

July 2026



The Bodmin Flyer



Welcome to the July newsletter. June seemed to either have us fogged in or it was perfect flying weather, albeit rather hot. This was the case a couple of weekends ago when we had to wait for the fog and low cloud to rise enough to take the club's RV 12 to Newquay Airport for the TECgirls event. Once there it was a glorious day, and we had a lovely flight back to base. See Tim's article about the day on page 4.

The newsletter contains our usual updates from Corinne, Leith and Arfur. Also Pete updates us on the Action Stations event that was on 6th June. Sadly due to the weather there wasn't a lot of action though!

As most of you will know, the thing that makes our airfield so unique is the wildflower meadows. See Jay's article on page 8 to find about his airfield visits and talks.

Pete White is continuing to delve into the history of unusual local airfields and this month it's Trebelzue Big Field near Newquay. It was one of 74 AA (Automobile Association) approved landing grounds in the 1930's. I must admit I had no idea the AA had anything to do with aircraft and is a very interesting read. You'll find this on page 11.

Lastly, congratulations go to Josh Allott who completed his first solo 13th June. Well done Josh!

Fly safe,

David Young, Editor





Chat from the Chair

Corinne Dennis

A couple of weeks ago a number of us represented the club at an event called **TECgirls Reach for the Sky Festival** at Newquay airport.

It turned out to be a great success for us. Assisted by Tim Elkins and Steve & Fiona we promoted flying to dozens of interested families. From our point of view it was a worthwhile investment in the future but in the shorter term there were also many parents, organisers and fellow exhibitors who showed interested in coming to have a flight with us. At the very least it put us on the map with numerous local people who were unaware of the airfield and the welcome to be found there.

My thanks to Tim for bringing it all together, Nigel, Fiona and Steve for manning the stand and David and Lucy for giving many youngsters their first experience in a small aircraft.

Summary of the Board Meeting in June

The Board reviewed progress being made towards the project to make Bodmin Airfield a venue for weddings/renewal of vows etc.. There is scope for an income stream from these activities we have determined that wish to exploit it. Our strategic approach is low-key/low-risk and we hope to be moving this project forward into marketing shortly

Increased exposure of Gyro flight experiences is planned and it is hoped that some video marketing on social media will appear on the little screens near you shortly.

With the arrival of some decent flying weather, club finances are beginning to improve but the Board continues to “proceed with due caution” so we are limiting expenditure to essentials only rather than increasing the costs to members.

We reviewed the scheduled events going forward including looking forward into next year.

Following the recent publication of CAP1988, Safety Guidance for Air Rallies, Fly-ins etc. Pete White has confirmed that CFC, through his leadership in these activities on our behalf, is compliant with the practices recommended.

We continue to review potential sources of additional income.

The Board spent some time reviewing proposals for a large windfarm to be located at Helland to the south west of the airfield. [Planning Ref PA25/01685] With information currently in hand, an assessment has been made that indicates that the presence of the turbines would not have any impact on our circuit patterns or arrival and departure routes save for an increase in the overflight MSA to the south west. Current placement of the proposed turbines means that we can maintain minimum obstacle clearance on our current circuit flight paths. Not being a statutory consultee, CFC shall have to keep an eye on this proposal as our view may change if the scale of the proposal changes significantly

Leith Whittington



June 2026 Newsletter – GOM and DTO

By Arfur Bryant

June has been a sporadic month for flying. We could only fly about 7 days in the first two and a half weeks, then it cleared up for a couple of days, then poor again for another two days, then it has finished strongly with some very good flying days. Overall, not a very good June compared to historic years. Only around 300 movements this month.

Just a few quick parish notices this month from me...

Our new smartphone Fuel Payment system is working very well, so please use it!

I intend to discontinue the paper chit system at the end of July 2026. We have recently introduced an accounts service for owners and group owners. This will work in a similar fashion to the Club aircraft fuel account, where users will be given a PIN code to facilitate the process on a smartphone and then receive a bill at the end of the month. The new refuelling process takes around 35 seconds to complete and only requires the user to have a smartphone with access to the internet. If you are a Luddite, then there will be a chit book in the fuel bay but that will be mainly used for the daily fuel checks.

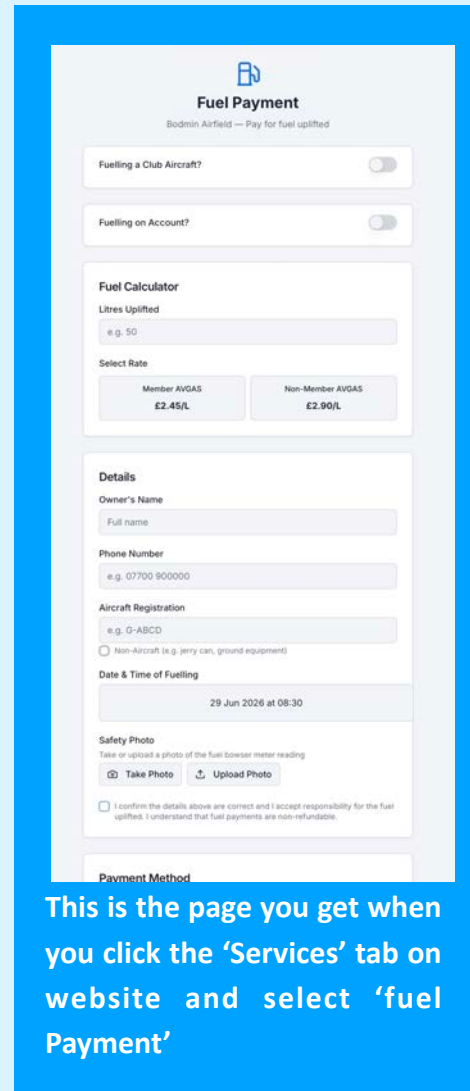
Any pilot who wishes to be reminded of the renewal date of Medicals and Licence ratings should bring me their documents for scanning onto the Flypro system. They will then be reminded 30 days before the expiry of that renewal.

I would like to express my gratitude to those who provide so much help in keeping the airfield in good order. In particular, Richard Saw, Mat Stevens (and Tessa) and Pete Williams. Bravo Zulu! (A Royal Navy term for well done!) We have had several favourable comments from visitors on how good the airfield is looking, so well done all concerned.

Also, well done to all those who represented the Club at the Techgirls Event at Newquay Airport. A hard day for all concerned but we hope to get some new members as a result of the volunteers' hard work.

Finally, a Safety Point. If you have to go onto the airfield (away from the Clubhouse and aircraft parking area), please ensure that a Hi Viz vest is worn. These are available from the Admin Office. If in a group and the group stays together, then 2 vests should be sufficient but if the group is to split, then everyone should wear one.

Fly safe!
Arfur Bryant
General Operations Manager and HoT



This is the page you get when you click the 'Services' tab on website and select 'fuel Payment'

TECgirls Festival of Flight 2026



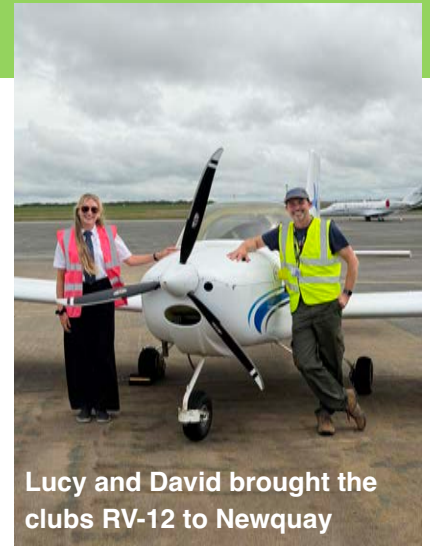
By Tim Elkins

I'm not sure how I missed it before, but when I learnt about the TECgirls Festival of Flight 2026 event at Newquay Spaceport, I suggested to the Board that we ought to have a presence at it this year. I think my exact words were along the lines of "well if we are serious about promoting the club then if there's an aviation related event on in Cornwall then we ought to be sticking our oar in"

What is the TECgirls Festival of Flight? Well in the words of the organisers:

"TECgirls firmly believes that reaching girls at a young age is essential for inspiring them to work in aviation, aerospace, tech and engineering careers. And that reaching families, parents and communities is a critical part of that influence."

Basically it's aimed at encouraging women and girls to look at aviation careers and doing STEM (Science Technology Engineering Maths) subjects at school/college/University.



Lucy and David brought the clubs RV-12 to Newquay



Lucy, Corinne and Tim

I approached the organisers who were delighted to have us, and went out of their way to assist. We booked a stand and I asked all the ladies I could contact at the club (apologies to any I missed!) if they could attend. Without fail they all said either yes, or they would love to but were otherwise engaged. The event took place over two days on 20th and 21st June, though for logistical purposes we only did Saturday 20th on the basis that it was our first event of it's kind, and it was better to go gung ho and do it properly on one day and we'd see about next year depending on how it went.

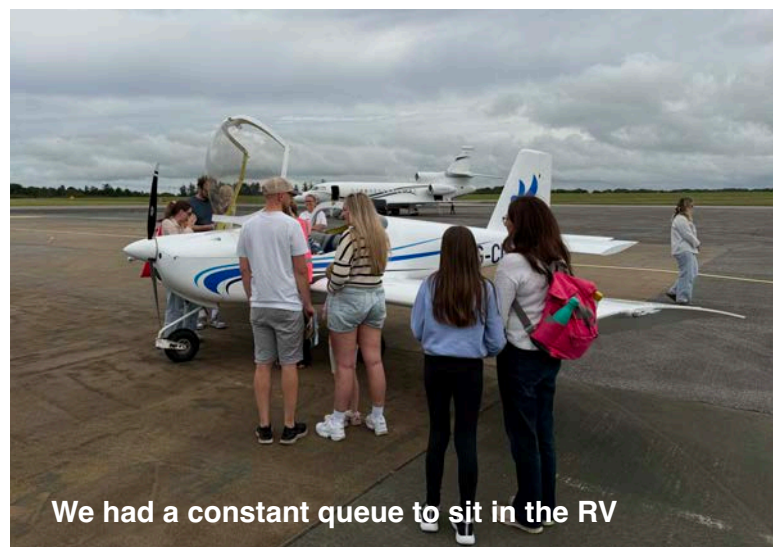
I suggested to Nigel Ramsey that he should bring one of the British Young Pilots simulators and promo stuff which he readily agreed to.

Nigel and I packed up on the Friday and headed to Newquay to set up. We took as much of the club brochures, merchandise and banners that we could muster.

The club readily agreed to book out the RV12 for the day and the organisers were very grateful at the offer of a real aeroplane for visitors to look over.

On the day, Corinne and Fiona duly arrived, Fiona with Steve in tow. They brought more aviation "stuff" to fill the stand and Corinne spent the day in her "Twirlybatics" fireproof flight suit looking more like an F1 driver than a pilot!

The plan was for the RV to be flown over first thing by David Young and Lucy Reeves, but the weather put paid to an early departure and they eventually were able to get in to Newquay at 12.30pm.



We had a constant queue to sit in the RV

The event was very well attended (amazingly as there was a charge of £10 per adult - children gratis) and over the two days 1450 people including 800 children came through the turnstiles.

Apart from FlyNQY we were the only attendee of our type, which helped create interest.

Nigel was flat out busy throughout the day, next time we need some more people capable of using the sim....maybe some youngsters!

Despite it being parked some way from the main hall (ie the Spaceport) the RV was a great draw with a lengthy queue of people of all ages keen to sit in her and have the controls explained. David had even printed a photo of the Dynon screen full size and stuck it on so that people could see what a glass cockpit looks like (without draining the battery of the real thing!)

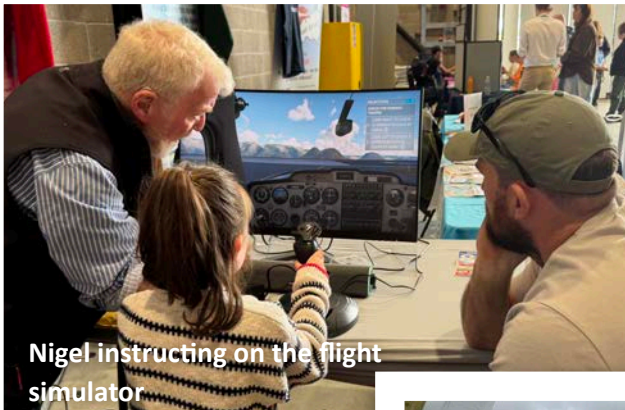
We encouraged the adults to visit Bodmin with the promise of good food and plenty of aeroplanes to see on a sunny day, it's amazing how many people do not even know we exist.....

Overall the event was a success for the club, perhaps more a soft PR sell than anything immediately tangible, but as the only cost to the club was fuel for the RV (the organisers paid the landing and handling fees) it will be worth it if we raise our profile and generate some future PPL students and Trial Flights out of it.

Tim Elkins



What do all these buttons do?



Nigel instructing on the flight simulator



Lucy gets interviewed





2026 ACTION STATIONS

By Pete White

Well the weather gods are certainly scoring all the points so far this year and our Action Stations Military Wings & Wheels event on Saturday 6th June was certainly a victim to that annoyingly unseasonal trend. Although we guessed there was a high chance that our projected 3 dimensional visitors would be down to the minimum, even the birds were walking!

Plan B always works and we detailed our volunteers to take our visitors on our now famous hangar tours where we can at least show off our fleet of aircraft, albeit non flying, but still just as fascinating to our guests.

Our forever keen and good people, who had very kindly offered to help out with our visiting aircraft and vehicles, were very happy to meet up in the Clubhouse for coffee and cake and to have a good moan about the weather. However, despite the meteorological outcome we enjoyed ourselves regardless.

I would like to take this opportunity to thank all of our team of volunteers for their loyalty and enthusiasm by always being readily available to help at our events. Thanks Guys!

Pete White



For a while now we have had lots of problems with the Dynon Sky View in the clubs RV-12. Firstly we lost the touchscreen and then all the engine instruments along the bottom vanished and so couldn't use it in the full screen mode shown below. Kevin Stewart came to the rescue and has done an amazing job of getting it up and running again. Thanks Kevin! Read what he below.



I have now successfully narrowed down the faults in both units (the one from the crashed RV and the one from the flying RV). With that knowledge, I have been able to completely repair the unit in the flying RV so that the touch screen is now operational. The unit was reinstalled and tested and it appears to be functioning properly. It is in need of a map database update and Arfur is attending to this.

This is excellent news since it has reduced the club's potential repair bill by £850. I have not given up on the other unit yet. I believe that it has a hardware fault that is preventing it from initialising the ports. If I can fix this then we should be in business and that would give us a spare. Dynon will not give out circuit information but I am hoping to use some information published by the company who supplies Dynon with the computer module in

order to determine the root cause. So long as the fault isn't with the main processor, there is a good chance that I can repair it and save us an additional £850. If anyone has any experience with the Congatec COM Express AMD Fusion G-Series modules, let me know ;-). Kevin Stewart

Be prepared!

By Kevin Stewart

Today (15th June) we flew the Eurostar to Bolt Head and had a great time walking the coast path. When it was time to depart, we had to backtrack the length of the runway and just before reaching the end, the plane felt like it was travelling on some very rough terrain on the starboard side. I stopped after a couple of seconds because something didn't feel right.



My passenger hopped out to take a look and reported that the tyre was fully deflated. I had only replaced the tyres and tubes a few weeks ago and so I was surprised that it was now totally flat given that I had done a transit check only 5 minutes earlier. I announced my situation on the radio to make others aware and then set about fixing it.

Luckily I had one of the old inner tubes and a bicycle pump with me. In addition, a few weeks ago, my flying buddy suggested that we modify our simple wooden chocks so that they could be plugged together using some dowels to form a rudimentary axle stand, and this I had done.

So I had all of the items needed to effect a repair. My passenger and I lifted the wing and positioned the 'axle stand' and I removed the outer wheel rim allowing the tyre to be removed along with the tube. The tube had catastrophically failed, splitting halfway around the circumference along the seam.

I refitted the old tube to the tyre and attached it to the rim and bolted it all back together. A few minutes with the pump had the tyre inflated to a satisfactory level and the plane was lowered back onto the surface.

If you fly a lightweight permit type aircraft, you might want to consider carrying some basic tools to allow you to fix a puncture, otherwise the logistics could get complex and expensive if you become stranded away from base. Just walking from the end of the runway to the hangars and back is nearly a 2km round trip!



THE SUMMER BRINGS FORTH JUNE

by JAY GATES



*“Bloom soft, breathe deep,
The morning’s tune,
Hope unfurls slow,
Beneath bright June.”*

It is the same every year, as late Spring and Summer arrives, we await that on the airfield that has made us nationally famous, at least in aviation circles, but regionally famous due to that for which we await. It is no secret that Bodmin Airfield is the only airfield in the whole of the United Kingdom that holds a coveted ‘County Wildlife Site’ status, in this case afforded to us by a selection of Environmentalists, Ecologists, and Botanists, from Natural England, Cornwall Wildlife Trust and Cornwall Council. This recognition is based on our ongoing stewardship of what is thought to be the largest Traditional Wildflower Meadow in the Southwest of England.



Tour with Cormac Ecologists on 2nd June

Every year we allow two visits by National Trust seed collection teams, for them to harvest wildflower seeds for turning selected estates across Cornwall, and occasionally Devon, from inorganic grasslands into organic meadows. The administration of seed donation across the region is undertaken by an organisation called the Wildflower Collective, who arrange the distribution through their ‘Meadow Match’ programme. Our ability as an airfield to provide this massively important community project, which is non-aviation related, is why we are asked every year for escorted wildflower tours by interested parties.

Whilst this article is about activities in June, it is worth noting that the person who co-ordinates, and runs, the Wildflower Collective is Doctor Grace Twiston-Davies, who is no stranger to visits to Bodmin Airfield. In late May, she was escorted around the airfield by myself to identify and confirm which two sectors of the airfield would be chosen for this year’s seed harvests. The targeted areas are rotated every year to ensure that there is no long-lasting damage to wildflower populations. At the time it was clear that the Orchid population across the airfield, for which we are famous, was starting to look like it was likely to be magnificent. A long, mild, wet, winter had provided the ideal conditions for wildflowers to blossom.



Yellow Rattle

On the 2nd June we had our first escorted tour of the meadow. This was a group of no less than 15 Ecologists and Park Rangers from Cormac and Cornwall Council, most of whom had never been to the airfield, and as is often the case with Bodmin Airfield, had no idea we were even here, despite our status. The tour taught them a lot of why our meadow is as it is, based on our being adjacent to three differing habitats, namely moorland, heathland, and grassland, and that our airfield is awash with two wildflower species that allow a meadow to thrive. These are Eyebright and Yellow Rattle, whose raison d’être is to parasitise themselves onto grass, thus stunting the grass development, which in turn allows wildflowers to thrive with little competition, which in turn allows the airfield to be a butterfly and bee pollinators delight.

The 6th June was slated to be an Event Day at the airfield, Action Stations. For the first time a series of four meadow walking tours was on the programme for interested visitors, should the weather preclude a flying day, but remain good for walking. Sadly, as seems to be the case on many event days, the weather refused to co-operate and not only was it not suitable for flying, it was not suitable for walking. Our onsite weather station, which is a formal UK Met Office reporting station, that feeds into the global WMO system as Station 03823, recorded continuous wind gusts of between 25-35 knots throughout the day, and almost continuous rainfall throughout the day. The outcome was nobody got to enjoy a wildflower meadow tour.

A week later, on 9th June, I was asked to give a talk to the lovely ladies of the Women's Institute at the village hall in St. Breward. The talk was fitting as it was about the Ecology of Bodmin Airfield. The illustrated talk was enthusiastically received by the audience, with lots of questions afterwards, and me having to judge both a small flower display competition, and an objet d'art competition. On my talk I emphasised the importance of the airfield for pollinators, who are struggling to cope, as traditional wildflower meadows have been reduced by 97% across the UK since the end of the Second World War. If any readers have thought there seems to be less and less bumblebees and butterflies about where you live, there is your answer.



Hybrid Orchid

Just under 10 days later, on 18th June, I conducted another tour on the airfield, with this one being for a dozen ladies from Mount and Warleggan. Interestingly, they called themselves a WISH group, which is because they are like a Women's Institute collective, but they are not of the WI, so just WI'ish!! Get it? Again, the group were staggered by the number of Orchids around the airfield which this year amount to literally thousands. Some of the ladies asked if they could have a bag of seeds once we have concluded the harvest later this summer to spread it on their own land, bearing in mind a number of them were Smallholders, Paddock Owners, and Farmer's Wives.

The very next day, 19th June, a small group of National Trust Rangers came down to see what the meadow had to hold. They were all from the Tamar Valley NT Group and all associated with the estates of Cotehele and Buckland Abbey, and lead by George Holmes, who is Lead Ranger for both this NT group, and on the Cotehele Estate. George has been leading the seed collection teams, in association with Grace Twiston-Davies, every year for the past four years on the airfield. The Buckland Abbey Rangers had never been here before



Eyebright

and they were stunned at the richness of the meadow and the display of wildflowers around the airfield.

A busy month for Airfield Ecology was wound up on 25th June, when Ian Benallick, who is the official Cornwall County Botanical Recorder, arrived to conduct a funded quadrat survey on the airfield. I escorted Ian, who was accompanied by Grace's husband, Dave, and the survey was to cover 5 areas, all 2 metres square, on the meadow lying north of Runway 21, and between the Runway 21 threshold and the WMO weather Station. A quadrat survey is a standard ecological sampling technique, which is used to estimate the abundance, species richness, and distribution of stationary, or slow moving, organisms such as plants. Having a line of quadrat study areas, as with this survey, allows for the collection of representative data that can be extrapolated for the whole habitat.

Afterwards, I escorted both of them on a walk along the perimeter of the airfield, where a further 2 species of wildflower were identified that were not on the original survey list that Ian conducted six years ago. Along with the

additional 2 species that Grace identified on her visit in late May, this brings the list of wildflower, and wildgrass, species existing happily on the airfield to almost 180. Now that is not bad for just one site! On the day, the survey and walk covered a continuous period of 4 hours, which in itself is not onerous. However, 25th June was slap bang in the middle of the recent heatwave, and we started at 0800 in the morning with the mercury already reading 25.4°C, and finished at 1200 with the mercury having slowly risen to 29.2°C, with high humidity throughout, and the Sun continuously burning down on us. It was brutal!

One job still to do on the airfield, within the next month to 6 weeks, will be to remove any Ragwort growing on the airfield. Thus far, only 2 plants have been spotted, which goes to show that our Ragwort removal programme of the last few years is bearing fruit. We are likely to be the only organisation around here who do the necessary to protect the adjacent sheep and cattle farms of our neighbours from the dangers that Ragwort brings to their businesses. For those who may not know, landowners have a legal responsibility to prevent the spread of Ragwort, and are encouraged to remove it. Not all Ecologists agree, as the Ragwort is also the favourite food plant for the Cinnabar Moth caterpillars.

It just goes to show that by ensuring that we maintain our high standard of stewardship of this magnificent wildflower meadow, the one with a couple of runways on it, and sharing what we have with our greater community, both near and far, that our airfield reputation will always go before us. Both myself, and Pete White, do much to ensure that the 'Eco Airfield' moniker that we are known as perseveres. Sadly, the Orchid season is now coming to an end, and they are slowly fading. However, other important wildflowers continue to bloom giving the airfield a perfect look, and giving the endangered pollinators a guarantee of food. Long may it continue!

BODMIN AIRFIELD – EDUCATIONAL LINK

We would love some help for our next educational visit to Bodmin Airfield when we host 20 scouts from the Bude Explorer Scout Group on Thursday 9th July from **17.00 to 20.00.**



Please contact Pete White if you would like to join the team for this visit or if you would like to be added to the list for any future Educational visits by Schools or any of the youth organisations.

Thank you for your continuing support in helping the young folk in our community.

Pete White

Events & AEROCLUB
Bodmin Airfield

📞 07805 805679 / 01752 406660

✉️ Pete@Aeronca.co.uk

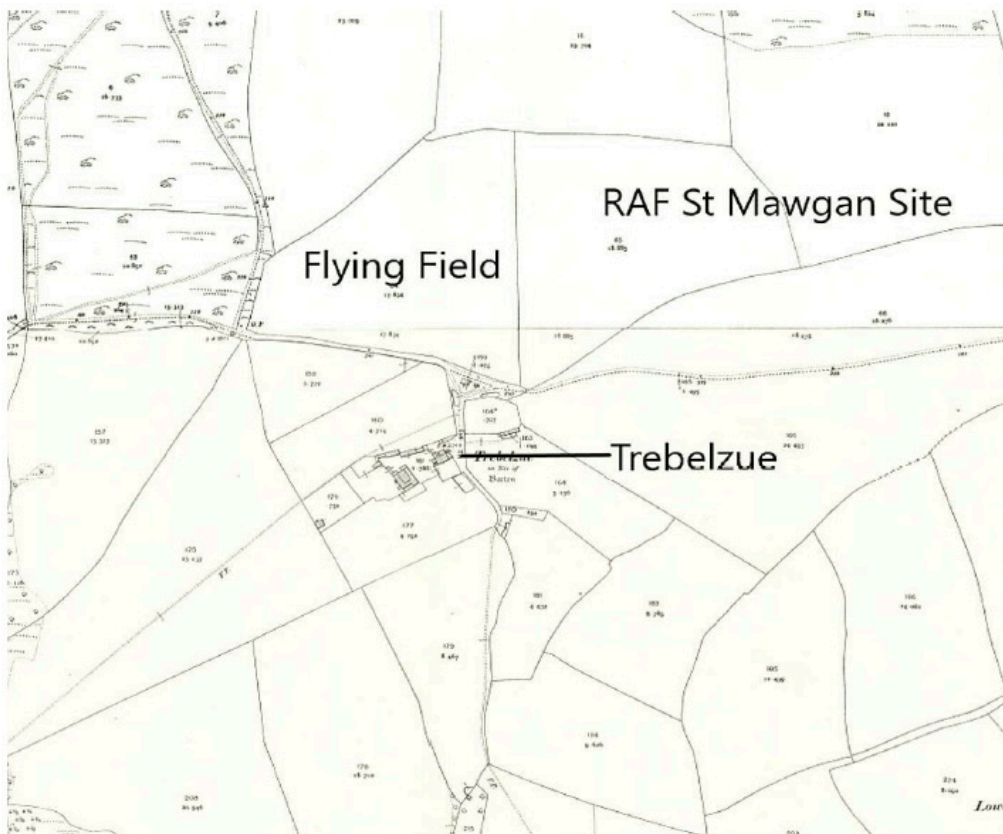
🌐 www.BodminAirfield.com



Bodmin Airfield
Home of Cornwall Flying Club



Local map c.1970



Local area view

Operated by: Mr D R Cardell, Trebelzue Farm, St Columb Minor and ...

Listed in the 1930s 'A.A. Register of Landing Grounds'- Trebelzue Big Field was one of seventy-four A.A. (Automobile Association) approved Landing Grounds in the 1930's spread across mainland Britain.

Fuel and transport (typically a taxi service) was available from Hawkey & Bowden on the Henvver Road and a telephone was available at Trebelzue Farm. It needs to be remembered that even by the 1930's very few family homes had a telephone installed.

Three hotels were listed; The Rosemere Hotel, Watergate Bay Hotel and the Atlantic Hotel, all three of which were still in business in 2013. It appears that Hawkey & Bowden at Whitegate, Newquay, survived until the late 1970's?

When perusing my old copy of the 1930's AA Register of Landing Grounds I often look at whether the site eventually morphed into a larger airfield sometime in the future and Trebelzue Big Field certainly did.

Location: Big Field, Trebelzue, Newquay was later absorbed by RAF TREBELZUE and in turn by RAF St MAWGAN and was situated W of the south end of the now disused St Mawgan 08/26 runway. "3.25 miles NE of town, E of B3276"

Runway(s): Maximun landing run was 659 yards and all grass.

As well as visits from light aircraft touring or visiting Cornwall the airfield became a Flying Circus Venue as noted below;

1933: Displays were given here by Sir Alan Cobham's 1933 No.1 Tour (27th & 28th August 1933).

1934: Used again by Cobham's 1934 Tour (2nd August 1934).

1935: And used once more by Cobham's 1935 No.1 Tour (25th August 1935).

The Circus arrives



The flying displays—four in all—are to be at **TREBELZUE BIG FIELD, MAWGAN ROAD, St. Columb Minor, NEWQUAY, on SUNDAY & MONDAY, AUGUST 27 & 28:** at **CALLY BARRETT, RACECOURSE FARM, Bodmin, on THURSDAY, AUGUST 31;** at **PORTHMISSEN FARM, PADSTOW** (by kind permission of Col. Prideaux-Brune) on **SATURDAY, SEPTEMBER 2nd:** and at **LANKELLY, Polridmouth Road, FOWEY, on SUNDAY, SEPTEMBER 3rd.**

Note: The newspaper notice of the Sir Alan Cobham's National Aviation Day 1933 No.1 Tour itinerary in this region, was published in the Cornish Guardian on the 24th August 1933.

Below: an Airspeed Ferry used by Cobham's Flying Circus to fly passengers.





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LEICESTER	-	-	TORQUAY	-	2 ,, 40 ,,
LONDON	-	-	TORQUAY	-	1 ,, 55 ,,
PORTSMOUTH	-	-	TORQUAY	-	1 ,, 25 ,,
SOUTHAMPTON	-	-	TORQUAY	-	1 ,, 15 ,,
BOURNEMOUTH	-	-	TORQUAY	-	1 ,, 00 ,,

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Provincial Airways advert

Trebelzue Big Field also had regular services from regional airlines connecting Newquay with South Wales, other West Country airfields and further afield.

Routes in 1938 featuring Trebelzue Airfield (but shown as Newquay) and it just demonstrated how, with linking up at other airfields you could travel almost anywhere.

Weston – Cardiff (Pengam Moors Airport)

Bristol – Cardiff – Swansea (Jersey Marine Airport)

Swansea – Barnstaple – Newquay (Trebelzue airfield) – Penzance

Swansea – Weston – Bristol – Birmingham (Castle Bromwich) – Manchester (Barton airport, moving to Ringway)

Weston – Le Touquet – Paris (Le Bourget)

Routes in 1939

Weston – Cardiff – Swansea: Until 30 April, four times weekly.

Weston – Cardiff: Until 4 March, five times daily; 5 March to 15 April, six times daily; 16 to 30 April, seven times daily; 1 to 31 May, twenty-eight times daily; 1 to 30 June, twenty-five times daily; from 1 July, twenty-six times daily.

Bristol – Cardiff – Swansea: From 1 May, five times daily.

Swansea – Barnstaple: From 8 May, twice daily.

Swansea – Barnstaple – Newquay – Penzance: From 8 May, once daily.

Weston – Bristol – Birmingham (Elmdon) – Manchester (Ringway): From 17 June, three times daily.

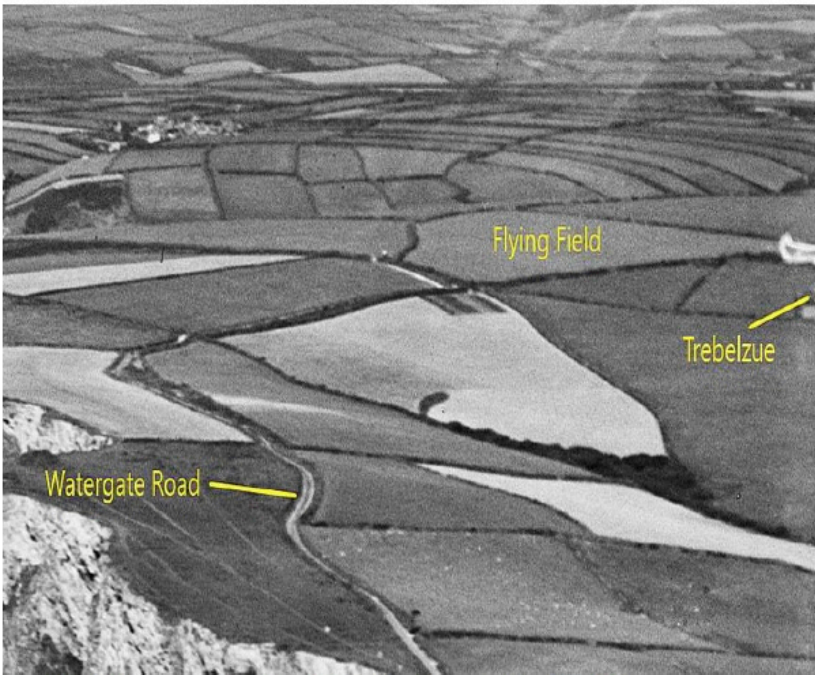
Both Provincial Airways Ltd and Western Airways Ltd served Trebelzue Airfield (Newquay) operating De Havilland DH 84 Dragon twin engine airliner and the DH 83 Fox Moth single engine aircraft. Later the larger DH 89 Dragon Rapide appeared on some services.

Opened in 1933, the site enjoyed a variety of aircraft visits over the years of its operation but the beginning of World War 2 in September 1939 saw the end of its useful civilian role. It was later requisitioned in 1941 by the Air Ministry as a World War 2 satellite airfield (RAF Trebelzue) for the Coastal Command base RAF St Eval and as an Army Cooperation site.

However although the airfield was originally planned as a World War 2 satellite airfield it proved inadequate and in 1942-1943 a bigger site was developed further inland with the original flying field area being relegated to parking space for aircraft and accommodation sites. Trebelzue's runways were short and prone to severe crosswinds, and the Air Ministry had requisitioned land to the north east to build a larger replacement, this ultimately became RAF St Mawgan. The new rebuilt and expanded airfield was developed to handle heavier Transport Command traffic and in time became a major RAF base for Coastal Command.

However due to the limitations of the site, RAF Trebelzue never hosted permanent operational squadrons. Instead, during World War 2, it primarily acted as a Ferry Command and Dispersal base: This was used by No. 2 Overseas Aircraft Despatch Unit (OADU) of RAF Ferry Command, where aircraft (such as Hudsons and Wellingtons) were dispatched to the Middle East via Gibraltar.

It also provided 'Relief & Ground Support' by providing overflow and dispersal areas for Coastal Command aircraft operating from nearby St Eval.



Aerial photo c.1928 of Trebelzue Big Field



Aircraft types that have used Trebelzue Big Field a DH83 Fox Moth (L) and a DH 60 Cirrus Moth (R)



*DH 84 Dragon
Western Airways*



An aerial view of RAF Trebelzue taken in 1944 and showing the NW corner of St Mawgan aerodrome.

*Below is a photo of RAF Trebelzue with St Mawgan developing in the background
Note the Watch Office (Control Tower)*





The old RAF Trebelzue Watch Office (Control Tower) looking very sad.

LUNDY SUNDAY FLY-IN

Sunday 5th July 2026



Pete White - 01752 406660 / 07805 805679 / pete@aeronca.co.uk

PPR Essential

www.bodminairfield.com

Vintage and Classic

Fly-In



July 18th-19th



**PPR phone 0790 182 6351
or www.mzaero.co.uk**

**Overnight Camping welcome
Refreshments available**



THE UK'S BIGGEST INTERNATIONAL FLY IN



LAA RALLY 2026



LEICESTER AIRPORT
4th, 5th AND 6th SEPTEMBER 2026

September 12th 2026

CORNWALL STRUT

FLY-IN

Bodmin Airfield



Light Aircraft



PPR 01208 821419 Bodmin Radio 120.330

Contact: Pete White

01752 406660 / 07805 805679

Pete@Aeronca.co.uk



Bodmin Airfield

Home of Cornwall Flying Club

www.BodminAirfield.com



AERO DINE

Cafe



**Whatever you drive or ride,
Bodmin Airfield welcomes you to all of
our events or if you just fancy
popping in for a cuppa...**

**Our AeroDine Cafe has been refurbished
and is now under new management.**

**Contact Ed on
01208 636246 - hello@sipshift.co.uk**



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NOVEMBER 2025
SHARE FOR SALE



**A 1/10th share in a Cessna 172 – G-BGIU is based here
at Bodmin Airfield.**

**Please call either Bob Harris on 07972 303253 or Nick
Straw on 07714 627600.**



www.bodminairfield.com **2026**

EVENTS

July 5th Lundy Sunday: - The 26th Anniversary of Lundy fly-ins by the Lundy Team.

September 12th The Cornwall Strut Fly-In: Always a fitting end to a season of fun flying.

All events are supported by Cornwall Flying Club and the *Cornwall Strut* of the LAA.

Our *AeroDine* cafe is open for food and drinks all year round.



Pete White — AERoclub & Events - 07805 805679-- pete@aeronca.co.uk

JODEL D120 FOR SALE



Aircraft in very good condition with recent total renewal of the electrical system. TT 6780hrs Engine 1000hrs . Hand held 8.33 VHF, Trig transponder.

£16,000 ono

For full details

CONTACT RICHARD WALKER ON 01752 407411 OR

EMAIL richardwalker123@sky.com

New Non-Equity Share Syndicate

Up to 3 shares offered in my gorgeous Bristell NG5 Speedwing tail dragger, G-IOVE. This is a very comfortable go-anywhere touring aircraft. Its Rotax 912 delivers reliable, economical performance with a cruising speed of 105 Kts TAS sipping 18 Lph. The amazingly spacious cabin, at 131 cm width, is the largest in class, wider than a C172 or PA 28. As a well-travelled former club Chairman observed “This feels like a proper aircraft”. 55 KG baggage capacity with two wing lockers means you can take all you need for a long distance tour, which is what this aircraft does best and with due notice to other shareholders, is available. The aircraft has already toured Scotland, France, Croatia and much of Italy as far as Sicily where I had it based until this summer. For avionics, there is Dynon Sky View with analogue back up flight instruments plus a central mount for a mini Ipad running your preferred nav app. 3 Axis autopilot, Trig 8.33 VHF and transponder hooked into SkyEcho TCAS takes a lot of the load off so you can enjoy the views. Anyone interested should have a decent amount of tail dragging experience or be prepared to take a tail dragging course before flying as P1.

£100 per month plus £75/hour (take off to landing)



Stephen Austen tel 07515776521 or email stephen.austen88@gmail.com



EV97 Eurostar share for sale. Rare opportunity. Beautiful to fly.

£14,500 (one third share)

Based at Bodmin. Contact Jeff Nudd 07545 700974 for more details.

LAA registered microlight

Excellent condition inside and out

Rotax 912 UL 80hp

Kiev propeller

Engine 782 hours

LAA permit due August 2025

Icom radio

Sunshade

Effective cabin heater for winter flying

New carpet fitted

One tidy aircraft...