, the Light Aircraft Association represents and defends the interests of some 8,200 pilot, builder and aviation enthusiast members from all areas of powered light aviation.

With a full-colour monthly magazine, plus nationwide social and technical support networks, the LAA offers the widest range of aviation member services in Europe. It provides full technical and coaching support for the build, operation and airworthiness of over 4,000 sport and recreational UK light aircraft, plus sector-leading consultation and lobbying in aviation regulatory matters, both in the UK and Europe.

# The Annual General Meeting of the EoS Strut

*Changes this year, not the usual nodding through, so please read through the following and come prepared*

**The Annual General Meeting of the East of Scotland Strut of the Light Aircraft Association will be held at the Harrow Hotel, Eskbank Road, Dalkeith at 8.00pm on Monday 4th of March 2013. Please make every effort to attend this important event.**

## Provisional Agenda

This can be added to if you have any points you want to bring up. Please contact Iain Gibson or John Cooper beforehand.

**Adoption of the new Strut Constitution  
Accounts  
Subscriptions  
Election of Office Bearers  
Asset Register  
Our Fly-in  
Events  
Any other Business**

## Election of Office Bearers

*There are new positions and new responsibilities this year due to the Strut's proposed new Constitution. If you would like to be an Office Bearer of the Strut in any capacity, please put yourself forward.*

### Chairman

This is a new position. The function is to provide guidance and direction to the rest of the Committee and oversee that their functions are carried out correctly.

The Chairman also has an additional casting vote where a committee vote is deadlocked. ***This position must be held by a full LAA member.***

**At the AGM you must nominate and vote for a Chairman.**

### Secretary and Co-ordinator

The Secretary/Co-ordinator's function is to arrange Strut meetings and events in conjunction with other committee members as required and act as main point of contact for the Strut. ***This position must be held by a full LAA member.*** Iain Gibson is prepared to continue in this position.

**At the AGM you may nominate a new Secretary/Co-ordinator or re-elect Iain Gibson.**

### Treasurer

The function of Treasurer is to record and oversee the financial position of the Strut, provide a budget as required to the Committee and identify any areas of concern. ***This position must be held by a full LAA member.*** Iain Govan does not wish to continue with this position.

**At the AGM you must nominate and vote for a new Treasurer.**

### Membership Secretary

This is a new position. The function is to maintain a record of Strut members, to liaise with the Treasurer and Newsletter Editor, and to identify opportunities for recruiting new members.

**At the AGM you must nominate and vote for a Membership Secretary.**

### Newsletter Editor

The Newsletter Editor's function is to produce and distribute the monthly Strut Newsletter. Andrew Macleod is prepared to continue in this position.

**At the AGM you may nominate a new Newsletter Editor or re-elect Andrew Macleod.**

### Safety Officer

The function of the Safety Officer is to ensure that Strut events comply with LAA procedures and provide Risk Assessments as required. ***This position must be held by a full LAA member.*** Alex McClintock is unable to continue with this position. The position needs to be filled by a current LAA member to enable us to hold events under the auspices of the LAA. A training course will be run by the LAA in the spring. The postholder will be supported by other Strut members.

**At the AGM you must nominate and vote for a new Safety Officer.**



## Longside Fly-in



### Saturday 13<sup>th</sup> April 2013

Buchan Aero Club at Longside airfield near Peterhead, are holding an Easter fly-in on Saturday 13<sup>th</sup> April. Good facilities and food available on the day. For more information contact Bruce Tibenham, Buchan Aero Club. Tel : 07834 226 572 mobile  
Email: [b.tibenham@dsl.pipex.com](mailto:b.tibenham@dsl.pipex.com)

## Callback 397



### UAVs in uncontrolled airspace

Keith Boardman sent this in about Callback, an American monthly safety newsletter. Number 397 covers the emerging problem of UAVs straying from training areas and conflicting with general aviation.  
<http://asrs.arc.nasa.gov/publications/callback.html>

## It had to happen



Jim Prettyman came across this toy Boeing 787. Apparently batteries are not included, ho ho.

## Glenforsa



### Open for Easter?

Several people forwarded this information, so thanks to you all. In September 2012 a Cessna 172 came to grief at Glenforsa on the island of Mull when, I believe, its nosewheel dug into the grass runway. Argyll and Bute Council closed the airstrip to review its safety and it is now hoped to open again at Easter.

The 47<sup>th</sup> annual Mull Air Rally is scheduled to take place at Glenforsa in May 2013. Visit their website for details;  
<http://www.glenforsaairfield.co.uk/7.html>

## Schaffen Diest

The 30th FLY IN of Vintage Aircraft at Schaffen-Diest, Belgium, from the 16<sup>th</sup> till the 18<sup>th</sup> August 2013 included.

During this week-end, every crew can enjoy the following advantages :

- a lunch with drink will be offered the day of their arrival
- camping possibilities on the airfield
- transport to and from the hotels
- a barbecue on Saturday followed by the Awards ceremony with a Live Music Band and dance party
- awards categories will include best restoration, oldest aircraft, best Stampe, oldest pilot, youngest pilot, ...

During the three days, demonstrations will take place : Old Timers, Ultra Lights Aircraft, balloons and clubs of old timer vehicles (+/- 1500 in 2012) will cheer up this week-end.

Yours sincerely

Guy Valvekens

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Website : [www.dac.be](http://www.dac.be)



(It's called a Dallach Sunrise II)

## Photos with a story

This is my uncle John Gullen, standing in front of his Coastal Command B17 Flying Fortress. The photo was probably taken in 1943. John married my mother's sister, Dulcie Fish.



I lost touch with my cousins Robert and Roger Gullen until recently but we have now swapped some family snaps and this is one of them. It's an interesting photo for me because our family's history of John told the story of him flying Short Stirlings and I had always assumed he was in Bomber Command.

In 1942 the 19 year old 'Lofty', (he was very tall), started his training at Silloth in Cumbria on Hudsons. So many planes, (60 plus), and crew were lost that the Solway at the time earned the tragic name 'Hudsons Bay'. There is an interesting book called 'A Century Round Silloth', by Peter Ostle and Stephen Wright, which covers the period John was in training there.



After flying as co-pilot on B17s he was given command of his own Flying Fortress and crew. 206 Squadron moved to Benbecula where he flew far out across the Atlantic on 12 hour anti-submarine and convoy protection patrols.

In late summer 1943 convoy protection further south became more urgent and John, crew and the Fortress moved to the Azores when the Portuguese allowed the RAF to fly from there. On their return to Britain he converted to Liberators.





SER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT
			UP	DOWN	
	F/L. Cullen. Sgt. Gheesman. F/O. Potaka. F/O. Fairclough. W/O. Davies. W/O. Mills. F/S. Bowden.	UMT. 223  Pass & Freight.	1535	1430 16/12.	Route - Stoney Cross - Maison Blanche - Almas - Castel Benito - Thorney Island. Returning to the U.K. on 16/12 on arriving over Base this aircraft was instructed to land at Hurn due to weather conditions but on arriving at Hurn the weather there was worse than anticipated so the Pilot homed back to Base on Gee. Again the weather was too bad for the Pilot to attempt a landing so he proceeded out to sea with the intention of trying to land at Thorney Island. Meanwhile the only serviceable generator in the aircraft had ceased to function leaving the aircraft without any radio aids. Over sea the Pilot broke about handwound the undercarriage and made a successful landing at Thorney Island. The crew returned to base by road.

The Stirling story also turned out to be true. In 1945 he was transferred to 46 Squadron Transport Command, flying them to India and the Middle East. Not bad for a 23 year old, and you can get a feel for the amount of responsibility put on his young shoulders by the extract from squadron records above.

Robert, his oldest son, has inherited the tall gene and has cycled from Lands End to John O'Groats twice, north to south and south to north. Here he is passing my brother's house in the Great Glen, (on the right). He also organises a charity fund raising bike ride each year; <http://www.macride.org.uk/>



Roger, Robert's brother, is a keen r/c aeromodeller and made this beautiful flying example of his dad's old plane, (see next page). He also has several clips on You-Tube. Here is one of first flights of a floatplane, with some interesting onboard shots.

<http://www.youtube.com/watch?v=Lht4uSXh08c>



## Photo with a story 2

The next photo is of John Gullen and his wife Dulcie, taken in 1969. John started his own business after the war and prospered and in 1958 he began working towards his PPL.

Percival P40 Prentice G-AOKL started off as a three seat metal trainer, the third seat being for a second student to observe what was going on in the front. Freddy Laker's Aviation Traders bought many from the RAF and apparently made more from selling on the radios than the Prentices cost him to buy. Because of the wide body they were suitable for conversion to civil tourers, with more seats added.

This plane was subsequently owned by Herts & Essex Aero Club (which is where the photo was taken) at Stapleford Abbots, near Abridge in Essex then John bought it in July 1968.

Eventually he sold it and in time it moved to the Shuttleworth Collection, where it stayed for many years, awaiting a rebuild to flying condition.



In 2012 the Shuttleworth was tight for hangar space when it started work on a Spitfire and decided to let the Prentice go. Neil Butler, up in Montrose, was already restoring a Prentice to fly, the ex-Strathallan G-AOLU. He had collaborated with the Shuttleworth some years earlier when they had two

new main spars made up at the same time. Neil is an aeronautical engineer and admits it is madness to take on a project like this in your spare time, so it was only a bit more mad to try and get two in the air and he bought G-AOKL, which will soon be brought up to Montrose.



*G-AOKL when being restored at the Shuttleworth Collection. Photo Roger Gullen*

Neil also tells me that 2013 is the centenary of flying at Montrose, which was Britain's first military airfield when it was set up by the Royal Flying Corps in 1913. To celebrate this they are putting on a fly-in and airshow over the weekend of Saturday 27<sup>th</sup> and Sunday 28<sup>th</sup> July. Full details when everything is confirmed. The Heritage Centre has a good collection of aircraft and artefacts and their website is at; <http://www.rafmontrose.org.uk/> If you ever had any contacts with the airfield, in any capacity, the Heritage Centre is keen to hear from you.

## It's competition time!

Guess the make of that car, (and it isn't a Morgan). First correct answer wins the fabulous prize of a years supply of this Newsletter in glorious colour.



## Photos from 'Life' Magazine

An interesting collection of British WW2 photographs that my sister came across, mainly, I think, from Life magazine. Look how young this Hurricane pilot is, and what miserable conditions to go to war in. Some more on the next page.

<http://www.mission4today.com/index.php?name=ForumsPro&file=viewtopic&t=14429>



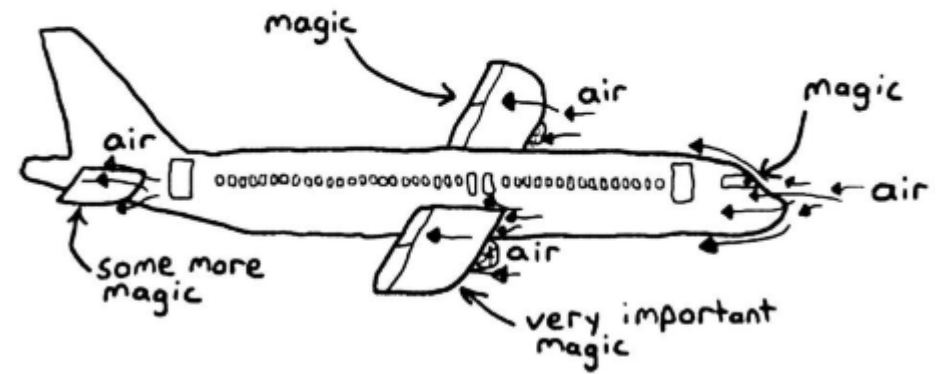




Mosquitoes, above, and making terrain models for the RAF in 1943, below



## Aah, so *that's* how it works how planes fly



Perth based Quik GT 450 which has had some impressive artwork applied by an airbrush artist in Arbroath. Photo by Iain Gibson

## U2 pilot's food



Another from my son. How U2 pilots keep going on a 12 hour flight in a single seat cockpit.

<http://gizmodo.com/5982548/what-and-how-do-u+2-spy-plane-pilots-eat-during-their-12-hour-missions>



## Stolen goods

**You've seen this before, but just in case. If you come across any of these items please contact Manuel Querioz c/o the LAA.**

"This avionics theft took place from RGV on Friday February 1st and had obviously been planned for some time as we had conversations with this chap over a number of weeks. On Friday he 'paid' for these items through what was essentially a stolen identity with more than one card. RGV did all the usual checks and nothing showed up until it was too late. The person whose cards were used should be covered by his insurance, which is about the only good thing from this episode, RGV as a retailer is not covered and has been left defrauded of some £10,000.

The items involved were all Garmin units, namely a SL30 nav/com, a GTX330 transponder and a G3X dual display glass panel system. Disseminating their serial number will be of great help and I thank you in anticipation for that. The list is as follows:

- GTX330 Transponder S/N 84144926
- SL30 NAV/COM S/N 25909181
- GMU44 Magnetometer S/N 1CM009055
- GSU73 ADAHRS+EIS Unit S/N 1D0001146
- GDU370 Display S/N 1M9000186
- GDU370 Display S/N 1M9000190
- GTP59 Temperature Probe S/N 47921955

## New Iranian aircraft



This is the Qaher 313, a recently announced Iranian designed and built fighter with stealth characteristics. Read more about it at <http://www.bbc.co.uk/news/world-middle-east-21307208>

There are some question marks over the design and it has yet to fly, but a few years back the Iranian aerospace industry successfully reverse engineered the Northrop F5 and produced their indigenous Azarakhsh (Lightning), which you can see below.





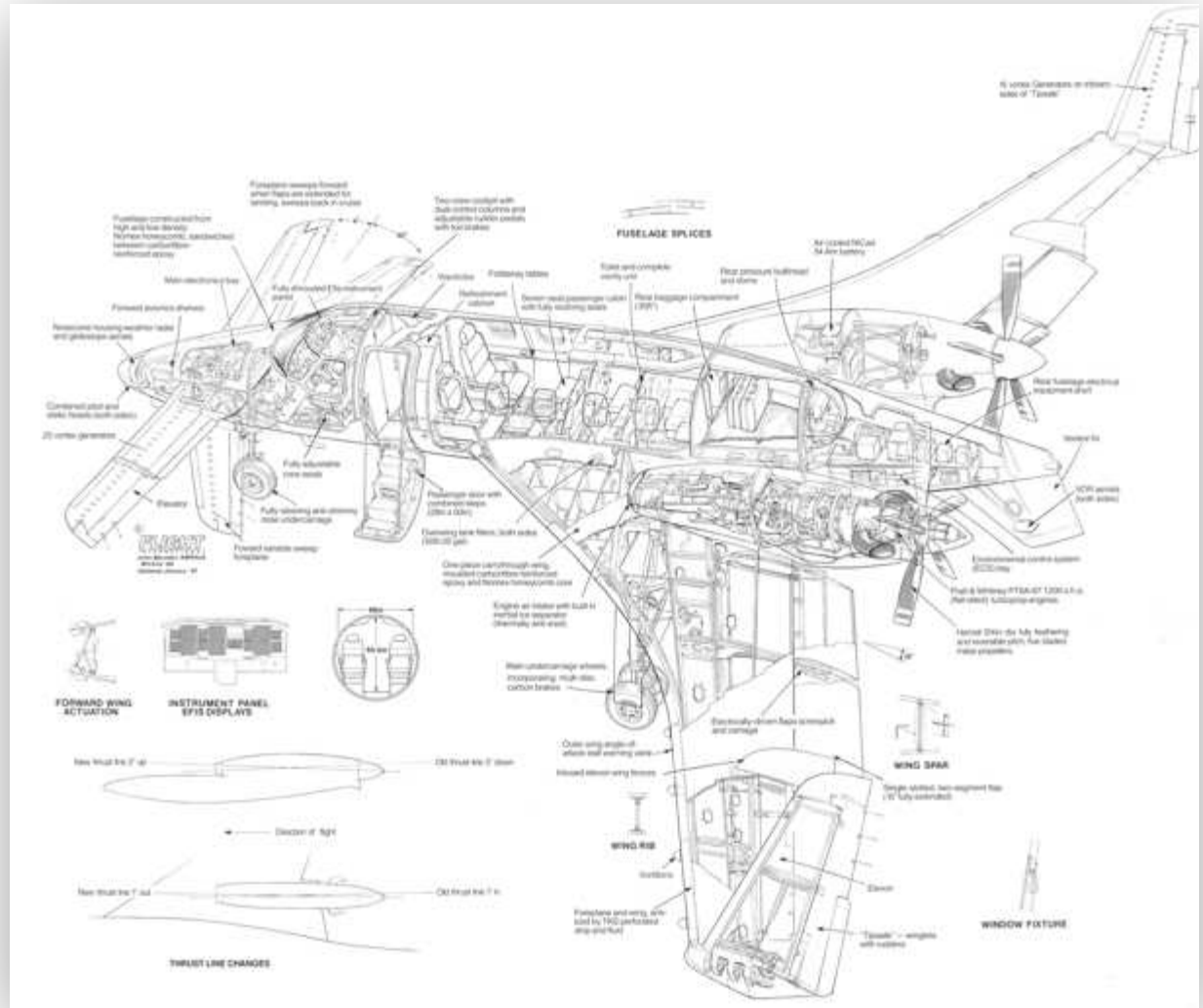
# Flightglobal/flight safety

Some more from Jim Prettyman, this time about the information packed Flightglobal website. Jim was interested in the following article about airline safety, (which I have shortened), but I was also interested in their large collection of cutaway drawings. See the Beech Starship alongside.

<http://www.flightglobal.com/>

As in recent years, 2012 accidents were almost all precipitated by pilot misjudgement or mismanagement, even if associated with difficult conditions. Looking at a particular sector of the industry - by far the largest in terms of global payload and traffic - IATA said the hull-loss accident rate for Western-built jets had halved in 2012, (to the end of November), at one accident per 5.3 million flights. It added that IATA member airlines had experienced no hull-loss accidents with Western-built jets. Those Western-built jets that were written off or had fatal accidents in 2012 included Bhoja Airlines, Dana Air and Air Bagan, which are not IATA member carriers.

In the realms of non-fatal accidents and serious incidents, runway excursions or overruns still appear to be the most common accident category. A significant number of the excursions involved landings on wet or otherwise contaminated runways, with the approaches carried out in stormy conditions. Although it may have been an exceptional year in statistical terms, 2012 still demonstrates many of the characteristics of recent years: **the serious accidents occurred at airlines whose names are unknown outside their local regions, most of them in developing economies.**



However, nothing like that could happen here, as shown in this elderly video about England's leading budget airways, Yorkshire Airlines. Okay, so you've seen it before, but probably not for a few years.

<http://www.youtube.com/watch?v=6VLYpKGVBUg>





## Aeroscraft Blimp

We have all seen false dawns concerning the return of airships, but this one might be a runner. It is properly capitalised by the USA Department of Defense and NASA, and a functioning prototype has just been built by Aeroscraft in California.

This is hoped to lead to blimps that will economically carry hundreds of tons or hundreds of people for thousands of miles. It carries no ballast and it needs no ground handling crews and can land and unload in the most inhospitable and remote places. See how it works at;

<http://science.howstuffworks.com/transport/flight/future/aeroscraft2.htm>

Then watch this video

<http://www.youtube.com/watch?v=p9J13MJh0II>



## Oh for the simple life

Justin Kennedy is always trying to improve his Europa and I see he has fitted a new swimming pool, a garage for his Rolls Royce, personal lift, suite of luxurious bedrooms and a concert hall with a grand piano.

A passing member of Saudi royalty was so impressed that he decided to do exactly the same with his Airbus.

<http://www.celebritynetworth.com/articles/entertainment-articles/saudi-princes-500-million-airbus-a380-blow-mind/>



## 8.33 radio spacing

**From Keith Boardman**

Interesting position on forthcoming requirement to re-equip with 8.33 radios...

**From:** [rvsqn@yahoo.com](mailto:rvsqn@yahoo.com)  
[\[mailto:rvsqn@yahoo.com\]](mailto:rvsqn@yahoo.com)

Below is an email received via another source which I think sums things up totally.

**Subject: 8.33 KHz Channel radio Spacing required by EASA Regulation (EU) No 1079/2012 of 16 November 2012**

The regulation shown below is the result of the European Parliament having no idea about what is required by aircraft owners.

In the United Kingdom the carriage of a radio is not required under UK law unless the aircraft is to enter certain classes of controlled airspace. The majority of aircraft in Europe, probably around 80 per cent, are not Commercial Air transport and of the 80% probably three quarters fall into the light sport category, i.e. balloons, gliders and single engine aircraft with no more than six seats and weighing little more than a Range Rover.

For the UK that represents around 12,000 aircraft. Across Europe you might be talking of over 50,000 aircraft.

Most people who have a radio have one from a well-known US manufacturer and it will have 760 channels going XXX decimal 025. 050, 075, 100 etc. If you talk to pilots at any Aero club the probably use less than 50 of those in their life time.

If you look back to East Anglia in the 1950's – the Cold War period, there were around 700 military aircraft based in Lincolnshire, Norfolk and Suffolk and the standard radio was what the RAF called a TR 1998 and in civil form it was an STR-9X. The set had 12 channels that could be selected in flight,

except one was always the distress frequency of 121.5 and another what we called RAF Common, because all military airfield's used it and it was something like 122.3 leaving 10 channels for en route navigation and with those BOAC could get to Australia.

This regulation increases the available frequencies from 760 to 3040, or in the case of a pilot flying a club two seat aircraft increases the number of frequencies which will not be required by around 3000.

Please ask in the European Parliament –

1. How many aircraft within the EU will require replacement radios in order to meet this regulation.
2. What is the likely cost, per aircraft (currently with labour and fees I estimate £ 4,000 per set).
3. If suitable equipment, made in the EU, is not available what will be the expected cost to EU member states in foreign currency.
4. What is the safety benefit of the regulation.
5. If operators decide they cannot afford to comply with the regulations, so close down, how many jobs will be lost.

As far as my aircraft is concerned it currently operated by day, under visual flight rules, outside controlled airspace. It has a main radio, a standby radio for if the main radio should fail and I carry a portable hand-held set in case of electrical failure. No manufacturer makes a hand-held set which will comply with the regulations, so until they do pilots will not have access to a safety back up.

My current plan is therefore to placard my avionics as not being regulation EU 1079/2012 compliant and operating non radio within the EU and as I have always done outside the EU, where the radios will remain compliant. It is not as safe as

the current system but I am not an MEP and you are.

The other issue is that, if an aircraft not registered in an EU member state, and therefore not required to have avionics which comply with Regulation (EU) No 1079/2012 of 16 November 2012, is denied entry to EU airspace could they then sue because their right of free travel within the EU had been denied?

**From:** [rvsqn@yahoo.com](mailto:rvsqn@yahoo.com)  
[\[mailto:rvsqn@yahoo.com\]](mailto:rvsqn@yahoo.com) On Behalf Of Gary Smith

**Subject:** [rvsqn] 8.33Khz spacing radios

Here is a question for radio experts out there. Having read the latest LAA magazine it appears by 2017 we will all need 8.33khz frequency spaced radios and unlike the mode S "gradual change over / if at all" , this change to 8.33kHz would be abrupt and 25kHz sets would not be allowed after the cut off date.

The reason for this abrupt cut off date, I was led to believe, was potential interference:- if you transmit on a frequency spaced at 25kHz the width of your transmission signal may be wide enough to affect the neighbouring channels now only 8.33 kHz away (instead of the existing 25kHz away).

This appeared to be totally plausible until it was pointed out that jet liners are currently using 8.33 kHz radios and we LAA types don't appear to be affecting them and personally I have not heard them on the air waves either.

Can anybody out there shed any light upon this? If we are truly not affecting 8.33 kHz radios with our old sets and the airfields we need to talk to remain on 25 kHz bands then do we actually need to do £1000 on new radios? Regards, Gary Smith

**HERE**

Monday  
18th March  
1930 hrs

**GASCO**  
presents

# STAYING ALIVE

**IT COULD, LITERALLY, SAVE YOUR LIFE!**

**EAST OF SCOTLAND LAA,  
ROSS HIGH RUGBY CLUB, TRANENT**

Featuring selected appearances from GASCO's Regional Safety Officers

Contact Iain Gibson on 0131 339 2351  
Or e-mail [inrgibson001@btinternet.com](mailto:inrgibson001@btinternet.com)

[www.haywards.net](http://www.haywards.net) [www.gasco.org.uk](http://www.gasco.org.uk)

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HAL 0513/001

## For sale

### Redskin Leather Flying Jacket £200.00

With zipped front and removable lining for summer wear. Similar to this photograph but the cuffs and waistband are of knitted wool, so more flexible.



### Garmin 96 C £150.00

Plus two headsets, £60.00 for the pair  
(One Peltor and one Harry Mendelssohn)

### Contact Iain Govan for further information

Phone 01620 860 165 or 07922 013 213

E-mail [ian.govan@mypostoffice.co.uk](mailto:ian.govan@mypostoffice.co.uk)



**Brilliant!**

**(But where can I buy one?)**



**AGM on Monday,  
don't forget.**

## East of Scotland Strut contacts

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Iain Govan is also the Strut's Airfield Liaison Member

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