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# **Bodmin Flyer**



Welcome to the August edition of the Bodmin Flyer. As mentioned in last month's newsletter we are looking for anyone who would like to join us on the Board of Directors, so please see Leith's information on page 7.

As you'll see in the cover photo we had this spectacular Chinook at the airfield. Read Pete's article about the connection with the pilot and Bodmin Airfield on page 3. Another connection Bodmin Airfield has through school visits and our wild flower meadow is The Orwell Society. Read about this and upcoming talks in Polperro Village Hall on page 11.

Matt Getson found himself in the unfortunate position of loosing his engine while flying his MW5. Read his account '2000ft to 0 in 30 seconds'. If you have a story about one of your flying experiences please send it to me at [bodminairfield2@gmail.com](mailto:bodminairfield2@gmail.com).

Pete White has been searching his computer and found an old story from Christopher Howell about his time in IVOR. This is on page 8.

How good is your aircraft knowledge? Have a go at our Mystery Aircraft Competition on page 10.

**Our next AIRFIELD MAINTENANCE DAY is planned for Sunday 17th August. If you can spare a few hours that would be great.** Corinne Dennis has a report on the work done in July on page 7. A big thanks to all that turned out to paint the runway numbers, and also to Pete Williams and Phil Gray for the runway end marker boards.

This month congratulations go to Lucy Reeves, one of our duty managers, for passing all 26 ATPL ground exams at the Bristol Ground School. Why 26 you may ask? Prior to Brexit only one set of 13 exams covered both UK and EASA requirements but since then you have to pass 13 UK CAA exams and 13 EASA ones! I think every time I've seen her over the last year she's had her head in a book so good to see all the hard work has paid off. She will now be heading into the skies for her practical training with Aviation South West in Exeter to complete her CPL and MEIR.

It's been a busy month at the flight school. We have had two first solo flights in July. The first being Joe Tompkins on the 13th and Alastair Reid on the 23rd. A great milestone in their PPL training so well done to both of them.

The 9th July saw Neil Foster pass his LAPL GST with Mike Owen so he will be heading skyward in this lovely Sportscruiser. Ed White also completed his solo Nav flight on 30th June.

I'm hoping the weather will hold for our 25th Anniversary Event on Lundy Island on 3rd August and will give a full report in the next newsletter.

Fly safe,

David Young, Editor.

**Lucy passes all her exams**



**Alastair and Arfur**



**Neil passes his LAPL GST**



**Ed White**



**Joe's first solo**



**Europa Mono G-CCOV**



**Cavalon Autogyro G-CLZV**



**Piper Super Cub G-CMRR from an airstrip north of Nottingham flown by Graham Oliver**



**Here's a few of the July visitors**

**Photos: Pete White**



# 'Smerdon Trained'

By Pete White

Whilst at the airfield on Monday 21st July I received a phone call from a member of 27 Squadron requesting they make a fly-by of Bodmin Airfield on the next day whilst they were operating a Chinook in the South West. The gent on the phone gave his name as Will Smerdon which rang a very large bell in my head and I asked him if he had any connection with our old CFI and Club chairman, Dick Smerdon? Yes, he replied, he was my grandfather!

Dick Smerdon, ex WW2 RAF pilot, had two sons, Piers and Giles who both became pilots and excelled in their careers. Piers as a civilian instructor and examiner and Giles served in the RAF and his son Will followed in the family tradition.

I am one of a handful of pilots still flying at Bodmin Airfield who are very proud to say that we were 'Smerdon Trained'.

*Photos of the Chinook being flown by Will Smerdon*



Photo: Thomas Bennett



Photo: Thomas Bennett





# Hour building for a CPL?

By David Young

**A**re you hour building for a CPL or perhaps like me, hesitant about joining a group? If so we have a Vans RV-12 that is an ideal aircraft on which to hours build. G-CLSF is only a few years old and has the advantage of a Dynon Skyview glass cockpit which will prepare you well for modern instrumentation.

Another great advantage of this aircraft over our flight training Cessnas is you can book it out for a few days at a time, as long as you fly a couple of hours each day. This is very much like a group owned plane in that respect, but without the commitment. If you just fly for enjoyment then this plane is great fun to fly. Booking is easy with our online booking system and also allows you to see its availability.

It's a 2 seater, side by side so great to take a friend or family member with you. The cockpit with its perspex dome canopy is prominently positioned forward and gives excellent visibility. The Rotax 912UL engine is very economical and I've done a 4hr round trip with an hours reserve on a full tank of fuel.

Contact Arfur Bryant if you'd like any more info on 07545951503



David taking his son flying



Great for seeing Cornwall from the air



Dynon Skyview glass cockpit is easy.



# Airfield Maintenance Day

19th July

By Corinne Dennis

A very successful airfield maintenance day was held on Saturday 19th with just 4 volunteers grafting. Grateful thanks to Fiona and Bill for their backbreaking work on 03 / 21 numbers and to David Evans for the very messy job of stripping paint from the hangar end wall in preparation for painting. Thanks also to Richard Saw for the ongoing battle with ever growing grass. Wenna Spaniel helped keep us all in good spirits with plenty of cuddles when not busy chasing rabbits.

The next maintenance day is planned for SUNDAY 17th August at 1000.

Planned tasks include:

Re-siting of airfield sign near 03 threshold to near A30 junction, ongoing fence creosoting, runway numbers re-painting, prep and painting of shabby end wall of hangar 3, disposal of fridges etc. spraying off signal square plus other tasks as required. If you are able to come and help, if only for part of the day please let me know at [corinne@corinnedennis.co.uk](mailto:corinne@corinnedennis.co.uk). Bring any tools and equipment you think may be useful.



*Owners of private aircraft are requested to keep the area beneath and around their a/c clean and tidy. This will help prevent the build up of large amounts of dust and detritus in the hangars.*

**David did a great job prepping the hangar wall.**



**Fiona and Bill leave Wenna the Spaniel to finish the job**



# 2000ft to 0 in 30 seconds!

By Matt Getson



After a lovely flight over to Bodmin in my MW5 from my home base (a farmstrip near Saltash) and a quick cup of tea with Richard, I departed Bodmin homeward bound on Friday the 4th of July about 1500, with the thought of Sausages and Burgers at a family BBQ I was attending later that evening and not knowing what would happen about 20 minutes later towards the end of the flight.

The flight was going well without a hitch and I was about to fly over home (Saltash) before returning to the strip when all of a sudden I had a few splutters, loss of power and the prop stopped! I was now in a glider! A glider that didn't really glide, dropped like a breeze block and I had less than four hours flying time in!

The first thing was making sure I had the most efficient glide speed of roughly 38mph and then deciding where to put it down. I had a few options but found the one I wanted to go for. As I turned from my low key/base position to final, I realised I couldn't quite make the field I was intending too and my only option was the field ahead - low tension powerlines on the undershoot and a ditch on the overshoot. I had about 175 meters in which to get it down in which I know the MW5 could easily do. I bounced as I touched down and didn't quite have the elevator authority I wanted in the flare but I was just pleased to get down in one piece - both the aircraft and me completely unscathed!

After being breathalyzed by the police and finding the land owner, myself and a few friends got the recovery process underway. The wings came off and then the tail assembly and it all fitted nicely onto the back of a custom built trailer. It was all going so well until the land owner's Range Rover who had offered to tow it out of the field for us wouldn't start! Eventually, 5 hours later we got the aircraft out of the field and back to the hangar. I still managed to get home to some sausages and burgers though leftover from the BBQ, albeit slightly cold!!



**Luckily the MW5 dismantles easily.**



**Allo, allo, allo**

## Seeking Directors

Dear Members,

The Annual General Meeting of Cornwall Flying Club Limited is an important element of corporate governance which enables the company board and members to share the formal accounts, review that past year and outline future plans. Very shortly, I shall be serving formal notice of the meeting which is likely to take place in late September or early October.

The agenda for the meeting will be as follows:

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

Focusing on item 5 of the agenda, our Articles of Association provide for directors to be elected onto the board to serve for a limited term of three years and allows for election for a second term of three years at the AGM. Thereafter, directors must stand down and may not seek re-election for at least one year. This year, two of our directors, Richard Saw and Pete White, are completing their second term and must resign their positions.

The Articles of Association provide for a maxima of eight directors/minima of six - we have been operating with just six directors for some time. Accordingly, we must recruit at least two new directors so Members are invited to consider this opportunity to shape our club and take it forward. The process is very simple. If you are prepared to stand for election all you need to do is to be formally nominated by another members (there is a form) and write up an election address for display on the club notice board. The election will take place electronically and results will be declared at the AGM.

Should you be interested in standing for election, please contact me [leith.whittington@btopenworld.com](mailto:leith.whittington@btopenworld.com) and I will provide the nomination form and any information that you need. Of course, Statute imposes legally binding obligations upon directors but these are not onerous. I can provide guidance on this matter if you need it.



Leith Whittington  
Company Secretary

# Pete White discovers old stories tucked away on the hard drive.

I recently found this amusing story in my files, by Chris Howell who flies the Luscombe 8A G-SAGE from Bolt Head and Chris also looks after that delightful little coastal airstrip in South Devon.

Chris's story goes back 25 years when he had first joined the South Western Aeronca Group flying the Aeronca Chief G-IVOR and I felt it is, first of all very well written and secondly it still does relate to flying a tail-dragger today in 2025.

## C.A.A. to P.F.A. (Now LAA)

### Cessna to Aeronca

By Christopher Howell

How many times have you heard say " You are not a real pilot laddy until the tail wheel aircraft is mastered"

When I climbed into the cockpit of G.IVOR a 1946 Aeronca 11AC Chief for the first time I felt obliged to work out the function of the pedal things on the floor. Previously in my dear little Cessna 152 I had found them very comfortable things to rest my feet on during long flights.

Now look here all my current flying to date had been on the good old reliable wheel up the front machine with nice big toe brakes under foot.

Now here I am down at Bodmin Airfield, home to Cornwall Flying Club. A very repectable all grass airfield perched on a hill just east of Bodmin town in sunny! Cornwall.

Trying to steer G.IVOR around the airfield at Bodmin was more than just a moderate challenge for a reformed sixty's hippie such as my good self. The weather was grey overcast windy and cold, trying as hard as I was able G.IVOR was none too keen to steer in the direction of the target I pointed towards.

With eyes glued on the windsock and then through the intercom " dab your heels on the brakes Chris" chortles Peter's command. Dab, Dab, Dab, the left brake works well I found out as we completed a very elegant 360o turn. My biggest worry was after all my wanderings I was still no closer to the runway, a bit of a puzzle! I am dabbing very gently on the right heel brake, which is proving most elusive to the caress of my dainty shoe.

One may quite legitimately ask what is the purpose of all this struggling, "Money"

All my flying to date had been on club aircraft at an average hourly rate of £100.00. It was no longer possible to carry on at those rates. While I had enjoyed a single life style I often quite easily talked myself in and out of all sorts of financial disasters. Now I was sharing my life with Hannah it was almost impossible to justify expenditure for an hour of fun on a Sunday afternoon at those club rates.

Peter White started the South Western Aeronca Group (SWAG) back in 1991. His purpose to have available low cost flying within the financial budget of the working man. The group was to be formed with six members paying £30.00 fixed monthly cost, this would cover

all the overheads, such as Hangarage, insurance and P.F.A Certificate. The hourly wet rate is now £25.00, which covers fuel, at 3.5 gallons an hour, oil and some towards the maintenance fund. All in all very low price affordable flying.

With high finance in mind I eventually struggled to line up on the main runway. Full power 20kts indicated tail up, 40kts airborne amazing! We leave the quiet Bodmin circuit to carry out some upper air work stalls, steep turns and general handling then back to the airfield for some touch and hurrah's.

I thank Bodmin for its forgiving green grass runways. Peter seems happy with my tense arrivals, now comes the moment of truth!

"How about one on your own Chris"/ crackles Pete through the intercom, that old smell of adrenaline is back! "Curry last night chortles Pete"! as he slips out the door to leave me alone.



G-IVOR in its original colour scheme when Chris Howell joined the SWAG group.



It is a grey overcast day with a cloud base of about 800 feet a stiff 20kts down the runway is this fun! I try and perform my good old Fred Astaire routine with the pedals a good firm wiggle on the controls, I hope my position is some where in the centre of the runway, as the little Aeronca's nose blocks my view full power and off I go.

I rumble down the runway alone in this little Aeronca and sang my merry little song, just me flying into the sky again, just me and that horrible smell. The club house flashes past I peep out of the window, sure enough the wheels have left the ground. Mike Moore the old CFI at Dunkeswell always pummelled it into me climb straight ahead to 400ft and then turn, I scooted round and levelled off. My first solo in G.IVOR Howell needs all his steel nerves now, I was battling to keep the black ball where it belongs at the same time downwind checks, keep a sharp

eye on the airfield, those grass ones have a habit of disappearing at the crucial moment! Carb heat nice and warm, give the instruments a delicate polish, clunk click I feel sick (Curry's) door secure.

Around I go onto base leg, final 50kts Reds- Greens- Blues over the hedge, throttle back, level off, stick back another miracle and I am back on the ground.

That afternoon Peter and I carried out some local flying away from the airfield and he finished by saying "next visit take G.IVOR and really get used to flying alone"

Great idea in theory I thought to myself, but does wobbly bottom Howell have the steely nerve required.

Feel the Fear and do it anyway the book says!

Now please may I remind you, most of my flying to date has been from Dunkeswell in Devon. Runway nice visible tarmac over one thousand yards long, perched on top of the Blackdown Hills. Highly visible from miles away. Flying in nice Cessna's and PA 28s which have three big wheels and electric start. Now I have saddled myself with a 1946 Aeronca, which requires both hands and both feet with a hand start to boot!

For some folk daily life is a doddle, me I specialise in making mountains out of mole hills. "Right get a grip Howell" I mutter to myself as I drive into Bodmin airfield. A couple of squirts of the old herbal calming remedy, my first test of strength something quite alien to me opening hangar doors.

Dripping with sweat I finally slide the doors open and heave a big sigh of relief when I see dear old G.IVOR tucked up right at the front.

Stage one complete now which bit should I grab hold of to tug him out. Most civilised aircraft have a nice wheel at the front with a button to hook the tow hitch up to.

Let's have tug on the prop! Then I break out in a sweat again when I remember how much money has been lavished on the engine.

I march up to the wing strut and give it a good firm shake, just in case any onlookers spotted my hesitation.

Very quickly I realise tugging on the wing strut is making no forward progress out of the hanger.

So I slide around to the rear of the aircraft and give a gentle push from the grab bar close to the wobbly rear wheel. I clear the hangar doors in record time! Now look for a suitable spot for an attempted start up.

Having been told and observed the technique for hand swinging the prop I gingerly work through the checklist.

Brakes on! Chocks in! Keys out! pull through about six times. I

am told this draws fuel into the cylinders! Then Fuel off!

Now the serious part of the days activities. Key in mags on, Zip up all my pockets, clear away any dangly bits. Assume the position one hand on the propeller and heave for my life!

Pop,Pop,Pop G.IVOR fires up first swing. A mighty tug on the chocks and I run for my life, wobble around the wing tip and clamber in to the cockpit.

First check is the oil pressure beginning to rise, these 65hp Continentals have a habit of not showing oil pressure on start up, which then means engine off, out the door tail up tarzan and then through the whole Hullabaloo again. Back to Hot Howell having completed a successful start up, fuel on increase RPM to 1000. Radio call, 03 Left Hand G.IVOR, "great never used that runway before" I mutter to myself.

We chug up past the Clubhouse, "head up Howell" at least pretend I know what I am about! I eventually find the correct runway, grapple with the hand brake and carry out



the run up checks.

Hey, Ho, here we go I rocket off down the runway and launch us both into the air. I head out towards the North Cornish coast and then panic! Bodmin has disappeared in the haze, what now I make a beeline for Bodmin town and follow the A30 until the airfield grins into view.

For my next foray into the unknown I fly down past Bodmin town and follow the A30 until reaching Roche, all of 10 miles! Here is a small collection of runways used mainly for micro lights, I manage a wobbly circuit land, stop the engine! sign the book, enjoy a quick cup of tea keeping a weather eye out. I am really testing my stretched nerves here, first away landing solo and I have stopped the engine and the weather might close in!

I start up and take off in a flash, Bodmin town home again.

I have enjoyed nearly sixty hours flying the Aeronca G.IVOR and I even flew to a fly in all on my own last season! Needed some help to get home though!

My main aim this year is to make regular trips across the river Tamar, Peter White often jokes about how few pilots stretch themselves by crossing the Tamar into Devon. I would like to fly further afield with confidence and show old "Pete" that all his help was truly appreciated

Life should be about looking for and enjoying more happy moments and stretching our personal boundaries. Flying is such a great privilege and it is a rare opportunity to view our green and pleasant land from an unusual platform.

See you all at the 2001 Fly In's

Christopher Howell



IVOR in more recent years next to the aircraft owed by Chris Howell, a Luscombe 8A G-SAGE in 2011

# Mystery Aircraft

The non-existent prize and silent round of applause for guessing last month's mystery aircraft goes to Pete White! Well done Pete for correctly guessing the photo which showed a small part of the Trago SAH-1. Here's the full photo below.



Last months was the Trago SAH-1

Get your reference books out for this one. 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.



What aircraft is this?

# Bodmin Airfield connects with the Orwell Society

By Pete White



Figure 1 A new Art Work titled "Two old Codgers and an Aeroplane !!"

On the left is Quentin Kopp, secretary of the Orwell Society and a cousin of Richard Blair, George Orwell's adopted son and the patron of the Orwell Society. The old codger on the right is Pete White

George Orwell is the renowned author of *Nineteen Eighty-Four*, *Animal Farm*, *Homage to Catalonia*, and numerous essays on politics, culture, and society.

## The Orwell Society...

Are a Literary society and a UK registered charitable organisation founded on 4<sup>th</sup> April 2011 with the aim of promoting the understanding and appreciation of the life and work of George Orwell. It aims to encourage a deeper understanding of Orwell's ideas, his commitment to truth, and his relevance in contemporary times. Its patron is Richard Blair, George Orwell's adopted son. The society has no political affiliation and does not speculate.

## The Orwell Society Mission

The Orwell Society operates with the primary goal of advancing the study and appreciation of Orwell's literary and journalistic contributions.

The Society is independent and is not Party Political. The Society supports research into Orwell's life and work including that on the themes of totalitarianism, freedom of speech, and social justice, and encourages the application of his insights to modern political and cultural issues.

## Activities

The society organises a variety of activities, including:

- **Lectures and Conferences** – Hosting talks by Orwell scholars, journalists, and writers who explore Orwell's influence on literature and political thought.
- **Educational Initiatives** – Supporting students, researchers, and writers through essay competitions and grants to encourage engagement with Orwell's work.
- **Publications and Newsletters** – Producing articles, book reviews, and newsletters to keep members updated on Orwell-related discussions and new research.
- **Guided Tours and Visits** – Arranging visits to key Orwellian sites, such as his birthplace in India, his homes in the UK, and locations significant to The Road to Wigan Pier and Homage to Catalonia.
- **Social Media and Online Presence** – Engaging with a wider audience through its website, blog, and social media platforms, where Orwell's ideas are discussed in relation to contemporary issues.

### So how did Bodmin Airfield get into the mix and become involved?

As many of you know Bodmin Airfield has a great deal of things going in its favour and one is the long involvement with education and working with young people, especially in conjunction with the long established charity FOG –Feet Off the Ground. Of the several schools that pay us visits to enhance their history curriculum subjects, the one at Polperro has a deep and historical connection with George Orwell. Coupled with this our famous Bodmin Airfield Meadow also attracted the interest of the George Orwell Society and this has now led to members of the Society finding our airfield and visiting the site as another piece in the jigsaw surrounding this remarkable man.

Looking ahead and between 3rd to 6<sup>th</sup> October members of the Orwell Society will be visiting Cornwall and basing themselves in the Polperro region to absorb the area where George Orwell loved to be and to appreciate his love of all things natural.

Part of this trip will be a series of talks in the village hall at Polperro on Saturday 4<sup>th</sup> October starting at 14.00 with Richard Blair followed by Les Hurst, Darcy Moore and David Tovey all covering subjects related to the area and George Orwell's connection. Then following on, the final two speakers of the day may be better known to you, Jay Gates and Pete White who will explain the details of our meadow and the history and operation of Bodmin Airfield and its youth connections.

Pete White

#### Saturday 4<sup>th</sup> October Orwell Society Presentations in the Village Hall 2pm to 4.30pm

Speaker	Subject
Richard Blair	Richard's time with his Father and his interests in nature for practical and other reasons.
Les Hurst	Orwell's reviews in the Manchester Guardian on farming and the incipient organic movement.
Interval	
Darcy Moore	Orwell, Polperro and nature
David Tovey	Maud Perryoste and the attractions of Polperro as an art centre
Jay Gates and Peter White	Bodmin Airport and the special unspoiled field (see painting on the previous page) followed by fly past of planes from the airfield

September 6th 2025

# CORNWALL STRUT

## FLY-IN

at Bodmin Airfield



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](http://www.BodminAirfield.com)

## 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.

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...**

# 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)



**Bodmin Airfield**  
Home of Cornwall Flying Club

# EVENTS 2025

**Don't forget to put the 25<sup>th</sup> Anniversary of the Lundy –Fly-ins in your diary and we are looking forward to having a special visitor that operated from the island in the 1950's.**

**So if you have an aircraft suitable for the terrain and you wish to join us please remember it is a **PPR only** event. (07805 805679).**

**August 3<sup>rd</sup>      Lundy Sunday: - The 25<sup>th</sup> Anniversary of Lundy fly-ins by the Lundy Team**

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**September 6<sup>th</sup> The Cornwall Strut Fly-In: - Always a fitting end to a season of flying and fun.**

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

**Pete White — AEROCLUB & Events Director 01752 406660--07805 805679--[pete@aeronca.co.uk](mailto:pete@aeronca.co.uk)**

# LUNDY SUNDAY FLY-IN

Sunday 3<sup>rd</sup> August 2025



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

PPR Essential

[www.bodminairfield.com](http://www.bodminairfield.com)

# 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](http://www.BodminAirfield.com)

