

September 2026



Photo: Archie Vasiliou

Bodmin Flyer



Welcome to the September edition of the Flyer. The year is really flying by and looks like the weather is making a change for the worse now, but what a great summer we have had. Arfur gives us an airfield update, useful information and links about MOR's. Leith also has a summary of our last board meeting to keep you up to date on page 5.

It's good to hear how our past students are getting on in their aviation journeys and this month, Ali Reid, who gained his UK PPL with us, has sent an article about how he also gained his United States FAA PPL. You can find this on page 11. On the subject of flight training, Lucy Reeves has now achieved a frozen ATPL, a term I'd never heard before. If you want to know what this is, and also see how she has got to this point in her career, read about it on page 6.

Hopefully the weather will be good for our Cornwall Strut Fly-In on the 12th September. As with all our events they rely on a number of club volunteers, so if you can spare some time please let Pete know. His details are on page 16.

AeroClub is back this month with a talk on 21st Oct by Jason Philips OBE about the history of 'The Goldfish Club'. Full details about this and how to book are on page 13.

The 19th August saw a group of ecological recorders and enthusiasts gather at the airfield to discover just how many plants, insects and animals we have here. Pete has written about this on page 14.

As you'll have seen over the last few months Pete White has been giving us a fascinating introduction to lots of long forgotten airfields around our coast. This month he has focused on RNAS Newlyn. See page 17.

August has been very busy for the flight school. On the 8th Jonah Bridle did his first solo under the watchful eye of Arfur. A few days later on the 12th, Tommy Solarz completed his Solo QXL. On top of this Oscar Dain completed his GST on the 14th and is now the proud holder of a PPL. Very well done to you all.

Fly safe,

David Young, Editor



Jonah Bridle's first solo



Oscar Dain gains his PPL



Tommy Solarz after his solo QXL



Chat from the Chair

Corinne Dennis

Calling all aircraft owners:

A young chap by the name of Ieuan Evans has plans to start an aircraft valeting business. He volunteered to practise on our aircraft and subsequently did a fantastic job on SF. If you want to save yourself the time and graft of a thorough clean and polish of your valuable investment give him a call on ----- It will not only look fantastic afterwards but an inch by inch inspection is a valuable maintenance tool facilitating the spotting of blemishes in fabric or spots of impending corrosion previously hidden by oily dirt.

Ieuan can be contacted on: ieuan1010@gmail.com or 07922469001

As a point of interest: Arfur reports that our fuel pump has just passed the 100,000 litre mark of dispensed Avgas since installation!



August 2026 Newsletter – GOM and DTO snippets.

By Arfur Bryant

August has been another good month for flying, until this final week when we have had rain and low cloud. Again, we will have had over 500 recorded movements by the end of July.

The CAA conducted an audit of Cornwall Flying Club DTO and it went well. We will not be audited for another 4 years. The only finding being a lack of Personal Locator Beacons for our aircraft. This has now been remedied.

Mandatory Occurrence Reports (MORs)

Although not an audit finding, and not just applicable to the DTO, the CAA Standards Licensing Officer did point out that we have a poor record when it comes to filing MORs. Therefore, I thought I'd point out what these are and when we should be submitting them.

MORs are reports that UK aviation organisations are required to submit to the CAA regarding safety-related occurrences that could pose risks to flight safety. These reports help improve aviation safety by ensuring that relevant safety information is collected, analysed and acted upon without assigning blame.

The MORs Code

The following link to CAP382 provides comprehensive guidance on MORs.

<https://skybrary.aero/sites/default/files/bookshelf/545.pdf>

Additionally, this is a useful video link:

<https://www.youtube.com/watch?v=AWTXI97CSqg>

A MOR can be raised directly to the CAA using the ECCAIRS 2 reporting portal at:

<https://e2.aviationreporting.eu/reporting>

Guidance on using the portal is at CAP1496:

<https://www.caa.co.uk/publication/download/15865>

The CAA wishes to continue and improve its trend analysis regarding safety occurrences, so please don't hesitate to use this system. Basically, if in doubt, report. The ECCAIRS 2 portal can seem daunting at first but it is the official route to reporting

Fly safe!

Arfur Bryant
27 Aug 2026

Airfield BBQ 14th August

By Archie Vasiliou

On Friday 14th of August Ed organised an all you can eat bbq at the airfield serving a variety of grilled goods and delicious sides. I happened to have the day off so I thought I could offer a hand, quickly working my way up to commander of the grill. Ed had cleaned a very decent grill found down in the hangar and had it looking brand new! He also provided a really good selection of Burgers, Sausages (vegetarian as well) and Pork Chops which we did Greek style with fresh herbs smuggled into the airfield from Greece.

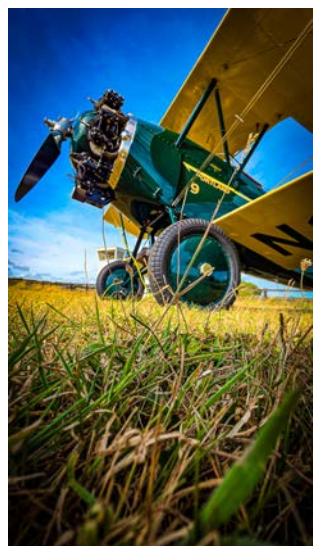
Ed prepared some amazing sides and as luck would have it my mother, who was visiting me from Greece and being not one to shy away from a bbq party, assisted with home made tzatziki and potato salad as well.

It was a very successful day with multiple tickets sold and great turn out from members, students, their families, visitors and even a lovely chap who flew in with his beautiful 1928 Dossier Travel Air E-4000 just for the bbq... No pressure!

All in all I reckon about 30 people were served on the day and to finish it off with an evening fly out from the Travel Air just made it magical.

Everyone always says how lovely the atmosphere is at the airfield and I think we really showed that.

Hopefully one of many to come!



Summary of the Board Meeting in August

We started the meeting by sampling and evaluating a High-Tea provided by Ed (AeroDine) as a taster for what will be provided when the Wedding Venue project commences. 10/10 – well done Ed.

The Board reviewed progress on a number of outstanding actions. Many of these have now been completed including:

- The signing of a Commercial Agreement with Ed (AeroDine) dealing with IPR rights, indemnity for CFC and a number of administrative issues. The purpose was to formalise his input into our operations through software developments (e.g. Fypro) and other works that he completes on our behalf including work on the CFC Website, Facebook etc. without jeopardising our rights and confidentiality obligations.
- The sweeping of the area around the fuel bay and general dispersal area to mitigate against FOD on club and member's or visitor's aircraft.
- Providing signage and a note in the newsletter re the holding point for RWY31.

Other actions remain "ongoing" and will be included in the routine monitoring by the Board.

Arfur reported that the DTO passed the recent CAA Audit with a few minor observations (like the advisories on an MOT). This is great news and testament to the input made by Arfur and the FI Cadre.

Phil Gray reported on maintenance of the CFC assets and advised that some repairs have been carried out by him to the roof of the tower. Phil also provided a comprehensive report on the roof support beam (No. 5) between H1 and H2. Water ingress has caused this beam to degrade and sag such that it now compromising the integrity roof in that position. The Board reviewed this problem in December '25 and resolved to revisit it this summer. It must now be replaced without further delay.

A change of approach by the CAA (no pun intended) means that we should increase our use of Mandatory Occurrence Reports (MOR). This matter is discussed in the newsletter.

Tom has been busy with social media advertising and there is some evidence that activities/new members/new student pilots has resulted. Thanks Tom.

With the recent good weather flying activities have increased significantly bringing much needed revenue replenishing our financial resources.

Pete provided a summary of upcoming event which will be publicised in our newsletter going forward.

An opportunity to expand the relationship with British Young Pilots as they add SEP flying to their portfolio is under review. Given that BYP is a very new business and concept, the Board has resolved to ensure that due diligence is conducted in accordance with its fiduciary duty to CFC Members is observed. More on this as the story unfolds.

In AOB we discussed the project to provide power to the MOGAS fuel station so that this may be brought into operation: it was reported that CFC's that our application to join a DEFRA Stewardship Scheme in respect of the hay-meadow has been successful. We shall receive an annual grant commencing in January 2027: The need for some additional information on our website in respect of the costs to complete the various pilot licenses at Bodmin has been identified. Work on this shall be carried out shortly

Leith Whittington

My Modular Route to a Frozen ATPL

By Lucy Reeves



When I started flying back in 2018, I took a chance on one of the only things that had ever made me feel alive and I had absolutely no idea where it would lead. Now over eight years later, having completed the modular route to a frozen ATPL and *finally* being able to get a job (!!) I thought it would be useful to look back and share each stage of the journey. There are lots of different routes into commercial aviation, but this is the one that worked for me, and hopefully it might help someone else who's wondering where to begin!

Class 1 Medical

If you're even considering becoming a commercial pilot, this is where I'd recommend starting.

The Class 1 Medical is a thorough examination and confirms whether you're medically fit to hold a Commercial Pilot Licence. It is valid for 1 year and you will automatically get a Class 2 with a Class 1 which is valid for 5 years.

Private Pilot Licence (PPL)

This is where the adventure begins!

The minimum requirement is now 40 hours, although most people take a little longer depending on weather, availability and funding. Don't be in a rush—the skills and confidence you build here become the foundation for everything that follows.

The course contains a minimum of 10 hours solo including 5 hours solo cross country navigation. There are 9 multiple choice theoretical knowledge exams to pass with a 24 month validity, before a final skills test comprising everything learnt throughout the course.

Night Rating

Following on from PPL, during the winter you will need to complete a relatively short but hugely enjoyable course consisting of around five hours of flying, including a night navigation exercise and five solo take-offs and full-stop landings.

Flying by the light of the moon and encompassed by the stars!

Hour Building

Hour building enables you to meet the hours requirement to begin your commercial pilot training. This stage is completely up to you, and that's one of the joys of the modular route.

Some people head abroad and complete a '50-hour package' etc somewhere with guaranteed sunshine. You can also get a share in an aircraft for a much cheaper rate and sell your share again down the line, or rent a school's aircraft. Find another qualified pilot and share hours and cost. Push yourself out of your comfort zone regularly by flying into different airfields and keep working towards a new goal.

I chose to stay in the UK, partly because I wanted to challenge myself in our wonderfully unpredictable weather and partly because I loved taking family and friends flying, alongside completing introductory flights. Every flight teaches you something, so there really isn't a right or wrong way to build your hours.

Most importantly, keep yourself surrounded with other passionate aviators (preferably part of a club like Cornwall Flying Club!) as it takes a lot of resilience and motivation to keep going when you've passed. There were times during my journey, especially in the winter and throughout COVID that I felt incredibly lonely and constantly questioning this path I had chosen. But if you have that support and a quiet determination - you will get there.

ATPL Theory

The famous 13 exams...

You have 18 months from your first sitting to complete all 13 subjects. You're allowed a maximum of 6 sittings, with each sitting taking place over a block of up to 10 consecutive days. Each individual subject can be attempted 4 times.

One piece of advice I'd give anyone is to start your ATPLs fairly soon after finishing your PPL. So much of the PPL theory forms the building blocks of the ATPL syllabus, and it's much easier while everything is still fresh.

I chose to self-study through Bristol Groundschool while continuing to work, and honestly couldn't recommend it enough. You can also study full-time at a flight school, although it's worth knowing that many schools actually use Bristol Groundschool's online lessons and webinars as part of their classroom teaching anyway!



After Brexit, I decided to complete both UKCAA and EASA licences. That meant sitting every exam twice—26 exams altogether! The syllabuses are very similar but with enough differences to drive you mildly insane. UKCAA papers include many written questions (including all maths calculations), whereas EASA exams are all multiple choice and translated ‘English’!

Coming from an Art and Design background, I never imagined I'd enjoy subjects like maths and physics. Yet somewhere along the way I found myself genuinely looking forward to Mass & Balance calculations and becoming a complete General Navigation and Meteorology nerd!

Commercial Pilot Licence (CPL)

Before starting your CPL you'll need at least 150 hours total time, but generally recommend to start at 175 hours, as the course is 25 hours and you are required to have 200 hours including 100 hours as Pilot in Command (PIC) in order to sit the skills test. You also must have completed your qualifying 300nm cross-country flight. If you're keen to move into commercial training as quickly as possible, you can actually begin your Multi-Engine Piston Class Rating first once you've reached 70 PIC.



My recommendation before starting CPL & MEIR, join a school that can provide both courses without big waitlists, aircraft redundancy, good instructor availability and a good student turnover.

The CPL course itself consists of 25 hours of dual instruction (15 if you already hold an Instrument Rating), including at least five hours in a complex aircraft with retractable landing gear and a variable-pitch propeller.

The skills test feels very similar to a PPL test—just flown to a much higher standard. It's all about demonstrating consistency, accuracy and good decision making while remaining firmly in command of the aircraft.

Multi-Engine Piston (MEP)

The MEP course is relatively short but introduces a completely different way of thinking.

The minimum course includes around seven hours of ground school and six hours of dual flying, with over half that time dedicated to asymmetric flight (learning to safely fly with one engine inoperative). This is followed by a written theory exam and a class rating skills test.

Multi-Engine Instrument Rating (MEIR)

This is probably the most technically demanding part of the journey.

The course consists of 55 hours (or 45 if you've already completed your CPL). Depending on the school, usually 30/40 hours of this can be completed in an FNPT II simulator before moving into the aircraft for the remaining 15 hours.

Expect a lot of time learning holds, procedures, approach plates and instrument flying, together with a separate PBN theory exam.

If you're completing both UKCAA and EASA licences, you'll also complete two Instrument Rating skills tests—one in European airspace and one in UK airspace.

For my EASA test I flew to Cherbourg for a GPS hold and RNP approach before continuing to Caen for a procedural ILS, landing to refuel before flying home. Navigating French airspace, speaking with French ATC, filing flight plans and completing GAR forms made it one of the most demanding yet enjoyable experiences of my training.



Back in the UK, my test included an NDB hold, procedural ILS into Cardiff, engine failure and a single engine RNP approach into Exeter.

Frozen ATPL

Once you've completed your CPL, Multi-Engine Rating, Instrument Rating and passed all your ATPL theory exams—you've achieved a Frozen ATPL and are ready to start applying for commercial flying jobs!

Upset Prevention and Recovery Training (UPRT)

Before moving on to airline training, you'll also need to complete an Advanced UPRT course. This is a requirement before starting an APS MCC and focuses on recognising, avoiding and recovering from unusual aircraft attitudes.

It's a physically demanding course (especially if you're prone to motion sickness like I am!) Expect plenty of steep manoeuvres, unusual attitudes, stalls, spirals and recovery techniques, all whilst learning the aerodynamic principles behind them.

Most Advanced UPRT courses are completed over 2 days and finish with a course completion certificate rather than a formal skills test.

APS MCC

The final piece of the puzzle is the APS MCC (Airline Pilot Standards Multi-Crew Cooperation) course.

This two-to-three-week course prepares you for airline operations, focusing on multi-crew procedures, advanced jet handling and realistic airline scenarios before finishing with a graded assessment.

Some providers have close links with airlines, and completing the course may even lead to an interview, so it's well worth researching which companies have those partnerships before booking.

The modular route certainly isn't the quickest way to a flight deck, but for me it was absolutely the right one. It allowed me to work alongside training, keep my aviation community and support, build experience gradually whilst truly enjoying each stage rather than rushing through it. Every route into aviation is different, and there isn't a "correct" way to get there. Trust your own journey, celebrate each small progress, and remember that every hour, every exam and every challenge is shaping you into the pilot you'll become. Happy flying!



United States FAA Private Pilot Licence at Long Beach, California

By Ali Reid

This article details my journey to being granted a full USA FAA Private Pilot Licence (Foreign-Based) under FAA Part 61.75, including all the prerequisites, necessary paperwork, and application procedures for UK

CAA PPL licence holders.

It started as a dream back in 2008. Over the next few years, I racked up about 30 hours at Bodmin and logged a few solo flights. Then life, work, and other commitments got in the way, as they always do. Fast forward to 2026, and I'm now the proud holder of both a full UK CAA PPL and a USA FAA PPL.

This dream re-ignited a few years ago, when a career related trip took me to Los Angeles and I ended up meeting my girlfriend there. That led to regular trips to sunny Orange County (SoCal to the locals), and while exploring the area, I soon realised I was located directly under the flight path of the famous John Wayne - Orange County Airport, just two blocks away. Cessnas, Pipers, Diamonds, twins - pretty much every GA type you can think of - were constantly overhead at around 1000ft AGL. The weather? Classic SoCal. Calm winds, CAVOK almost every day. It's no wonder people flock here to train. For an aviation fanatic, it's absolute heaven. At 7am sharp, you can hear the jet engines spool up as the noise curfew lifts, business jets, commercial airliners, and a smattering of King Airs for good measure. (Newport Beach adds some complex noise and altitude restrictions to the departure mix, but that's a story for another time). Watching all that traffic overhead, I couldn't help but ask myself why I'd ever stopped back in 2011.

With that, I booked some time at Orange County Flight Center (OCFC) at John Wayne. After a number of hours in an almost brand-new Cessna 172, packed with the full Garmin G1000 suite and synthetic vision, it was enough to well and truly kickstart my motivation. I brought that motivation straight back to the UK, called up Bodmin, and was put through to Arfur. Before long, I was back training, this time with laser focus. Fast forward to May 2026, and I'm now the proud holder of a full UK CAA PPL. I owe a huge thank you to the whole team at Bodmin, and especially to Arfur, John and Gill, for their endless patience and time in making this dream a reality.



At Long Beach Airport FSDO

Two months later and I found myself standing at the hot, palm tree-lined location of Long Beach Airport in California where I was issued my FAA Airman Certificate, now awaiting the physical licence card to drop through my letterbox. Long Beach has some great historic ties too; it was home to the Douglas Aircraft plant during WW2. The setting was exactly as I'd imagined - elegant offices, palm trees lining the perimeter, various pilot institutions dotted around, light aircraft in the pattern (that's "circuit" to us Brits!), and a Southwest 737 on final as I approached the office.

The process of obtaining the FAA PPL is marginally complicated – and rightfully so. It all runs through the FAA's online system which I'll discuss but crucially, it also requires a physical appearance at one of their FSDO offices. A FSDO (Flight Standards District Office) is essentially the FAA's local field office; they handle everything from safety enforcement to aircraft inspections and issuing pilot certificates. Attendance in person is mandatory. There are about 80 or so FSDOs scattered across the US and its territories.



At John Wayne Orange County Airport, California

One other mandatory requirement, as of 2025, is that you now need a US address. The FAA calls this an "agent address" - basically somewhere official they can reach you on the rare occasion they need to. For those without access to a physical US mailbox, I understand there are paid services out there, a bit like a PO Box with forwarding. I can't speak to the ins and outs of those, as I didn't go that route, but what I do know is this: a US address is now essential. You simply cannot proceed with your application without one.

This covers the USA FAA Private Pilot Certificate (Foreign Based) under 14 CFR Part 61.75 commonly referred to as the "piggyback" licence. The key thing to remember is that it relies entirely on your UK CAA PPL. Keep your UK licence and medical current, and your FAA certificate remains valid alongside it.

The Order of Operations

1. Register on IACRA

First you need to register an account on the FAA's IACRA system (<https://iacra.faa.gov/>). You'll input all your UK CAA PPL details and upload digital photos of your licence, medical, and ID. At this stage, you also have to pick a FSDO from their list.

2. File SRG1160 with the CAA

Next, head straight over to the CAA website and file form SRG1160 (<https://www.caa.co.uk/data-and-publications/publications/documents/forms/srg1160/>). This is what allows the FAA to verify your UK licence and ID are genuine. There's a fee involved, around £66 at the time of writing.

3. Wait for the Verification Proof Letter

Now comes the waiting game. You'll receive a Verification Proof letter via IACRA all being well (it comes through as an email and a PDF to download through IACRA). Timescales vary wildly, I've heard of anything from two weeks to three months. Mine came through in three days. Result!

4. Contact Your Chosen FSDO

Once you've got that letter, it's time to contact to your chosen FSDO. I emailed Long Beach directly, attached my verification letter, ID, UK licence, and medical, and asked to book an appointment.

5. Complete the IACRA Application

Long Beach got back to me the same day and told me to go back into IACRA to complete the full PPL application (Foreign Based), which they'd unlocked on their end. Now, this bit is complex. You must port over all your hours,



Flying above Orange County, California

broken down into categories, along with any ratings and a ton of other data. The FAA uses different acronyms to the CAA, so expect to spend a good 2–3 hours on this with Google open in another tab!

6. Appointment Scheduled

Once that's done, you get back in touch with the FSDO, who review your application. Again, timescales can be weeks to months. Long Beach reviewed mine the same day and offered me an appointment two weeks later, which conveniently fell during my next trip to Orange County! Total time from start to appointment? Four days. From what I've read online, this is unusually fast, so I've got the staff at Long Beach FSDO to thank for that.

7. The In-Person Appointment

The day arrives. You turn up, they go through your application, ask various questions about your experience and intentions - it's formal but casual. The team at Long Beach were incredibly professional and kind, and they took a genuine interest in me. They even went into detail about how I could take this further into a professional career, which was really encouraging. I was issued my FAA Airman Certificate at the end of the appointment, valid for immediate use. The official plastic card arrives at your UK address within a few months and supersedes the certificate. This part can take up to three months - at the time of writing, I'm expecting mine any day now.

8. The Biennial Flight Review (BFR)

One final thing - much like the UK, when you rent an aircraft for the first time, you'll need to fly with an instructor. In the US, they call it a Biennial Flight Review (BFR), and it's valid for two years. It's not a test as such, more of a refresher, where they'll run through aircraft differences, ATC procedures, flight following, etc.

Flying to me feels like such a privilege. I lie in bed at night, thinking about taking off on 31/13 at Bodmin, and it takes me to a place of pure calm. There's something about that peaceful corner of Cornwall that just settles my mind. Now when I'm ready, I'm looking forward to taking that feeling to the USA and making some flying memories there too.

AEROCLUB and Cornwall Strut at BODMIN AIRFIELD

On Wednesday 21st October 2026 at 19.00-(Dining starts at 17.30)



Our AEROCLUB season of talks by keynote speakers commences on Wednesday 21st October with the return of Jason Phillips OBE, who will enlighten us all with details and the history of the 'Goldfish Club'

The Goldfish Club is a worldwide association of people who have escaped an aircraft by parachuting into the water, or whose aircraft crashed in the water, and whose lives were saved by a life jacket, inflatable dinghy, or similar device. The Goldfish Club badge shows a white-winged goldfish flying over two symbolic blue waves. The main aim of the club is 'to keep alive the spirit of comradeship arising from the mutual experience of members surviving, "coming down in the drink."



All are welcome but please remember to book your place on **01208 821419**
If dining at our **AeroDine Cafe**, before the talk, please contact Ed on **01208 636246**

Meals start from 17.30 and the talk commences at 19.00.

There is a £5 charge for the talk.

See you all there!

Pete White, **AEROCLUB**, 07805 805679 or pete@aeronca.co.uk

Bodmin Airfield Ecological Recorders Summer Gathering!

Over the many years that I have been flying from and being a part of the Bodmin Airfield team, we have enjoyed a myriad of events, charity days, wing walking days, vintage and classic fly-ins, music & poetry events and special visits by schools, scouts etc – the list is endless.

Our reputation as a welcoming and friendly airfield has spread far and wide with our famous Cornish welcome and we are always happy to expand our remit for the community at large.

Part of this diversity has been our recognition as the West Country's largest natural meadow which was heavily championed by our former general manager, Jay Gates and now firmly established has moved on to new pastures and being monitored by Nick Bentham-Green.



Clouded Yellow Butterfly on Autumn Hawkbit

On Tuesday and Wednesday the 18th & 19th of August we had a first! The plan was for an informal gathering of recorders and enthusiasts to see what could be found at the airfield over an evening and a day of the natural wildlife, especially Moths & other flying creatures.

The lead behind this venture was Dr Grace Twiston-Davies, someone well known to us at Bodmin Airfield over the recent years, mainly because of her involvement with our airfield meadow and the allied pollinators that visit. I was asked to be the host on the Tuesday evening and welcomed about 15 enthusiastic and gentle souls who were all so passionate about their chosen vocation.

I then sat with the gathering of ecologists and shared their prepared 'Meadow Mezze' supper which was totally vegetarian and very palatable, full of mouth watering flavours and the colours were just a feast for your eyes. Yes I loved it!

It was then my turn and I presented a small slide show showing Bodmin Airfield's good side and the many positive aspects of our flying club and the work we do. This was then followed by a tour of the hangars to bring our visitors up close, to our passion and vocation, before returning to the clubhouse where the team could set up their 'moth traps' and so forth, for their busy night ahead.

And now over to Grace Twiston-Davies who has produced something for our Bodmin Flyer...

Here is a little summary for your newsletter-

On 19th August the Clubhouse hosted a small gathering of Ecological recorders and

enthusiasts - enjoying recording 170 different species of plant, insect and other animals. The focus of the evening was on Moths, while the Moth traps were set up, we enjoyed home cooked food and a special Talk and Tour from Pete White on the 'Moths' those light aircraft which include the famous Tiger Moth and Gypsy Moth biplanes.



Twenty nine species of moth (the insects version) were surveyed and five species of butterfly along with over 100 species of flowering plant, fern, moss, lichen and fungi. Highlights of the recording days were from the migrant flyers - those very special guests visiting us all the way from North Africa, the Middle East and Southern Europe! The star of the show was the Striped Hawkmoth, a large (6-8 cm wingspan) moth with distinctive brown and white stripes. Other highlights were the Clouded Yellow butterflies which were seen feeding on Autumn Hawkbit across the airfield and we couldn't miss the stunning Swallow fledglings who were performing their aerial acrobatics around the Clubhouse and the hangars.

If you'd like to find out more about nature events or training
www.wildflowercollective.org.uk www.buddingnature.co.uk.

Photos above by Saly Luker and below by Derek Green



Swallows



September 12th 2026

CORNWALL STRUT FLY-IN

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

Calling all CFC members and friends to support our Club by helping at our CORNWALL STRUT FLY-IN on Saturday 12th September 2026.

We need marshals for both visiting aircraft and vehicles to ensure that all of our guests are safely parked. Catering assistants and FOD collectors are a must but most of all we need you all to give our guests a great warm Cornish welcome.

Please Contact:

Pete White

Events & AEROCUB Director
 Bodmin Airfield

📞 07805 805679 / 01752 406660

✉️ Pete@Aeronca.co.uk

🌐 www.BodminAirfield.com



Bodmin Airfield
 Home of Cornwall Flying Club



A 1974 dated OS map locates the site of our aeronautical subject for this month.

Royal Navy Air Station (RNAS) Newlyn

Whilst driving along the coastal road from Newlyn to Mousehole it is quite hard to believe that at a point almost adjacent to the quarry and to your east was the site of a Royal Naval Air Station for float-planes. As a part of the defence of Great Britain during the 1st World War, the Royal Navy Air

Service (RNAS) were responsible for protecting our shores and carrying out anti-submarine patrols in the Western Approaches.

The float-plane base was built on the beach at Sandy Cove, located near the southern pier, south of Newlyn Harbour. The station opened on January 1st 1917 and was part of the network around the West Country to patrol and protect our coasts. The base initially comprised of six Short 184 float planes (see photos), for anti submarine patrols, from the newly formed 424 and 425 Flights which in time were formed into 235 squadron and after the formation of the Royal Air Force on April 1st 1918 became part of the RAF.



A plan showing the larger G Type Seaplane Shed and the 3 canvas Bessonneau hangars. The technical buildings are seen below them and the slipways are on the left.

The aircraft were housed in three canvass Bessonneau hangars (66 x 66 feet) and several other small technical buildings were built with two slipways constructed for access from the hangars to the sea. The officers were accommodated at nearby York House and the remainder of the personnel were billeted locally, with a separate housing arrangement for the women workers.



The 3 Bessonneau hangars before the addition of the Type G Seaplane Shed

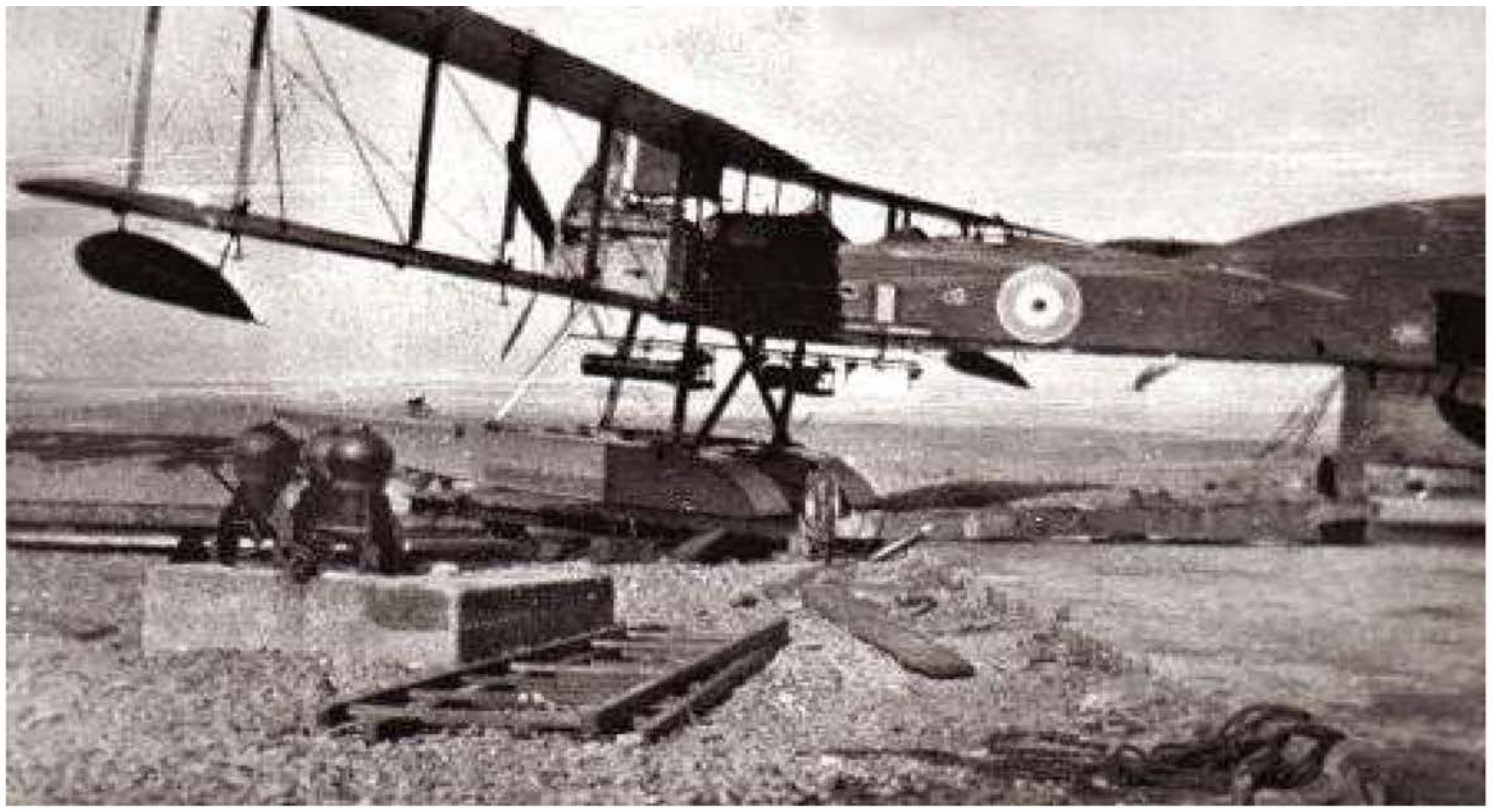


A view of the base from the west (poor quality photo but it gives you an idea of how cramped everything was.)

Historic documents and photographs have provided evidence that a large and more substantial G Type Seaplane Shed was constructed on the base at some time after July 1917. Due to the compactness of the station, accommodating the new seaplane shed required one of the three canvass hangars to be moved into a new position on the site. At one time there was a consideration to develop RNAS Newlyn into a flying boat base to tie up with the flying boat station at RNAS Tresco. But there really was not enough space for this to happen so the float-planes continued to use the rail assisted slipways to launch for their anti submarine and convoy protection patrols.



One of Newlyn's Short 184 N2988 on the apron. Behind is a Bessonneau hangar, and in the background is the cottage co-opted as accommodation for the station's duty officers. The flag pole proudly bears the white ensign...the Royal Navy are in residence.



A Short 184 on the slipway rails and note the bombs positioned on the concrete block on the left.



Another view of a Short 184 all loaded with its ordnance and ready for the vital anti submarine patrol along the Western Approaches.



This aerial shot shows the base of the G Type Seaplane Shed under construction and the 3 Bessonneau hangars in their final positions.

The RAF's quarterly survey records show that in Autumn 1918 there were 12 seaplanes and 189 personnel based on this 5 acre site which included 1 acre taken up by the wireless telegraphy station.

The seaplane base was decommissioned on 22nd February 1919.

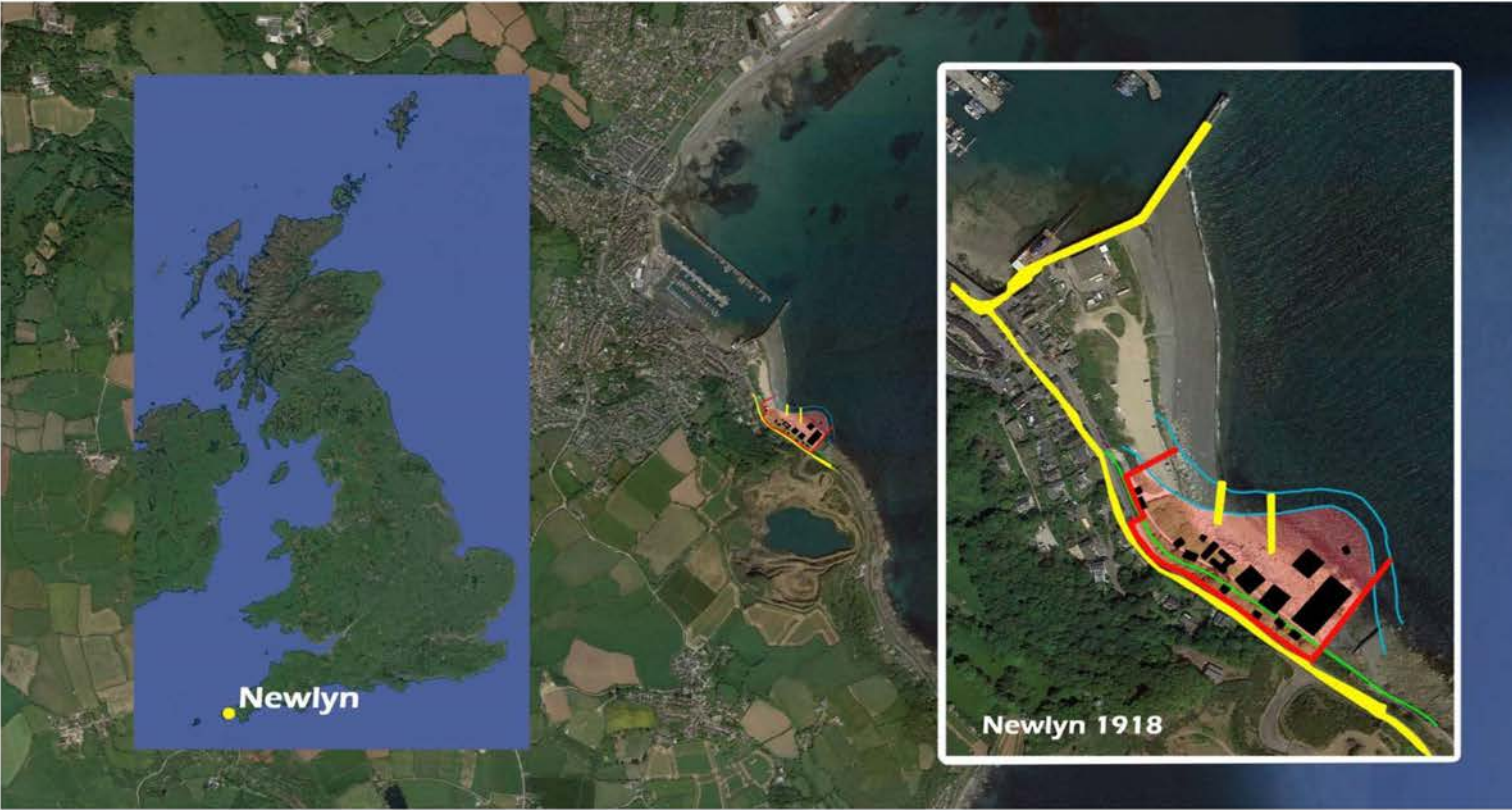
Little remains today on the small promontory, which has since eroded away in time, apart from timber foundations, various concrete blocks and a few metal hangar supports and rails.

Below are a collection of photos showing some of the remains of what was once RNAS Newlyn.





A more recent aerial view of the site of RNAS Newlyn and it shows how much erosion has taken place over time and the promontory has completely disappeared.



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