


# December 2025



*The*

## **Bodmin Flyer**



**W**ell here we are, December already and we are very much looking forward to hosting Father Christmas on the 13th as he arrives at Bodmin airfield. We are really pleased that this event sold out within 2 days of it being advertised. Before that though is the much anticipated Christmas Quiz on the 3rd. Details of this are on page 10 and make sure you book as it will be a packed clubhouse. Also Ed who runs our AeroDine cafe is putting on a Christmas meal on 15th December so see page 11 for the menu and contact info to book.

I pleased to announce that at our first meeting of the new board Corinne's Dennis was voted in as Chair. See her first report on the next page.

Please read Arfur's report on page 4 outlining some big changes to the day to day running of the airfield that will be coming in to effect in the coming months. Also Phil Gray has a report on the current and planned maintenance around the airfield on page 6.

I'm sure many of you enjoyed the November Aeroclub talk in November by Matt Dearden but if you missed it Pete has his report on page 5.

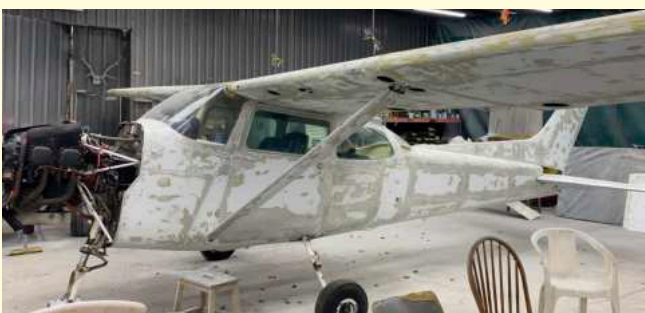
On 26th Nov Arfur Bryant our Ground Operations Manager (GOM) and Head of Training (HOT) celebrated his 70th Birthday and a good number of club members, along with his family gathered to surprise him in the clubhouse with cards, gifts and a cake. He also had a low flypast from the Cornwall Air Ambulance who were heading back to base and made a slight detour

If you ever need to know anything about weather Jay Gates is who you need to speak to. He's written another great article on page 6 detailing Novembers weather and the types of clouds seen at the airfield.

In other news, my recent trip to Enstone with G-BNSM gave me a chance to see how the work is going with G-EGLA, our Cessna 172. Looks like they are doing a very thorough job with the bodywork and looking forward to seeing it painted up.

Fly safe,

David Young, Editor



# Chat from the Chair

**Corinne Dennis**

Happy Almost Christmas everyone and let's hope for a winter of decent flying conditions.

I would like to start by thanking Richard Saw for his time sitting in this seat, not least because whilst also holding the post of Safety Officer he was able to report no safety incidents for most months – an excellent achievement. Our thanks also go out to Pete White, stepping down this year after many years of service to the Board. Pete's tireless work in organising CFC events over the past many years would be very hard to match. Happily he has agreed to continue as Events Officer for which we are most grateful.

We welcome to the Board three new directors in Tim Elkins, Phil Gray and Tom Hennessey-Jones. Between them they bring a wealth of experience, expertise and new energy. In particular having the areas of marketing and maintenance properly covered will help secure the club's future.

At our first meeting, we agreed to only modest increases in club charges. Our goal is to keep flying costs affordable for members, even as expenses continue to rise. We aim to sweeten this pill by improving facilities both in the hangars and around the airfield. Hopefully you will have noticed the results of hard work put in by volunteers at the monthly working parties this year. These will resume in January so please come and join us and do your part in maintaining our excellent airfield. We will feed and water you and it is usually quite good fun and the results rewarding. No special skills required! My thanks go out to all of you who have helped out on this front throughout the year.

I hope that many of you will be joining us at the Dinner and Quiz on 3<sup>rd</sup> December and Christmas dinner on the 15<sup>th</sup>. Be sure to book your place on the usual CFC number. I look forward to seeing you there.

## Mystery Aircraft

**L**ast month Pete White correctly guessed this as a Blackburn B2. Well done.

**S**o 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.





# Nov 2025 Newsletter – GOM and DTO snippets.

By Arfur Bryant

**N**ovember has been an extremely poor month for flying! Again, numerous frontal systems have conspired against us to produce some very changeable weather which has limited both school and Club flying.

This has meant we have hardly used the PA28 and I'm looking forward to getting G-EGLA back from Enstone before Christmas.

There are some fairly large changes coming, particularly in the Duty Manager role, in the New Year and I'd like to explain why this has been deemed necessary.

The Duty Manager (DM) role has evolved into a major part of the operational structure Bodmin Airfield. However, it is a throw-back to when Bodmin was a licensed airfield. As Bodmin is now an unlicensed airfield, there is no regulatory reason why the Air Ground Communication Service (AGCS c/s Bodmin Radio) needs to exist at all. Many airfields across the country exist without any form of AGCS, even airfields with a DTO. Whilst a regular RT exchange with a ground station is valuable for a student, it is not strictly necessary.

Add to the mix the fact that the DM position costs Cornwall Flying Club a significant amount of money, and taking into account the current financial climate, the Board have taken the decision – upon my advice – to significantly reduce the DM role. (Yes, the split infinitive is not limited to Star Trek!)

So, from the 2<sup>nd</sup> January 2026, CFC will trial the following system:

The AGCS will only be officially manned on Friday, Saturday and Sunday and from 1000 to 1600 on these days. The radio operators will be expected to hold a Radio Operator's Certificate of Competency (ROCC) and will be asked to do the duty on a volunteer basis but will be compensated with food, drinks and mileage, in accordance with HMRC guidelines. Pooley's Guide will be notified of the change.

To this effect, a ROCC Course was held at the DTO in early November. The examiner, Jon Cooke, is a very experienced senior CAA examiner who very kindly gave his time to examine 7 members of the Club – myself included – after a day of training. Just to be clear, a pilot Flight Radio Operator's Licence (FRTO) is not sufficient.

Jon has kindly agreed to return for further ROCC Courses as required by the Club and I will plan another in the New Year. Anyone who wishes to apply, please contact me personally. The Courses are limited in the number of attendees.

In order to reduce the workload for the new volunteer role – The Volunteer Radio Operator (VRO) – at Bodmin, much of the existing admin workload will be done automatically via the Bodmin Airfield website. This will include automatic voucher completion, PPR and Landing Fee collection. Ed Salatas has offered to do this and I am very grateful to him!

There will, of course, be teething problems and I hope that the Flight Instructors will play a bigger part in opening and closing the airfield but I also hope the Club Members will assist in such duties where possible. Together, these new procedures will reduce the Club's outgoings significantly.

One area which is difficult to reduce costs is in the form of Insurance. The Club pays a high insurance premium covering aircraft, airfield buildings and Club personnel liability. Following discussions with various Insurance Companies, Nikki has managed to reduce our premiums somewhat but the truth is that insurance premiums will continue to rise in the future.

This brings me to prices. The Board has decided to try to limit any price rises to, in most cases, the rise in inflation. Some costs will remain the same and some will be increased but very few prices will be significantly increased.

Compared to other Flight Training Schools and Clubs across the country, Bodmin remains highly competitive and the Board would like to keep it that way.

Fly safe!  
Arfur Bryant  
Ground Operations Manager and HoT



# Matt Dearden - 'Flying from Shangri-La'

By Pete White

Our November AEROCLUB and Cornwall Strut talk at BODMIN AIRFIELD on Wednesday 19th November was a superb evening and the clubhouse was packed with club members and their friends, local residents and visitors from many miles away.

The talk was very professionally presented and with a relaxed manner and a sprinkling of humour where appropriate. Matt's story fascinated us all and how he had battled with mental issues and then found such relief in the world of flying especially once he had become established in bush flying in Indonesia.

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. He explained what it is was like to go from answering emails in his work place 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 did answer the question of how do you land on a 30% up-sloping runway (and take-off again)?

The audience showed their gratitude at the end of Matt's talk and many of them joined the long queue to buy a signed copy of 'Flying from Shangi-La' Thanks Matt for a wonderfully educating, enthralling and exciting talk.



Pete White





# Airfield Maintenance update

By Phil Gray

**N**ovember has not been the best month for flying but it has allowed us to continue with maintaining the airfield and coming up with a plan for the coming years.

We have now had the septic tank emptied with view to do works to the soak away in December/ January.

The doors for hangars 1,2,3 have been painted, with paint work started on the store cupboard to the left. The weather has held up any more progress on this aspect of the works. When the weather allows next year, the painting of the hangars will continue with the top of the hangars being sanded back and painted.

The new Cornwall flying Club sign for above the hangars has been made and is going to be installed shortly.

The roof leak in hangar 1, 2, 3 has been investigated and reduced for the time being, with a plan to permanently sort it when the weathers favourable early next year. A number of faulty locks have been replaced.

## **The maintenance plan for the December 2025 and January 2026 is as follows:**

We are moving the large welcome sign at the edge of the airfield to the side of the lane just as you exit the A30 so it will be more visible and let potential new customers know we are there.

Continue updating the faulty locks at the Airfield.

Unblock and clear the various down pipes around the site.

Install a grease trap to the café to help the septic tank's soak away system.

Continue with the regular fire testing.

We will be continuing with our monthly maintenance days again starting in spring ready for the 2026 flying season.

Please let me know if there are any maintenance items you would like to add to the list or if you would like to come and help out at the maintenance days.

Contact Phil at [prc-southwest@outlook.com](mailto:prc-southwest@outlook.com) or call 0781 389 3358.

7m long x 500mm high



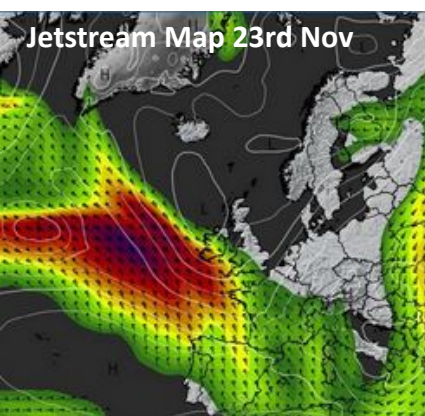
Here is the new hangar sign



# IF CHRISTMAS ON A THURSDAY BE by JAY GATES

*"If Christmas Day on Thursday be, a windy winter ye shall see".*

As we begin the countdown to Christmas, there is an old wives weather saying in regard to Christmas Day falling on a Thursday. Well, guess what? Christmas Day in 2025 falls on a Thursday. And as all you meteorological aficionados know, Winter always begins on December 21<sup>st</sup> with the Winter Solstice, when in this part of the world the Druids, Wizards, Witches, and other alternative folk, come out at night and drink Cider whilst dancing around an Apple tree. But the point of the Christmas Thursday message is the supposed wind. For that we have the Jetstream which provides the breeze.



As we all know, from the Met exam, the Jetstream is the controlling influence over all of the world's weather systems. For us at Bodmin, if the Jetstream sinks to the south of us it allows the northerly wind flow from the Arctic to gain the ascendance, and we get strong icy winds, and the threat of snow on high ground. If the Jetstream slides to the north of us, it allows the Azores high pressure to build in, and usually means lovely blue skies, gentle breezes and benign weather. But when it flows directly across the top of us, it acts like a conveyor belt, and drives Atlantic low pressure system, after Atlantic low pressure system, right over us with the dreadful stormy winds and heavy rains that these lows contain, and the continuous dreary weather that we all know and love in Cornwall.

You don't normally see the Jetstream, but it is there, and occasionally it shows itself if the weather conditions are right. This month a beautiful broad line of high cirrus with clearly defined edges, literally the edge of a stream, flowed right across the airfield, just before sunset on 23<sup>rd</sup> November. It was orientated in a Northwest to Southeast line, and a look at the online Jetstream predictor websites showed the Jetstream, on that very day, to be flowing across the United Kingdom, on the same heading, and directly over the Cornwall peninsula.

Other than that gorgeous show of a weather phenomenon that is rarely seen, the glorious big skies of the airfield, provide a 360° unobstructed view around the whole horizon, which allows those who have a penchant for seeking out a pretty sky, what the BBC TV Weather presenters refer to as the 'Weather Watchers', the opportunity to photograph cloudscapes of a type not always spotted, as we go about our busy lives. During the month we had our first snowfall event, even though it was very localised and did not affect everybody. That said, Callywith College in Bodmin closed for the day as many of her students were unable to get in from outlying villages, mainly because the buses were unable to navigate the Cornish highways. Such weather brings out the wonderful Cumulonimbus thunder clouds, the anvil flat tops, which dump their snow on unsuspecting heads. You can always tell if the wet stuff that is falling out of a cloud is snow, or even hail, because it is white in colour, due to the reflective nature of ice crystals.



When the wet stuff falling out of a cloud is water, or drizzle, it is grey in colour, due to the nature of the reflectivity of water droplets. For the cloud scientists out there, the rain even has an identity when you are describing the cloud and what you are looking at. Any rain that falls out of a cloud and reaches the surface is known as Praecipitatio, and the cloud is generally a Cumulonimbus or a Cumulus Congestus cloud, so the weather men would identify the cloud structure as Cumulonimbus Praecipitatio. For the linguistic scholars, the word comes from the Latin word praecipitare, which means 'throw down' or 'headlong', and for which we have derived the modern English word 'Precipitation'.



Primrose

Whilst we have only had one Arctic cold episode thus far, the wildflowers around the airfield are still being fooled as to what is going on climatically. Every year we have a magnificent display of Primrose flowers all around the airfield, and none of our members can have failed to notice the glorious spread of Primroses at the head of the car park as you enter the pathway to the clubhouse. It is not unknown for a Primrose to show itself in late December, well in advance of Spring, but this year the first Primrose on the airfield decided that 16<sup>th</sup> November would be the day to announce that the spring has sprung. As the month ends, that same plant now has three flowers displaying their beautiful yellow and orange colours. Take a moment to have a look at their beauty the next time you are at the airfield.

There is another old wives weather story that nature knows when a bad winter is about to descend amongst us. To that end, they say that those trees, shrubs, and bushes that produce berries go into overdrive and produce a sufficient stock of red berries to feed the birds and wildlife, to ensure they survive the oncoming freeze. The airfield is not different, with the hawthorn trees running along the path up to the clubhouse have produced a good harvest of red berries for our resident small birds. My own shrubs at home, of which I have three species of red berry producing shrub, are all awash with food for whomsoever wishes to feast on the free offerings.



Hawthorn Berries

It is the time of year, with the early setting sun, and the constant indifferent weather, that visiting traffic at the airfield is thin

on the ground. The regulars are our friends from Perranporth, John and George, and a regular visitor from Old Warden with his RV-7, who pops in for weekends. Hopefully, December will have some of the Winter Anticyclonic weather that brings blue, blue skies, crisp clear air and tingly ear lobes and noses, to enable the members to get into the sky and enjoy what the skies of Cornwall have to offer. If you want something to do, come to the Christmas Quiz on December 3<sup>rd</sup> in the Clubhouse. It promises to be entertaining, and will certainly tax your memory banks, and stretch your grey matter. And so, we say goodbye to 2025. **Merry Christmas to one and all.**



# Anyone fancy a flying adventure?

Nigel Stevens, who lives on Isles of Scilly St. Mary's, is looking for a qualified pilot to assist him in flying with his DR10 aircraft from St. Mary's for delivery to Yorkshire.

Should a second pilot be available or interested for the return journey back to Bodmin

I would be interested to hear from you what costs would be required for the flight as soon as possible. If no aircraft is available the return the journey will be by train at my expense. The reason for this request is due to my loss of medical. I would like this flight to be completed as soon as possible... weather permitting. For further information, please contact Nigel Stevens on telephone number 07917 773321 or email [nigel@mascaret.co.uk](mailto:nigel@mascaret.co.uk)

Any comments or other suggestion, please feel free to contact Nigel asap!



**Tel: 01208 821419**

## CFC Price list

V7 01012026

1/500 or 1/250 Chart	£25
Logbook	£16
C152/C172 Checklist	£15
RV Checklist	£30
Pooley's books 1-4 +6	£30
Pooley's book 5	£37
Pooley's book 7	£27
Landing Fees: Micro/SEP/Helo	£12/£17/£25
Parking outside (Non-member/night)	£10
Hangarage per month (Members only)	£205 (H1-3); £225 (H4); Priv £180; PW £195
Hangarage/night (Non-members)	£30 if available
Fuel: AvGas 100LL/litre (Non-members)	£2.40
Fuel: MoGas UL95EF/litre (Non-members)	£2.15
Oil: (15/W50) (Non-members)	£15/US Qt (Oil Sport Plus 4 = £18/US Qt)
Fuel AvGas 100LL/litre (Members)	£2.05
Fuel MoGas UL95EF/litre (Members)	£1.80
Oil (15/W50) (Members)	£14/US Qt (Oil Sport Plus 4 = £17/US Qt)
Instructor only (Member's ac)	£60 ph
Groundschool /Instruction per hour	£30 ph
Groundschool /CAA exam	£50/exam
Extension to voucher if expired	£30
Flight cancellation with less than 24 hours	£40 unless cancelled by CFC or exceptional

**Annual Memberships:** (All plus £10 admin fee on first registration. Per calendar year except for first year, which is pro-rata per month.)

Full	£195
Social	£40
Youth (age 16 to 18)	£82
Junior (under 16)	£20

All prices include VAT where applicable

Cornwall Flying Club Ltd Company registration number 01358549

# Popham Airfield under renewed threat



Flyer News recently contained the following: The threat to Popham Airfield has stepped up with the local council now planning to build a total of 4,250 houses plus infrastructure including a school and solar farm on the site to be called Popham Garden Village. It comes after Basingstoke and Deane District Council was told by the government to increase the number of houses it needs to build. As a result, the council is updating its local plan.

Worse, to justify building a new town on the airfield, the council now claims 'Popham Airfield is not a significant part of the national network of general aviation airfields'.

That view is rejected by the Strategic Aerodrome Network which places the well-established Popham Airfield in Category A for 'its geographical, aeronautical, recreational, emergency services and social value'.

Pilots and others who use and appreciate all that Popham Airfield has to offer are urged to contact one or all the councillors involved (see the Popham Airfield Matters website) to make sure they are aware of Popham Airfield's value and importance to GA.

In its latest report (available here), Basingstoke and Deane Council says, "Whilst the Airfield makes a contribution to aviation in the wider area, it is not considered that it is such a significant part of the national network of general aviation airfields that its loss should be resisted. The loss of employment and community and sporting events associated with the Airfield are recognised but are not considered significant enough to justify the prevention of the loss of the Airfield: these uses are expected to relocate elsewhere."

Popham probably has the greatest number of based light aircraft of any airfield in the south, indeed in the UK, which makes a nonsense of the Council's view of its significance. The level of aircraft is high because of the loss of other facilities in the south, so the idea of relocating as an option is equally ridiculous.

You are encouraged to support Popham now as indicated above, and again when the Public consultation period is announced

**Please Help...**

**Popham Airfield Matters**

<https://www.pophamairfieldmatters.org>

**Pete White**

Looking for an unusual Christmas Stocking Gift?

## Hats and Cowls

**ALL proceeds to Cornwall Air Ambulance**



Many colours – 3 sizes Adult or Child – one pompom or two – all in easy wash acrylic.

Many Motifs

Dinosaurs / Little Dogs / Simpering Spaniel / Collie dog / Siamese cats / Shy cats / Smug Cats / Cat walking away / Teddies / Sea horses / Hedgehogs / Dancing skeletons / Whale / Paw prints / Dolphins / Geese / Anchors / Planes / Helicopters / Christmas trees / Lighthouse / Tractors



Contact **Fiona Blatchford** via the Tower at Bodmin Airfield **01208 821419**

# **AEROCLUB and Cornwall Strut at BODMIN AIRFIELD** On **Wednesday** 14<sup>th</sup> January 2026 at 19.00 - (Dining starts at 17.30)



Our January AEROCLUB and our speaker is Carl will explain to us all about the programme.

meeting is booked for Wednesday 14th Beardmore from Perranporth Airfield who projected Civil Air Support (CAS)

Civil Air Support (CAS) is the largest charitable air support organisation in Europe currently with around 150 members. All Civil Air Support members are volunteers and all flights are private. Members are either pilots, observers or operate in a supporting role. Many of our members are highly experienced, ex-military or from a commercial aviation background but this doesn't preclude anyone who feels they may wish to be part of CAS

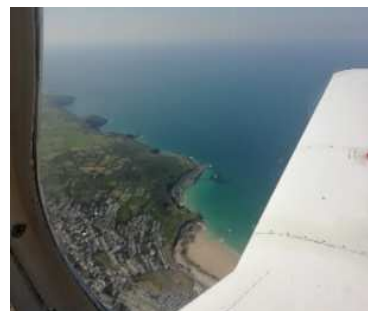
**Aerial Searches.**



**Aerial Photo & Survey**



**Safety cover**



**Observation & Reporting**



**Communication Relay**



**Transport**



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)

# LAA Cornwall Strut – Possible Build Group?

**W**ho would like to be part of a group building a basic flying machine at Bodmin Airfield?

*A chance to learn some new skills, to be part owner of the finished aircraft for a very small outlay, paid in stages as the build progresses.*



The proposal, is to build an 'Affordaplane' (<https://www.affordaplane.com>), about as basic

an aircraft as it's possible to build, but a

well proven machine and a decent safety record. Built under the current SSDL rules, this won't require a permit and 3<sup>rd</sup> party insurance will cost less than £100 per annum, per pilot!

Whether or not you want to be part of the finished aircraft, this is a great opportunity to get hands on skills in metalwork, fabric, etc.

Estimated material cost of the to build the airframe is around £1000. Even for a group of 5 would only mean an initial investment of £200 each, though group membership isn't limited.

If there's sufficient interest, then we could discuss this at a Strut meeting, or just between interested parties.

A full set of plans already been purchased (for the princely sum of £15.00!).

This could be a lot of fun, to say nothing of some quiet Summer evening bimbiling for absolute minimal cost as well as gaining experience on an ultra lightweight taildragger, what could possibly go wrong!

Please contact Pete White or myself, Nigel Ramsay to register your interest.

Pete [pete@aeronca.co.uk](mailto:pete@aeronca.co.uk) Nigel [bebedriver@gmail.com](mailto:bebedriver@gmail.com) or buttonhole either of us in the clubhouse!

Where are they rushing  
off to.....

**BODMIN AIRFIELD**  
of course

it's the

**2026 NEW YEARS DAY FLY-IN**

All comers are welcome to start the 2026 aviation year by joining us for coffee, cake and all things nice at Cornwall's Eco Airfield – Bodmin

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)

**AEROCLUB** and **Cornwall Strut** at **BODMIN AIRFIELD**

**CHOCKS AWAY** for another Christmas Quiz at **BODMIN AIRFIELD**



On Wednesday 3<sup>rd</sup> December at 19.00 - (Dining starts at 17.30)  
Join us for the Ultimate Aviation Christmas Quiz hosted by Jay Gates

**QUIZ!** 2025

To book please call airfield on 01208 821419 or Pete White on 0780 5805679 or email [pete@aeronca.co.uk](mailto:pete@aeronca.co.uk)

**Aerodine Christmas meal.**

**Monday 15th December**



**Pre Xmas, Xmas Dinner  
Bodmin Airfield**

**Booking & Payment Essential  
Monday 15th December 6:30pm**

**Starter**

Soup | Duck & Orange Pâté | Prawn Cocktail

**Main**

Beef, Turkey, Pork or Nutroast  
Stuffing, Yorkshire Puds, Gravy  
Pigs in Blankets  
Seasonal Vegetables  
Brussel Sprouts with Bacon & Chestnuts  
Red Cabbage  
Cornish Seasalted Roasties

**Dessert**

Mince Pie or Xmas Pudding, Icecream

**£19.99 Including Tea or Coffee**

**Order Online | [www.sipshift.co.uk](http://www.sipshift.co.uk)  
Pay over the Phone | 01208 636246**



**Bodmin Airfield**  
Home of Cornwall Flying Club

# OUR AIRFIELD



**The splendid aerial shots of Bodmin Airfield show 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 Ed Salatas and bringing a wide range of sustenance to our visitors and members.**

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

**Weatherproof the wooden fencing.**

**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 our new maintenance director, **Phil Gray** .... we still have plenty to do.**

**Phil Gray** [prc-southwest@outlook.com](mailto:prc-southwest@outlook.com)

**Thank you,**

**Pete White**

# 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) WET



**Stephen Austen tel 07515776521 or email [stephen.austen88@gmail.com](mailto:stephen.austen88@gmail.com)**

# 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...**