

# October 2025

Come and listen to Corinne talk about building and flying this plane on 15th Oct .  
*Painting by David Young*



*The*

## **Bodmin Flyer**

*David Young  
2020*



**W**elcome to the October newsletter. This month we have our AGM meeting so if you are a club member please come along to that. You'll need to let Leith know in advance so we can plan numbers for the free buffet. This is on 23rd Oct and details are in the newsletter. The voting process for new directors will be emailed out to all members nearer the time too.

Another date for the diary will be our October Aeroclub talk by our very own Corinne Dennis on 15th October at 19.00 (or 17.30 if you book a meal before hand). I'm really looking forward to hearing how she built and flew her stunning Pitts Special S1. She called it Tarquin and I've used a painting I did of it at the top of this page.

Arfur introduces a new change to the PPL/NPPL skills test which will be useful for students to know about, but actually a refresher to all of us on emergency procedures is never a bad thing so we are reproducing the Emergencies chapter here from page 3.

Pete White has reported on our Strut Fly-in which despite the weather and no planes was a great day! Read about this on page 6. Also he has a report on a visit from Castle Canyke Cub Scouts on page 16.

Jay keeps us up to date on the natural habitat on the airfield grounds at this time of year on page 9.

Following a phone conversation I had



**Archie's first solo landing!**



with Anne Hughes a couple of weeks ago she has written us this fascinating article about the flying replica of Windermere's 1911 floatplane, Waterbird, that she's closely involved with. Lots of you will know Anna as Chair of the VAC and regularly attends the VAC events at Bodmin Airfield. Her article is on page 11.

We had a successful airfield maintenance day on Sunday 28th and I've written about this further in the newsletter. I've not had a chance to schedule the next one but will probably be early November so will let you know in a separate email nearer the time.

We have had a busy month with the flight school although missing Arfur as an instructor following his successful knee surgery. He has been busy working where he can and will no doubt be itching to get back in the air.

The 29th September is a date one of our recent flight students, Archie Vasiliou will never forget. He did his first solo in G-EGLA under the watchful eye of his instructor John Turner. Congratulations Archie!

In other news I also want to say congratulations to Lucy Reeves, one of our duty managers, who completed her UK and EU CPL in September with Aviation SouthWest in Exeter. Well done Lucy on becoming a commercial pilot!



As many of you will already know Matt Milburn left Aerodine at the end of August and it is now being run by Ed Salatas who's doing a great job. In fact when the Food Inspector from Cornwall County Council visited following the change over she granted Ed and Aerodine a five star food hygiene rating which is great news.



The fine weather we had for a lot of September brought lots of visitors. Here are a couple of those. G-DSPZ, a Robinson R44 helicopter stopping en route from a private field in Rock en route to Denham near London. Also this Vans RV12, G-WAFI which was on a tour of southern England. It arrived from Wadswick Farm in Wiltshire and departed for Popham in Hampshire.

And finally I've just heard that our airfield cat, Claudia ..... is in fact Claude!

Fly safe,

David Young,

Editor





# Partial Power Loss Emergencies.

By Arfur Bryant

For all pilots and students...

The CAA are adding Partial Power Loss Emergencies to the PPL/NPPL Skills Test, so I thought I'd add a new Emergencies Chapter to the Student Study Guide. This Chapter is reproduced here so that it gets to be seen by everyone concerned. It is not meant to cover every eventuality but should serve as a guide. As always, if you have any questions, please ask

Fly safe

Arfur

## **EMERGENCIES**

### **INTRODUCTION**

*Emergencies, whether on the ground or in the air, are rarely black and white. They are nuanced by context and are affected by internal and external factors. This chapter attempts to give guidance based on the experience and training of the instructors as well as guidance supplied by external sources.*

*Be aware there are many potential pitfalls and outcomes in each case. If in doubt, ask an instructor to expand.*

*There are three well established actions that can apply to all emergency scenarios but which may be added to depending on the nature of the emergency and phase of flight (including taxiing, takeoff and after landing).*

*These are:*

### **AVIATE – NAVIGATE – COMMUNICATE**

*Let us look closer at these...*

#### **AVIATE**

*This essentially means **'Fly the aircraft first!'** Do not allow mishandling brought about by panic or random control input to place the aircraft in further danger. The aim here is to ensure the aircraft is in safe flight. This could mean recovering from a stall or manoeuvre before addressing the emergency, or achieving a safer speed (either close to the cruise or glide speed), or climbing out of a very low altitude to a safer one.*

## **NAVIGATE**

*In the context of an emergency, this essentially means 'Aim for a good area'. This could mean aiming for the nearest point of land if over water, or aiming away from woods or heavily built up areas, or aiming towards the nearest airfield or area with decent fields. In order to do this, a pilot should always be aware of where the nearest diversion or safe area lies and have an accurate idea of the surface wind velocity.*

## **COMMUNICATE**

*This essentially means 'Alert the help'. This is done by making an appropriate radio call. Often this is taught as the next action after 'navigate'. However, there is an additional consideration which **could**, depending on the potential time available, be carried out before making a radio call. This consideration is 'DIAGNOSE'. There is little point transmitting an urgency or distress call if the problem can be easily remedied. Obviously, this **does not prevent** the pilot from making such a call immediately if time is limited but can, in certain circumstances, help the relevant ATC unit with the type of assistance they can offer.*

## **TYPES OF EMERGENCY**

*An emergency in flight can be either major or minor. A major emergency, such as engine failure in a single engine aircraft, or fire in the cockpit, requires immediate action on behalf of the pilot (or crew) and these actions should be rehearsed and, if possible, committed to memory. An example would be engine failure after takeoff (EFATO). Minor emergencies allow time to diagnose and refer to the Flight Reference cards or checklist. An example would be electrical problems or radio problems. However, there is one situation – **Partial Power Loss** - which can fall into either the 'major' or 'minor' category depending on the amount of power lost. This will be discussed further:*

*Partial Power Loss training is now part of the PPL/NPPL syllabus. It is defined as a loss of some, but not all, engine power at any stage of flight. It is a very subjective discussion as there are many variables, including the percentage power lost, the phase of flight, the flight characteristics of the aircraft and the aircraft design. This subject will be taught throughout the syllabus but adjusted for different phases of the syllabus. The two common phases of flight for teaching this emergency are after takeoff and in the cruise at height.*

## **PARTIAL POWER LOSS SOON AFTER TAKEOFF**

*Partial power loss soon after takeoff should be taught during the circuit phase pre-solo. The teaching reflects the experience of the student. Are they pre-first solo or approaching the end of the solo circuit consolidation phase? The options open to an ab-initio, first solo student are very limited and therefore the reaction to a power loss may well be to close the throttle and execute a standard EFATO (Engine Failure After TakeOff) manoeuvre, which will have been taught and practiced prior to first solo. However, in the case of partial power loss, having some power available may allow the pilot to make a small power adjustment to the approach path in order to land in the chosen field.*

*A student approaching the end of the solo circuit consolidation phase or later in the syllabus may, depending on the nature of the power loss, be able to complete a partial power loss circuit. So, the partial power loss will fall into varying degrees of action:*

- 1. A **significant** loss of power after takeoff should be treated as an engine failure and the EFATO procedure should be completed.*
- 2. A **slight** loss of power may allow continued flight to recover to the runway or another part of the airfield. This is known as a Partial Power Loss circuit.*

## **EFATO**

*A pilot should give (even to themselves, if solo) a briefing on actions in the event of a problem on takeoff. This*

briefing should cover what the actions should be at different stages during the takeoff procedure: the takeoff run, as the aircraft leaves the ground and in the early climb. An example of the brief would be:

*“I will be taking off from Runway 31. This will be a crosswind takeoff with a wind from the left. If there are **ANY** problems during the takeoff run I will close the throttle and slow the aircraft, vacating the runway when appropriate and making a radio call. If the engine fails as I am getting airborne, I will close the throttle and re-land the aircraft on the runway. If the engine fails during the climb I will carry out an EFATO procedure.”*

*Giving this brief before lining up will save precious seconds if an emergency occurs and will also inform any passengers of your intended actions.*

*The EFATO procedure is:*

- 1. Select the glide attitude and trim for that attitude.*
- 2. Select a suitable landing area, preferably into wind or close to it.*
- 3. Select flap as required to make the landing area safely.*
- 4. Make a short ‘**Mayday**’ call.*
- 5. (Only if enough time is available, carry out as many of the engine shutdown and emergency landing checks as possible but not at the expense of making a safe landing.)*

### **PARTIAL POWER LOSS CIRCUIT**

*With a minor - or slight - power loss, consideration **may** be given to flying a circuit at a safe speed and lower than normal height which allows for a safe landing at the airfield (not necessarily the runway in use), even if a further power loss ensues. **Note: A total power loss must always be anticipated!** A speed just above normal glide speed (say around 70 kts) should be flown with or without a small amount of flap (say 10°). The aim should be to find a power/flap configuration which will allow for the aircraft to maintain level flight. On final approach, maintain the achieved height until a glide approach can be safely completed.*

*Note: For an inexperienced pilot – not only a student – a ‘turnback’ option **should not be contemplated!** A turnback is a feasible manoeuvre only for a very experienced pilot who has had extensive training and practice in such a manoeuvre. It is not part of the training syllabus and can easily lead to a fatal accident.*

### **PARTIAL POWER LOSS AT HEIGHT (CRUISE)**

*Partial power loss at height should follow the ‘Aviate – Navigate – (Diagnose) – Communicate’ ethos with the following considerations:*

- 1. The amount of time available will depend on the percentage loss of power. A speed around minimum drag speed, or minimum sink rate (around 70 kts for a Cessna 152) will help maximize the airborne time.*
- 2. Knowledge of the aircraft and fuel. For example, consider carburettor icing or vapour lock as possible reasons for the partial power loss.*
- 3. Wind velocity must be considered. Flying downwind initially will extend the range but obviously a turn into wind will be preferable for landing.*
- 4. Keep updating the ATC unit with the aircraft’s position and pilot’s intention.*

### **CONCLUSION**

*This chapter is a very simple guide to emergency handling. Study the Emergency Checklist and don’t be afraid to ask an instructor to expand on these points. Almost every emergency can be dealt with safely given enough thought and practice. Consider your experience level and do not take unnecessary chances.*



# The Cornwall Strut Fly-In WAS a success

By Pete White

One of our many visitors to The Cornwall Strut Fly-In on Saturday 6<sup>th</sup> September has sent the email below (*in italics*) and it reflects what a fantastically successful day it was and despite the fact that we had 19 *Hi Vis* clad and willing volunteers ready to leap into action ... we had no visiting aircraft!

The sun shone but the wind was not only strong but mightily blustery so the morning briefing at 09.30 majored on looking after our expected visitors by taking them on hangar tours and welcoming them to our special little airfield. Everybody simply loved our Kernow Flying Flea as it sat proudly in prime position in Hangar 1, welcoming the multitudes of awe struck comments and enjoying the attention of so many cameras. Our hard working volunteers introduced so many 'would be aviators' of all ages to the cockpit experience which to them was a rare treat as normally aeroplanes are on the other side of the fence.



Nick takes visitors for a ride in his open top Vauxhall 14/40.

The place was buzzing and it was simply marvellous to have the tables both inside the clubhouse and on the outside full of people enjoying the wares being served up by Ed from the AeroDine cafe. It was Ed's first day as our new cafe manager as his predecessor Matt, after giving us a wonderful service, has now moved onto fresh pastures. Very well done Ed you held your own and earned your spurs on Saturday. One of our guest vehicles was the pre war open top Vauxhall 14/40 owned by a CFC member and instructor, Nick Chittenden, who's collection of eccentric aerial and road transport always brings a smile to your face. This



same vehicle appeared on the phone storage as we were viewing previous visits by the Rutherford family to Bodmin Airfield and one of the shots was of the whole family, Johnny, Anna and their 4 children with Nick in the driving seat. Great I thought, we can do a comparison 'Now' shot if Nick was willing but of course everybody is now 9 years older and taller. Well the resultant photos are superb and the wonderful Vauxhall still motors on for us all to enjoy. Splendid!



*Hi Pete.*

*Just want to say thanks for making us feel so welcome on Saturday despite the lack of flying we had a really lovely time. Chatting with that young girl who's name I didn't catch (Florence Sabin) was fab and got Jacob thinking and then your chat and finally a long personal talk with David (Young) has my eldest keen to try out flying.*



*It was lovely to see you again and it's always so warm at the club. It was fun to see the old car and have our photo taken again 9 years on was a laugh and was obviously meant to be. (Nick Chittenden's car)*

*Also thank you for chatting with my daughter's friend and chatting with her Dad also called Pete!*

*David has been in contact and explained about photos and is also kindly offered for Jacob to come down for a flight and we will get some money aside and buy him a trip up with an instructor if my 18 year old really is as keen as he says. What a day Thanks again.*

*Thanks again and hope to see you soon, Johnny*

**Johnny Rutherford**  
Senior Journalist Reporter  
VJ & Craft Cameraman  
BBC TV South West

I am forever thankful for the support that we get from our Flying Club members, their families and friends and without them we simply would not be able to operate. So thank you again...

Corinne Dennis, David Young, Steve Austen, John Cook, Bill Thirtle, Chris Burton, Rosie Burton, Florence Sabin, Nigel Ramsay, Richard Saw, Richard Skinner, Fiona Blatchford, Gemma Machin, Alfie Humber, Dan Gordon, Phil Gray, Jay Gates, Nick Chittenden.

Pete White



**BODMIN AIRFIELD 2016**



**BODMIN AIRFIELD 6<sup>th</sup> September 2025**

**9 years later, same family, same car, same driver, same airfield.**





# AUTUMN FALLS

By JAY GATES

*“That time of year thou mayst in me behold,  
When yellow leaves, or none, or few, do hang,  
Upon those boughs which shake against the cold,  
Bare ruined choirs, where late the sweet birds sang.”*

So sayeth the Great Bard, William Shakespeare, in his Sonnet where he equates Autumn to a late stage of life. And so it is that the Autumn Equinox has passed, specifically it came to us on Monday 22<sup>nd</sup> September, at 19:19 in the early evening, when equal time of light and dark was reached, and from that point on we slip into Autumn at the airfield, with days drawing in, and with the signs of the natural world all around us telling us that Autumn really is now upon us.

There is some speculation from the Climate Scientists that Autumn was upon us early in the natural world, not because of the reducing sunlight, but because of the long hot summer that preceded it. Nobody who was a regular visitor to the airfield, or indeed anywhere that trees are part of your everyday views, could have failed to notice that the leaves of trees were starting to brown off, and drop, as early as August, a good two months early in some cases.

More so on the airfield is that the free crop of blackberries that adorn the brambles, or ‘*Rubus Fruticosus*’ to scholars of botany, which grow in abundance around the airfield perimeter, and along the path from the car park to the clubhouse, was full of a bumper crop of blackberries some of which had ripened almost a month early, and were ready to pick and eat at the start of July, and continued to ripen through to the beginning of September. It is always a mystery to me that every year that passes we don’t have hordes of members picking this free, juicy crop.



Of course the equinox, or the approach to it, bearing in mind that the Met Office determines that Autumn for them starts on 1<sup>st</sup> September, seems to be a trigger for a downhill slide to awful weather, and September has not disappointed. We have even had the effects of our first Atlantic Hurricane of the season when ex-Hurricane Erin brought a day of extensive wind and rain to the airfield at the start of September. The month is set to end the same way!

For lovers of weather, and especially the great open cloudscapes that only Cornwall can produce, the equinox also brings with it some beautiful cloud formations. The lessening power of the sun through the day means that cloud does not bubble up as early in the day, on those fair weather days when little wind affects the outcome. This



means that the appearance of fair weather Cumulus clouds does not progress much beyond the first stage of Cumulus development, and appears later in the day than normal. The result is a sky full of Cumulus Humilis, which is identified as Cumulus that is wider than it is higher, and when you have a sky full it produces what is known as a ‘Simpsons’ sky. Avid fans of Bart will know what that means!

There is some conjecture that an early retreat

into Autumn within the natural world is a warning that a hard Winter is to follow. One thing is for certain, if old wives tales are to be believed, is that nature provides for its own, and that those shrubs and trees that produce red berries, such as Hawthorns, are producing bumper crops, which will feed the birds over the next few months. A drive through the back lanes of Devon and Cornwall will testify to that, as the hedge Hawthorns are awash in red.



One thing is for sure, our resident colony of Swallows have finally departed for the warmer climes of South Africa, which gives us a clue as to the season. At least 40 of our flock, probably all from clutches that were born and raised on the airfield were spotted on 1<sup>st</sup> September gathering on the roof of Hangar 4. For the nomenclature aficionados who like collective nouns, a gathering of Swallows is formally known as a 'Gulp'. They were gathering, presumably, to receive their migratory flight briefing, study NOTAMs, and obtain enroute weather, prior to a mass exodus to South Africa.

Within a week they were nearly all gone with less than a dozen still flitting around the airfield. By 20<sup>th</sup> September, a group of six still remained, but just 24 hours later on Sunday 21<sup>st</sup> September they were finally gone. For those that wonder, a record of their seasonal comings and goings has been kept since 2017, when I first arrived here, and their departure has varied with every year, with the earliest departure recorded being 25<sup>th</sup> August in 2023, and as late as the last week of September in 2021. We have to wait until late April for their expected return.



Our many Buddleia shrubs that we have around the airfield produced a whopping display of their beautiful pink and purple flowers, as a late season feast for our pollinators. It is not for nothing that the Buddleia is also known as the 'Butterfly Bush', and that moniker did not disappoint. Before the foul weather descended on the airfield, the bushes had attracted a huge amount of butterflies, which mostly seemed to consist of Red Admirals and Small Tortoiseshells to feed on the nectar.

In addition, our most important pollinators, the bees, were also in attendance collecting pollen and feeding, including Buff Tailed Bumblebees. Not for nothing is our airfield considered the most important natural wildflower meadow in the Southwest, with recognition as a County Wildlife Site received from Natural England, the Cornwall Wildlife Trust and Cornwall County Council. It is something that Cornwall Flying Club can be very proud, and if nothing else, our stewardship of the airfield meadow for our Bees is the single most important aspect of maintaining its diversity. The national Bee population is struggling, and we can play a part in ensuring that, in Mid Cornwall at least, they have a better chance of survival. Without Bees, man is unlikely to survive. It really is as simple as that!



# Windermere's Waterbird flies again!

By **Anne Hughes**

**F**lying Waterbird on Windermere for our annual flights is complicated!!

Waterbird is kept in a private hangar at Liverpool Airport. The dates and times for our flights on Windermere are negotiated with the Lake District National Park Authority six months in advance along with other permissions from the CAA and others. A flotilla of ten boats is required to support the flights for safety reasons. We also have to make arrangements for a temporary hangar to be erected on private land by the lake where there is a launch area.

In order for us to fly the replica of Windermere's 1911 floatplane, Waterbird, for the annual public displays, we need to renew the LAA Permit to Fly. The check-flight takes place on Windermere.

The replica is constructed of similar materials to the original using bamboo, wood, fabric and wire. This frail aircraft is loaded on to two low loaders and travels up the M6 Motorway to Windermere a week before the flights and is re-assembled by eight volunteers under the watchful eye of engineer Dr Bill Brooks. Meanwhile we welcome the pilot, Lt Cdr. Chris Gotke RNAFC from Navy Wings, and keep an eye on the weather forecasts. Rain and gusty winds over 8 knots would mean 'no fly.'

This year all fingers were crossed as the forecasts changed hourly. We were so fortunate! The Permit flight was flown on the Wednesday evening and the Permit issued the next day. The BBC recorded a programme for the BBC News and a weather window opened on 5<sup>th</sup> and 6<sup>th</sup> September at 6.45pm for our flights.

Hundreds of people watched from our viewing area at Brockhole and around the lake! We were also treated to a fly past, smoke on, by the Red Arrows on Friday afternoon and the BBMF Spitfire gave us three fly-pasts as the Aviat Husky, flown by Angus Whyte, and Waterbird taxied to their positions. Cheers were heard around the lake!





It is impossible to describe the mixture of emotions for the team, the trustees and Ian Gee, the chairman, who has run the project since the beginning. It is a privilege to be able to share the story of the 1911 Waterbird, the first floatplane to make a successful flight in Britain and the Empire, which first took off from a few miles south of our display. Some of the relatives from those early days join us to watch the flights.

Working with children from the local schools, an exhibition in Windermere library, media coverage, talks and our

books, 'Waterbird – Wings over Windermere' and the children's book, 'Waterbird's Story,' are some of the ways we spread the story of Windermere's unique place in aviation history. The Lakes Flying Company Ltd is a charitable trust, dedicated to the project, with a long-term plan of setting up a Seaplane Centre on Windermere where Waterbird will be based. You can find out more at [www.waterbird.org.uk](http://www.waterbird.org.uk)

Anne Hughes (LFC Trustee and VAC Chair)





# Airfield Maintenance Day

28th September

By David Young

**W**e've had another productive day at the airfield. When I arrived at 10am Mitch Pendagast was already hard at work pruning some shrubs around the signal square and then moved on to sorting the swollen doors to the disabled toilet building and various other repairs on site. He also cleaned the disabled toilet and hallway and it's looking so much better.

Peter Williams was on a mission, strimming and cutting the banks, patio, and everything else he could find. Phil Gray had previously painted the corrugated iron on the top half of the side of Hangar 2 and the wall beneath has since been painted white by David Evans. This time Phil really made an impact on the hangar doors.....and wow, what a difference!



Richard Saw

Mitch trimming doors



Richard Saw and Bill Thurtle took on other tasks like starting the repair of the signal square, and as for me, well I spent the first half of the day searching for an elusive pot of creosote to carry on with the fencing and then helped Phil with the hangar door painting.

A huge thanks to everyone who turned out, and if you'd like to come along and help next time we'll let you know the date soon.



David Evans has painted the walls



Peter Williams





Phil Gray painted the hangar doors



# Mystery Aircraft

The non-existent prize and silent round of applause for guessing last months goes to ...no one! None of you correctly guessed this as a **Bristol type 133**

So lets see if any of you can recognise this fine aircraft? Answers please to [lionel.ford@hotmail.co.uk](mailto:lionel.ford@hotmail.co.uk). First with a positive identification gets a big fat pat on the back.





# Bodmin Airfield

Home of Cornwall Flying Club

## Annual General Meeting 2025

Dear Members,

The Annual General Meeting of Cornwall Flying Club Limited will take place as a **Physical Meeting** in the **clubhouse** on **Thursday, 23rd October 2025 at 6pm**. Following the meeting, the Chairman and members of the board invite attendees to join them in a buffet meal\*.

In accordance with the Articles of Association, notice is hereby given that the business to be conducted shall be:

1. Approval of the Minutes of last AGM
2. Chairman's address and report
3. Financial report and approval of accounts
4. Officer reports:
  - Ground Operations Manager and HOT
  - Safety
  - Events
5. Election of Directors
6. Response to written questions
7. Close

Voting on all matters on the agenda will be by show of hands at the meeting save for the election of directors which shall be conducted on-line – watch out for details nearer the time.

In respect of Item 5 above, two of our current directors are coming to the end of their term of office and shall stand down at the meeting so there are vacancies for two or more directors. The process of becoming a director is very simple: Obtain a signed nomination from any current member and produce an election address which will be displayed on the notice board for a period of two weeks prior to the meeting. An election will be held and the results announced at the meeting. Whilst we have operated with six directors to date, the Articles of Association provide for a maxima of eight directors so Members are invited to consider this opportunity to shape our club and take it forward. Nomination of members to the position of Director must be received by the Company Secretary at [leith.whittington@btopenworld.com](mailto:leith.whittington@btopenworld.com) by Wednesday 1<sup>st</sup> October 2025– contact the Company Secretary for information.

Submissions for Item 6 above should be made to the Company Secretary at the address above by Thursday 2<sup>nd</sup> October 2025.

At present, there are no Company Resolutions to place before the meeting by the board but, if any arise, they will be notified to Members by Thursday 2<sup>nd</sup> October.

\* In order to plan the buffet, please advise the Company Secretary if you plan to attend.

Leith Whittington  
Company Secretary



# Castle Canyke Cub Scouts loved Bodmin Airfield

By Pete White

Wednesday 24<sup>th</sup> September was a busy productive day at Bodmin Airfield and as the day staff closed down their daily routines we had the next wave of busyness about to commence. Firstly the arrival of our ever loyal and enthusiastic helpers, Nigel Ramsay, Gemma Machin, Jay Gates, Richard Bracey and Richard Saw, all briefed and prepared for the arrival of twenty plus Cub Scouts escorted by their leaders and helpers.

After our usual airfield welcome and safety briefing, the young excited group were split into three 'flights' and each was taken to the three stations of learning on the airfield where the waiting volunteers eagerly attended to them. The tower was manned by Jay who as a surprise to us all had turned up for his stint in scout uniform. However this did not deter him from explaining the tower procedures, airfield etiquette and the phonetic alphabet to a happy throng of our future aviators.



Nigel and Gemma were stationed in Hangar 1 and were kept busy explaining how aeroplanes fly and pointing out the differences between the types and marks but their centre piece and main focal point was our unique Kernow Flying Flea. It is definitely a talking point for all that sees this historic masterpiece and once the history of this particular example has been explained the interest and fascination simply multiplies.

Hangar 2 was managed by Richard Bracey allowing the young folk to sit in the club aircraft to help them to understand the controls and instrumentation of a 'modern aircraft'.

Whereas Richard Saw was guiding the cubs around the special features and delights of his 1946 Auster Autocraft.

All done and back to the clubhouse for a Q & A session before we sent them all on their way, each armed with an aviation chart and a couple of magazines each and large smiles!

It is always a delight to host our young visitors and hopefully we have planted an aeronautical seed or two or at least given them an appreciation of our wonderful world of aviation.

A big thank you to the team, your efforts are truly appreciated not only by me but by the whole of the Cornwall Flying Club who I'm sure would love to have been a part of the fun packed evening.



# AEROCLUB and *Cornwall Strut* at BODMIN AIRFIELD

On **Wednesday** 15<sup>th</sup> October at 19.00 - (Dining starts at 17.30)



Our speaker for the evening, Corinne Dennis, will tell her story of the long journey building her Pitts Special S1-*Tarquin* and eventually campaigning him at airshows, boat shows, weddings and other events.

The restoration and assembly process became not just a technical challenge, but an adventure in itself—late nights spent amongst blueprints and rivets, coffee-fuelled weekends weathering Yorkshire winters, and the thrill of watching *Tarquin* take shape piece by painstaking piece.

You are very welcome to join us for a meal in the Clubhouse before the talk but please remember to book first on **01208 821419** especially if dining at our *AeroDine Cafe*. Meals start from 17.30 and the talk commences at 19.00. See you all there!

Pete White, **AEROCLUB**, 07805 805679 or [pete@aeronca.co.uk](mailto:pete@aeronca.co.uk)

## AEROCLUB and Cornwall Strut at BODMIN AIRFIELD

On Wednesday 19<sup>th</sup> November at 19.00 - (Dining starts at 17.30)

# Matt Dearden - 'Flying from Shangri-La'



Matt Dearden is a current commercial pilot and author of *Flying from Shangri-La* which details how he went from computer geek to extreme bush pilot, flying the Pilatus PC-6 Turbo Porter.

Come and join us for an exciting talk of what it is was like to go from answering emails to flying the most dangerous routes in one of the world's last frontiers: Papua, Indonesia.

Aeroplane crashes, tropical diseases, tribal villages and jagged, jungle covered mountains all featured in his remarkable career and in what Channel 4 described as the "Worst Place to be a Pilot". Matt disagrees with that title and his talk will answer the question of how do you land on a 30% up-sloping runway (and take-off again)?



You are very welcome to join us for a meal in the Clubhouse before the talk but please remember to book first on 01208 821419 especially if dining at our *AeroDine Cafe*. Meals start from 17.30 and the talk commences at 19.00. There will be a small charge of £5 for the talk.

Pete White AEROCLUB 07805 805679 or [pete@aeronca.co.uk](mailto:pete@aeronca.co.uk)

# SHARE FOR SALE

1/6<sup>th</sup> Share in a 1946 Vintage Tail-wheel Aircraft

## Aeronca 11AC Chief



### G-IVOR

## Share Price £3450

**Running Costs are ONLY £60 per hour WET, plus £65 per month.**

G-IVOR was completely restored in 2002 and won The Award for Best Restoration at the PFA Rally in 2003. Unlike many tail-draggers G-IVOR has side-by-side seating making it very sociable. It is an excellent aircraft for affordable fun flying and ideal for anyone interested in exploring farm strips or just “bumbling around on a sunny afternoon”. The aircraft syndicate is based at Bodmin Airfield (where it has been for 34 years) and is kept in an easy access ‘strip’ hangar – availability of the aircraft is also excellent. This is a genuine sale

Please contact: Pete White on 01752 406660 / 07805 805679 [pete@aeronca.co.uk](mailto:pete@aeronca.co.uk)

Please contact Mike Mold on [mikemold@gmail.com](mailto:mikemold@gmail.com) or 07884-361645

# SHARES IN BODMIN BASED D120 FOR SALE



**QUARTER SHARES AVAILABLE IN THIS CLASSIC TAIL DRAGGER WHICH IS A JOY TO FLY. AIRCRAFT IN VERY GOOD CONDITION WITH LOW ENGINE HOURS.**

**SHARES £4,000 WITH MONTHLY COST £340 TO BE SHARED EQUALLY BY NUMBER OF SHARE HOLDERS AND £45 PER HOUR WET.**

**NEW PERMIT OCTOBER 24**

**CONTACT RICHARD WALKER ON 01752 407411 OR**

**EMAIL [richardwalker123@sky.com](mailto:richardwalker123@sky.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...**

## Jodel D117A G-BFEH For Sale



Built by SAN in July 1958. Always hangared and well maintained. Won the Wilkinson Sword award for Best Jodel at the 2004 LAA Rally and is still in very good condition.

Airframe 3741 hrs, Continental C90-14F 2761hrs with B&C lightweight starter & alternator. Spin-on oil filter. Hercules propeller. Disc brakes. Airbrakes.

Trig TY91 radio with Bluetooth connector to Skydemon, Collins TRD-950 Mode C transponder, Avmap Ultra EFIS, Pilotaware Rosetta EC with external antennae. Kidde digital CO monitor.

Total fuel tank capacity 110 litres, cruise 90 kts at 2200rpm and 20lph. Excellent 2 seater with long range touring and short field capabilities.

Wing, canopy and cowling covers. Permit to Fly to July 2026. Based at Watchford Farm, East Devon. £18,000 ono.

**Come and join our team...**



**At Bodmin Airfield**



This splendid aerial shot of Bodmin Airfield shows the expanse of the land, that as Club members, we all own between us and we are so lucky to have this asset. This has been achieved by much hard work and careful management over the years by members and their friends and family. We have an excellent reputation for our welcoming attitude at the many events we hold and again during our everyday business of flying training we excel in every way. Our team of instructors and management staff show an unlimited amount of enthusiasm to ensure our 'customer' is satisfied and happy. Our extra bonus is the AeroDine cafe which in itself is enjoying a development journey all of its own under the leadership of Matt and bringing a wide range of sustenance to our visitors and members.

**But going forward we really do need your help to...**

- General gardening tasks.
- Keeping the hangars clean and tidy.
- Tidy up the Fuel Bay area and fit new signs.
- Painting the outside where needed.
- Make new chocks and refurbish the remaining good examples.
- Generally cleaning up and keeping the patio area, signal square and path from the car park in a presentable condition. (This is the first sight our customers have of our airfield)

We have started to build up a team of helpers for both indoor work and groundwork outside on the airfield and if you can give of your time, however small that may be, please join the team by contacting me...we have plenty to do.

Thank you

Pete White

*Pete White*

Events & AEROCLUB Director  
Bodmin Airfield

07805 805679 / 01752 406660

Pete@Aeronca.co.uk

www.BodminAirfield.com



**Bodmin Airfield**

Home of Cornwall Flying Club