

# April 2026



Photo: Mark Allott

*The*

# **Bodmin Flyer**



**W**elcome to the April Newsletter. With the clocks changing it feels like a step closer to Spring and Summer and hopefully the chance of better flying weather! We have our usual reports from Arfur, Phil and Corinne along with a summary by Leith of our monthly CFC board meetings.

How are your navigation skills? Join us for this year's TopNav on the 2nd May. It's a great chance to turn Sky Demon off and compete against others to plot and fly a set route as accurately as possible using traditional navigation skills. It's a national competition organised by the RNI but Bodmin generally has the largest turnout and is a lot of fun. More details on page 4.

Last month's AeroClub talk 'Life in Conflict' by Scott Todd had a great turnout and his stories of life flying in the military had everyone sat on the edges of their seats. You can read Pete's article about this on page 6. This month's AeroClub talk on 8th April is 'Cornish Airfields during D-Day' by Neil Roberts. Details of this can be found on page 15.

Nigel Ramsay has the second part of his tale in our 'I learned about flying from that!' series. We can always learn from others' errors or experiences so if any of you have a flying story then please send it to me at [bodminairfield2@mail.com](mailto:bodminairfield2@mail.com)

Pete has also sent in a fascinating article about HMS Vulture 2, Treligga Aerodrome on page 14. In addition he has some info about the 'Around Britain 90th Anniversary Flight' of the Spitfire. We are hoping they will make a slight diversion on their way to Newquay to give us a flypast. Fingers crossed that goes ahead!

Lastly, it's always nice to hear what our previous students have gone on to do, I was pleased to have a message from Jack Colebrooke on 20th March to say he's just completed his CPL at Exeter. Well done Jack!

Fly safe,

David Young, Editor

**Jack having just completed his CPL**





# Chat from the Chair

**Corinne Dennis**

**W**hat a welcome relief to have some dry weather, sunshine and great flying conditions. Not a moment too soon; the last few weeks have been extremely tough on finances with all the regular outgoings to insurance, a/c leases, wages, power, fuel purchases etc. With precious little coming in the management has had a delicate juggling act to skilfully steer the club to calmer waters.

On the subject of finances may I make another call for those who haven't paid their subs for 2026 to do so now. Phil Gray has an impressive program of hangar and airfield maintenance scheduled to improve your club facilities, for which he and others give up their time and energy but of course all materials need to be paid for. Every little helps and to make renewing easier you can now do it online here: <https://www.bodminairfield.co.uk/memberrenewal>

One of the first flights of the unfamiliar good weather didn't quite go according to plan and ended up in a field not far from the 21 threshold. Happily the pilot was unhurt but due to the nature of the location it was very difficult for Arfur to effect the search and rescue, hidden as he was in a farmer's field. **May I suggest that everyone downloads What3words to their phones.** In the event of an emergency this would aid location in a timely manner, beneficial not only to yourself but also to emergency and recovery services. This facility has many possible applications other than being lost: a twisted ankle on a walk, the siting of an accident or swimmer in difficulty, livestock needing urgent attention, plus of course for directions to rural properties. An all round winner.

With the longer range forecast now looking much more enjoyable it's the perfect time to brush up your flying skills and re-familiarise yourself with the stunning views from above

Happy Flying everyone.

One possible revenue-generating idea discussed by the board last month was the possibility of caravan parking at the airfield. If any members have helpful knowledge about renting caravan parking and what criteria are required please email [corinne@corinnedennis.co.uk](mailto:corinne@corinnedennis.co.uk) to pass on any useful insights or observations.

# Mystery Aircraft

**L**ast month Pete White correctly named our mystery aircraft. This is a Zlin 142

**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).





# March 2026 Newsletter – GOM and DTO

By Arfur Bryant

At last the weather has given us a rare opportunity to fly more than one day a week! March has already seen over 330 movements at time of writing and, while still not as good as I'd hoped, it has certainly been most welcome. The surface is now back to normal for this time of year and the wildflower meadow is beginning to show. As such, Richard Saw gave the area in front of the tower the first flail mower cut of the season and it looks lovely. Thank you, Richard!

With increased activity, especially after a prolonged quiet period, comes increased risk. This can be in the form of flying while being rusty or causing hangar rash damage to aircraft while moving aircraft around. So please don't either rush or test your own personal limits. Ask me if you wish to fly with an instructor to polish up your weaknesses and I will arrange. The new Flypro booking system for school flights is working very well, thanks to Ed.

In order for all users of the hangar to have the benefit, can I please ask members to do the following:

Please return chocks to their baskets and do not leave them out on the dispersal.

Please let me, or the VRO (Volunteer Radio Operator) know if the hangar needs attending to renew either cleaning products (in the cleaning bay), refuse bags requiring emptying.

Two of the buckets have gone missing from the cleaning bay. Can they please be returned?

Please take extra care when moving aircraft in and out of the hangars. Get help!

I will be purchasing a second keysafe box, similar to the one at the bottom of the stairs at the back of the café. This second box will be placed near the Hangar 1 entry door. This can be used by members who own aircraft in order to gain entry to the hangars after hours.

A final plea on Flight Safety to aircraft captains...

When Runway 31 is in use, please do not taxi past the Hold point without making a radio call declaring you are ready for departure. The Hold point is where it is for a reason. I have had to Go Around on several occasions because the Hold point board has been ignored. If you can't make a radio call in time, stop at the Hold point and wait until you can make the call.

Fly safe!

Arfur Bryant

General Operations Manager and HoT

## Fuel Costs

Due to the recent increase in fuel costs, the Club is forced to increase Avgas fuel costs as follows from April 1st 2026:

Non members £2.60/Litre

Members £2.15/Litre

DTO flight bookings £5/hour surcharge.

This merely covers the price paid for our most recent delivery. The next delivery will result in a further adjustment. Hopefully downwards!

Arfur



# TOPNAV

## Competition

Sponsored by **POOLEYS**  
FLIGHT EQUIPMENT



Types:

- Aeroplane
- Helicopter
- Microlight
- SLMG

2nd May 2026

*Photo taken by 2025 winners Simon Cassia & Alice Robinson. B1166 crossing the River Welland*

## TOPNAV 2026

The photo below shows our happy crews posing outside the clubhouse before they scrambled for a TOPNAV Competition.

Click on this link [TopNav 2026 Competition](#) and then book your place on May 2<sup>nd</sup> and come and join the fun on a navigational adventure for TOPNAV 2026

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





# Airfield Maintenance update

By Phil Gray

Dear Members,

I hope this message finds you well.

As many of you are aware, the club has been actively developing and implementing a structured maintenance programme covering this year and the following two years. With April now upon us, maintenance activities at Bodmin Airfield are continuing steadily into the coming months.

As the weather begins to improve and the new season approaches, we are pleased to announce the resumption of our regular maintenance days. The first of these will take place on Sunday, 3rd May 2026, from 10:00 to 14:00.

We would greatly appreciate any time you are able to contribute. Your support plays a vital role not only for fellow members, but also for the young adults, children, and general public who regularly benefit from the use of our facilities.

The planned activities for this maintenance day include:

- Weeding the paving slabs outside the clubhouse entrance
- Maintenance and repair of benches at the front of the clubhouse
- Painting the perimeter fence
- Painting the hangar and storage doors
- Ongoing cleaning of the hangars
- Levelling the paving slabs outside the main clubhouse doors

In addition to the above, there will be a number of smaller, yet equally important, tasks to be completed.

If you are able to assist in any capacity, please contact me at [prc-southwest@outlook.com](mailto:prc-southwest@outlook.com). Tasks will be allocated accordingly to ensure the day runs efficiently and productively.

As always, your continued support is greatly appreciated and makes a significant difference to the club and its community.

Regards

Phil

## What Happened at the March Board Meeting

Several project completion actions were reviewed including the installation of extractor units for the kitchen. These have now been delivered and will be installed shortly – perhaps there will be fewer fire alarm activations in future.

Work on the marketing of wedding venue project is ongoing with preparation for a photo-shoot.

Some orders have been received from members for the newly available merchandise. Pete White has donated a number of baseball caps and these will be embroidered with the CFC logo and will be available shortly.

We have welcomed four new paramotor flying members. Arfur has negotiated a specific operating procedures for paramotors and their first operations from EGLA passed without a hitch.

The DTO remains very busy albeit with operations somewhat curtailed by the ghastly weather that doesn't seem to want to abate. When the weather finally breaks the airfield is going to be very busy!

Airfield maintenance continues when the weather allows. There will be a "maintenance day" as announced elsewhere in this newsletter.

Following the unfortunate incident involving G-CIZA (there were no injuries) the actions taken by those present at the time have been reviewed by Richard Saw in his role as our safety officer. He found were that the management of the incident was in accordance with the published procedures and that these procedures are robust and appropriate – no changes required.

Finances remain very tight due to lack of revenues. The board are monitoring the situation closely and hoping for better weather.

The operation of new Marketing and Media Strategy is providing an insight into the need to examine the systems used and access protocols. Work is ongoing to ensure resilience and good management.

The events calendar is very full and the board continue to look at ways of exploiting potential new revenue streams.



# AEROCLUB and Cornwall Strut at BODMIN AIRFIELD

By Pete White



Our March 2026 AEROCLUB and Cornwall Strut talk at BODMIN AIRFIELD was aptly titled LIFE IN CONFLICT and was presented by Scott 'Toddy' Todd with enthusiasm, passion and more than a hint of emotion. The audience were captivated by Toddy's experiences and his resilience in the face of crisis and even more so by his positive attitude. This talk will be well and truly remembered by all that had attended. Thank you Toddy.



Toddy's presentation contained pictures and videos which told his story about what it was like growing up in Portadown, N Ireland, a conflict zone within the modern day Irish troubles. His wish was to help his people in the troubled times and this encouraged Toddy to join the British Army, which was in his mind, a positive move. After serving in his home country and this certainly had its adventures, he transferred to the Royal Air Force as a crew member on the Boeing Chinook helicopter. This led to Toddy serving in a very operationally heavy, full military career in various combative environments.

This included multiple tours of Afghanistan with the helicopter aviation role in a very hostile warfare environment. Although his talk explained the aviation side in great detail, he was very

open and honest putting more of an emphasis on the human impact of his experiences and however life changing they were, he has turned the negatives into positives moving forward.

To quote Toddy *"Every experience, no matter how bad it seems, holds a blessing within it...a blessing of some kind, the goal is to find it"*



To bring it all up to date, once he had left the war zone and after a time with the RAF Search & Rescue Seakings of 22Sqn, Toddy had a period of R & R and particularly under the watchful eye of the Hasler Recovery Centre at HMS Drake, Plymouth.

Back in the air again, Toddy is now on the crew of the Air Ambulance for Cambridgeshire and based in the South East.





# St Mabyn Beaver Scouts visit Bodmin

By Pete White

**T**uesday 17<sup>th</sup> March and a small team of loyal and enthusiastic CFC volunteers joined me at Bodmin Airfield at about 17.00 to have our briefing before the young visitors arrived at about 18.00.

The three Beaver leaders in charge, Eckla, Jan and Julie, assembled the 'colony' of uniformed youngsters who were now all very excited at having the opportunity to visit an airfield to complete items from their checklist to attain the coveted aviation badge. After splitting our guests into groups they were led to the learning stations by our team members to absorb the knowledge available to them by our willing volunteers.



The Tower position was ably handled by a new member and an old school friend of mine, Neale Millett. Neale has recently moved to Cornwall from Leicester and was in the Royal Air Force as an Air Traffic Controller. Perfect for tower duties.

The Hangar 1 & 2 crews were pilot club members Gemma Machin, David James, Richard Saw and John Turner who were tasked with explaining how aircraft flew and of course the effects and operating of controls were most effectively experienced from within the cockpit. The young visitors were delighted to have the opportunity to actually sit in an aeroplane as most of them had never had any chance of even being near one before.

Once the excited teams of our 'future adults' had done the rounds of the available learning stations it was time to gather in the clubhouse for the final chat and to answer any questions about the evening and aviation in general.

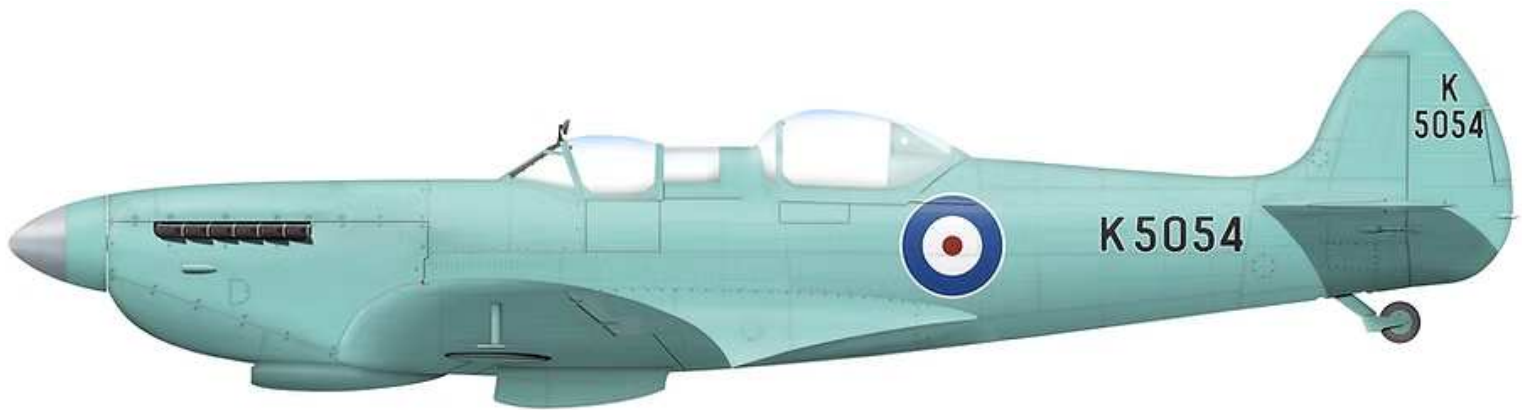
The Beaver Scouts gave the team of helpers a rowdy but sincere thank you before presenting us with a card to show their appreciation. After presenting them with a bag of magazines we bade them all farewell as their parents arrived to collect them and once again we all reflected on what was another successful and joyful visit by the young folk of Cornwall.

An enormous thank you to our team and to Ed from AeroDine who kindly stayed open for us.



# Spitfire 90th anniversary circumnavigation

## OF GREAT BRITAIN



## Take part in a historic Spitfire tour of GREAT BRITAIN

On March 5, 1936, at around 4:43 pm, Captain Joseph 'Mutt' Summers climbed into the cockpit of K5054, a Supermarine Type 300, the prototype of the now world-famous Spitfire. The flight lasted just 8 minutes and on landing, Summers simply said: "Don't change a thing"

2026 marks the 90th anniversary of that first flight of the Spitfire and to commemorate the occasion The Spitfire Academy (Spitfire.com) have painted their two-seat Spitfire T9 BS410 in the colours of the prototype, K5054. Working with the Royal Air Force, they will fly the aircraft on a tour of Great Britain in a series of 9 flights, one for every decade of the 90 years being commemorated. And there are opportunities to take part in this historical once-in-a-lifetime event, all while supporting two worthy charities.

**A Quote from Spitfire.com....**

*It's not just the RAF that are joining us on this once-in-a-lifetime journey - you can come, too! We're hosting a charity auction where you can bid to fly in the rear seat of our Spitfire BS410, a genuine wartime aircraft that fought in World War II. All of the proceeds will go to the Mark Long Trust and the RAF Benevolent Fund. This is the only opportunity anyone will ever have to fly these routes as part of an exclusive celebration of Spitfire history. By making a winning bid, you forever become a part of that history. For the true aviation enthusiast, this is an unmissable chance to experience the craft at the highest level, all while helping essential charities. Looking over the famed elliptical wing of the Spitfire as it first appeared, flying in formation with the RAF and seeing the UK as few ever do, you know you've made your mark on history.*

**A NATIONAL EVENT TO COMMEMORATE THE FIRST FLIGHT OF THE SPITFIRE**

**A SHOWCASE OF THE TECHNICAL ADVANCEMENT OF RAF AIRCRAFT SINCE 1936  
COMMEMORATION GOALS**

The Spitfire 90th anniversary circumnavigation of Great Britain is a joint initiative by the RAF (led by the Battle of Britain Memorial Flight) and Spitfires.com. The BBMF has been commemorating WWII since 1957, connecting the public with the great bravery and sacrifice of everyone who played a part. They host flypasts and airshow displays in summer, with hangar tours of their wartime fleet all year round.

For 15 years, Spitfires.com has brought aviation history to life with passenger flight experiences in authentic two-seat Spitfire TR9s. We also offer commemorative displays and Spitfire pilot training, giving people many different ways to experience aviation history. This initiative embodies the strengths of both our organisations. Together, we want to achieve:

If you view the map below you will notice that the Spitfire will be transiting from St Athen to St Mawgan on 16<sup>th</sup> April and I have applied for a flypast whilst the aircraft is on route and the parent company, Spitfires.com, are willing to oblige but now I am waiting for the RAF to confirm the sortie diversion.

Pete White





# I Learned About Flying From That!

## Tales of an old aviator by Nigel Ramsay

### Part 2 of 2 Don't ignore an undiagnosed problem, however

**A**fter my return from Old Buckenham to Bentwaters, I had tucked the Taylorcraft up in its own, rent free, RAF hangar in glorious isolation, except when I shared it with the late Mark Hannah's Spitfire! I didn't fly again until 3 weeks later as I was working in Worthing on the South Coast and living in B&B during the week. The weather etc. precluded any flying before that.

I set off for Enstone (for some reason!) and the flight down there was blissfully uneventful. Before departing for my return flight, I refuelled there. There was a light cross wind, 90 degrees across the runway and my takeoff run was pretty long. As I got airborne I noticed a distinct lack of climb performance, which I rather carelessly attributed to a hot day, unhelpful wind and full tanks. The flight back to Bentwaters was again quite normal and I thought no more about the take off performance.

My work in Worthing had gone well and I'd been offered and I'd accepted a full time job. As a result, we needed to buy a house in the area and we'd planned to spend a few days viewing properties. This coincided with the PFA (later LAA) Rally at Cranfield so I was going to fly to the rally and then on the Sunday, I would depart for Deanland strip, where I would leave the aircraft for the week, whilst the Banshee would return to Suffolk by road, mid week, dropping me at Deanland so I could fly back. Needless to say, another row (!) ensued and I told her politely to bugger off and leave me to my preflight.

Now, if any of you know Deanland, you'll know that it's a pretty lonely place mid week, and that it's a beautifully kept grass strip, albeit, having quite tall trees at the end of the into wind runway (on this morning at least). After my checks, I set the brakes, placed my travelling chocks under the wheels and swung the prop. The old girl fired up on the first pull and I removed my chocks, climbed in and strapped in. One blind call on the Deanland frequency and I was airborne quite quickly, half-way down the strip and climbing well enough to easily clear the trees. At around 30 feet the engine stopped dead! There was nothing I could do but hold her in the landing flare and wait for the inevitable. The trees were now in full view through the canopy but my luck held and I touched down firmly a few yards from the trees.

I climbed out and looked under the cowling but nothing seemed adrift. I attempted a restart and she fired first time. I climbed back in and opened the throttle to turn around to back track, but as soon as the revs rose, the engine coughed but by quickly closing the throttle, it kept running. I taxied back and parked her up, phoning the strip operator who kindly offered me an open fronted polytunnel hangar as a temporary refuge. The Banshee was well into the M25 when I phoned her and I opted to travel to work in Worthing rather than go back to Suffolk. At that time, Graham Newby, who was then the CEO of the PFA and worked out of PFA HQ at Shoreham airport, helped me with lifts and loan tools so that we worked in the evenings to strip the entire fuel system, from the tank to the carburettor.

Frustratingly, I couldn't find the blockage and I was forced to assume that whatever it was had been lost when the carburettor was stripped and the jets blown out etc. Now, there's nothing worse than not finding the issue and having to trust to that everything will be fine!

As I was reassembling the system, the light was fading, but something made me take a look at the fine gauze finger filter which sits in the bottom of the tank. Holding it up to the fading light, I thought I could see something, just a shadow really, inside the gauze finger. I bent a short hook at the end a piece of locking wire and gently probed; out came a small bundle of fibres. I took them back to inspect in the light and found they consisted of a tightly woven bunch of Dandelion 'parachute' seeds, from Thetford forest in Suffolk! It all came back then, the emergency mower fuel, the dirty funnel gauze, the poor take off performance out of Enstone (which hadn't occurred when I took off for Cranfield).

What did I learn from this very prolonged accident waiting to happen? That there's very often a back story to these situations and there's nothing like hindsight. IF I'd investigated the poor take-off performance after the Enstone trip, I might have found the vegetable matter in my fuel filter and avoided the Deanland close shave.

Of course, I'd simply made assumptions (incorrectly) that it was either the crosswind and or temperature etc. I should have returned to the aircraft asap, but working away etc. left no useful time and to be honest it slipped my mind. The aircraft behaved just fine on the next trip to Cranfield and thus was disconnected from the Deanland EFATO.

NEVER assume, NEVER ignore any performance issues unless you are absolutely sure you have a suitable explanation or you've isolated the problem!

Oh and never keep making excuses for a crazy woman, get the hell out of there; I did!



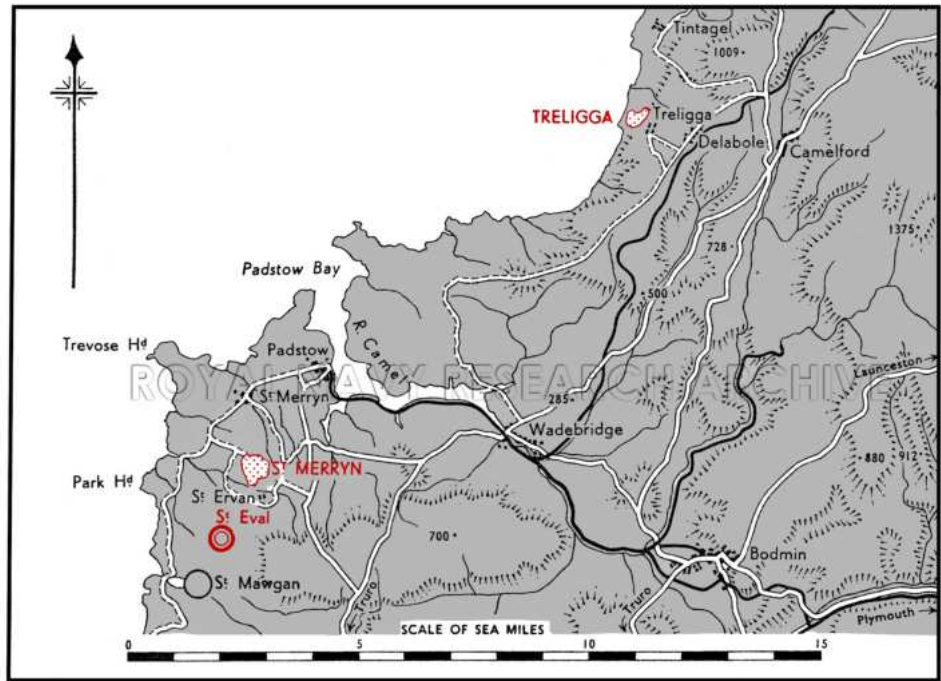
# HMS VULTURE 2 - Treligga Aerodrome.

By Pete White

When flying along the coast from Port Isaac to Tintagel you may notice a flat area, now fenced off into smaller fields, with a small observation tower about half between the coast and what was a collection of WW2 accommodation buildings. This is the site of Treligga Aerodrome used for gliding in pre-war days and then acquired by the Admiralty in 1939 as HMS Vulture 2, a Fleet Air Arm base.



The observation tower/watch office (above) and the observation shelter (below) seen in the 1980's as a reminder of the history in this lesser known site in Cornwall. In the background of the photo above you can see the accommodation blocks.



When I was researching airfield histories in the 1970's I visited the site and I was fascinated by the observation tower which has since those days been given a 'make over' as the photo at the end of the article illustrates.

Also in a chance conversation with a customer of mine, Peggy Prior of Plymouth, I discovered that the base was completely manned by 20 ladies of the Women's Royal Naval Service (WRENS) and Peggy was their commanding officer. The ladies were billeted locally and used the on site buildings for their job of work manning the ranges. Apparently once the pilots, operating from St Merryn on target tugging duties, realised that Treligga was manned by Wrens their aircraft manifested mysterious faults and they had to use the emergency landing airstrips. Peggy said she turned a blind eye and once the girls had arranged their dates for the dance on Saturday night she encouraged the pilots to take off again in their now serviceable aircraft.



Fairly Barracuda

## HMS Vulture 2

Treligga was primarily an aerial bombing and gunnery range and although it is locally known as Treligga Aerodrome there were in fact few landing strip activities.

The Treligga range was known officially as H.M.S. Vulture 2. and was a satellite of H.M.S. Vulture, a Fleet Air Arm base at St. Merryn near Padstow. The area was first used as a pre war gliding site and was selected by the Fleet Air Arm as a range in 1939. In 1940 some 240 acres of coastal land between Tregardock and Backways Cove were requisitioned by the Admiralty and laid out as an air to ground and an air to sea firing range.

Because of the difficulty in carrying out an emergency landing in the area, as there were no large fields or runways, some 'wheels up' landing strips were constructed on the range. This involved a lot of earth moving and heavy machinery was brought in to complete the work. To the north of the tower the head of a valley was filled and levelled and between Tregonnick Tail and Treligga village 3 grass landing strips were laid out. Each of these strips were over 650 metres and marked out for possible landings by aircraft suffering engine failure or ricochet while firing on the range. This arrangement led people to think that Vulture 2 was a relief landing ground (RLG) for St Merryn but this was not possible because the ground was quite rough and only intended for belly landings. Later however the surface was improved and some traffic did use the landing strips.

Buildings were constructed and the most obvious being a control/observation tower about 10 metres high in the middle of the area. Towards Backways Cove and nearer the sea there was a heavily reinforced observation hut which housed quadrant equipment to record angle of dives and accuracy of attacks made by aircraft. Both of these buildings are still standing as is the accommodation and service huts near Treligga village.

Off the site there were other associated buildings, at Treligga Downs near the Poldark Inn, a building was used for counting holes in drogue targets. These were dropped on the old Treligga Downs by towing aircraft then retrieved and laid out on long tables where the holes were counted. A reward of 5 shillings (25p) was offered to any member of the public who found one. There was a further dive angle hut at Trebarwith village and targets were positioned in Port Isaac bay for air to sea attacks. Near the cliff at Dannon Chapel is an observation tower which was used to gather hit information on these floating targets. Accommodation for the Wrens was built on the Delabole side of Port Gaverne and early in its life Vulture 2 was unique in being run entirely by W.R.E.N.S. Later the base was run by Fleet Air Arm personnel, some living on the site and some commuting from St Merryn.

The squadrons using the range included the Fighter Pool 748 Squadron and the School of Air Combat 736 Squadron. The aircraft types included Seafires, Masters, Fireflies and the odd Barracuda. Numerous operational units not from St Merryn also used the facilities including a B-17 Flying Fortress of the U.S.A.F. which put down on the airstrip. They had some problems and when the Americans stepped out of their aircraft they were amazed to find Treligga in the hands of Wrens. The B-17 had to be stripped down for its later successful take-off out over the sea.

Later action moved to the Japanese war in the Pacific and as a result the Treligga range was made to represent a typical area of Japanese held territory and was modelled on the island of Tarawa. Real and dummy tanks, a bridge and a road convoy were located near an airstrip and a small railway was constructed to provide moving targets.

By December 1944 Treligga was being used for intensive training of squadron commanders and senior pilots of units destined for the Pacific Fleet.

The tanks which numbered at least 6 and possibly 10 arrived at Delabole by rail and were driven through the village from the station to Treligga, several front steps and gates and at least one small building were demolished by the tanks during this operation.



The WRNS Dance Hall and station Garages which are still standing but obviously now quite derelict. Interestingly the flag pole remained for many years but is now missing.

After the war the Treligga range continued in operation for the School of Naval Air Warfare and was in great demand by squadrons detached to St Merryn for armament practice until the early 1950's. It has been recalled that Treligga was used as an air to ground rocket range and rocket firing became a daily occurrence and would continue for periods of several hours. In particular Fairey Gannets using the range would continuously fire rockets from a release point near Trecarne Quarry for several hours and must have kept the ground crews at St Merryn busy in rapid reloading and turnaround since these Gannets could only carry 6 rockets. As naval use declined the range was made available to the RAF and Shackleton squadrons from St Eval used it for air to ground gunnery practice.

The aircraft types using the range at Vulture 2 recalled by local people were varied and included:

*Fairey Swordfish, Fairey Albacore (drogue towing) Supermarine Seafire, Supermarine Spitfire, Fairey Barracuda, Miles Master, Fairey Firefly, Hawker Hurricane, Avro Lancaster, Avro Shackleton, Short Sunderland, Lockheed Neptune, Fairey Gannet, DeHavilland Mosquito, Hawker Sea Fury.*

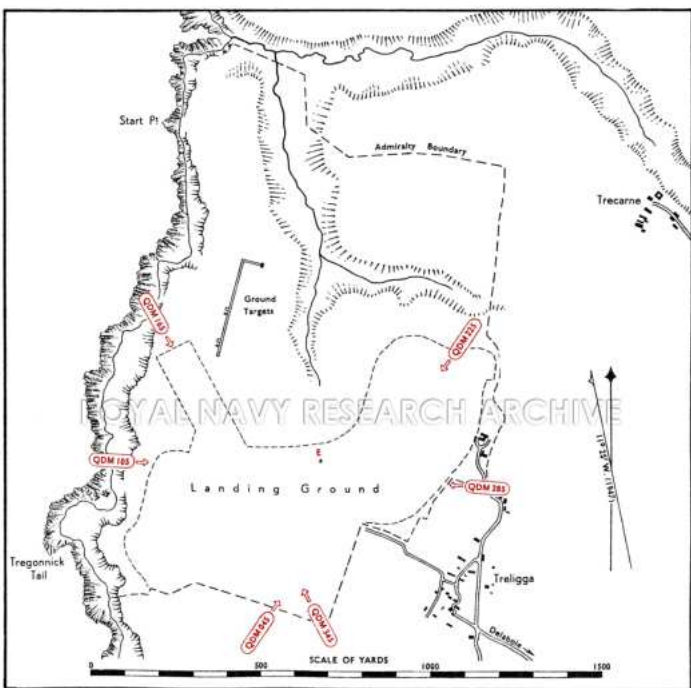
The standard attack circuit was anti-clockwise and from the targets on the cliffs at Treligga turn left over the sea across Tregardock and inland over Westdowns, turning north around the quarry and commencing the rocket run somewhere near Barton Farm running over Delabole towards the rocket release point.

There have been a number of air crashes whilst the range was in use and there is a record of one which occurred when a Seafire crashed into the railway embankment near Barton Farm at 2.00 pm on Thursday 1st November 1951. The pilot was unfortunately killed. There have been other crashes near Barton including a Dakota carrying South African soldiers and I think these aeroplanes were attempting a landing on one of the large fields to the north east of Barton Farm. Other crashes include a Swordfish in Trebarwith Valley, a further Swordfish at sea and possibly a Bristol Blenheim near Tregonnick Farm.

With the withdrawal of flying units from St Merryn in 1954 and the removal of turrets from Shackletons during 1955 the range was closed at the end of the year and reverted to farmland.

28/1/97 — Mrs Thoms of Tregardock recalls other happenings, a Liberator landed as well as a Flying Fortress. The Liberator took off parallel to the coast over Tregardock. whilst the Flying Fortress took off out over Tregunnick tail. They both landed from the Trecarne direction. Also there were two instances of simulated deck landings when several aircraft were lined up after landing as on Carrier (type unknown). Drogue droppers came in very low one instance when a Hurricane or Spitfire came so low after dropping on a drogue from north over Tregardock Farm and clipped and broke telephone lines leading to the farm house .There was a crash in the first field but the aeroplane was recovered by Chris Keat.

The observation tower/watch office has been repurposed in recent years and looks like a unique and interesting property.



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

On **Wednesday** 8<sup>th</sup> April 2026 at 19.00 - (Dining starts at 17.30)

**'Cornish Airfields during D-Day' (6th June 1944) by Neil Roberts**



"Neil is an enthusiastic local amateur historian who has always had a great interest in local military aviation. Formerly a ground tradesman in the Royal Air Force and latterly a volunteer at the Cornwall Aviation Heritage Centre, Newquay, from its inception in 2011 to its very sad demise in 2023. He has given occasional talks on aspects of the Second World War and how it impacted Cornwall and in particular his home town of St Agnes. To-date Neil has also written two books about the war; *'Wartime St Agnes' 1939 - 1945* and *'RFC/RAF Yatesbury' (Wiltshire)*,

His illustrated talk entitled *'Cornish Airfields during D-Day' (6th June 1944)* looks at the airfields of the day, their inception and some of the operations that began from them.

All are welcome but please book your place on **01208 821419**

If dining at our *AeroDine Cafe* before the talk please contact Ed **01208 636246**

Meals start from 17.30, the talk commences at 19.00 and there is a £5 charge for the talk. See you all there!

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



# Kernow Pasty Fly-in & Cornwall Air Ambulance Day

Proudly supporting

Cornwall   
Air Ambulance



## Saturday 18th April 2026 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)

Saturday 16th May 2026  
at Bodmin Airfield

# Ladies Day Fly-In

With our special guests  
the Vintage Aircraft Club



- Vintage & Classic Vehicles Welcome -  
- AeroDine cafe open all day -

PPR 01208 821419 Bodmin Radio 120.330  
Contact: Pete White  
01752 406660 / 07805 805679  
Pete@Aeronca.co.uk



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# ACTION STATIONS

-BODMIN AIRFIELD - CORNWALL-



**SATURDAY 6TH JUNE 2026**



- MILITARY WINGS AND WHEELS ·
- AERODINE CAFE OPEN ALL DAY ·
- NO LANDING FEES FOR MILITARY MARKED AIRCRAFT ·

PPR 01208 821419 Bodmin Radio 120.330

Contact: Pete White

01752 406660 / 07805 805679

Pete@Aeronca.co.uk



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# LUNDY SUNDAY FLY-IN

Sunday 5<sup>th</sup> July 2026



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

PPR Essential

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

Vintage and Classic

# Fly-In



July 18th-19th



**PPR phone 0790 182 6351  
or [www.mzaero.co.uk](http://www.mzaero.co.uk)**

**Overnight Camping welcome  
Refreshments available**



THE UK'S BIGGEST INTERNATIONAL FLY IN



**LAA RALLY 2026**



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

September 12th 2026

# CORNWALL STRUT

# FLY-IN

Bodmin Airfield



Light Aircraft



PPR 01208 821419 Bodmin Radio 120.330

Contact: Pete White

01752 406660 / 07805 805679

Pete@Aeronca.co.uk



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# AERO DINE

## Cafe



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

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

**Contact Ed on  
01208 636246 - [hello@sipshift.co.uk](mailto:hello@sipshift.co.uk)**



## **Bodmin Airfield**

Home of Cornwall Flying Club

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

**NOVEMBER 2025**  
**\*SHARE FOR SALE\***



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

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



[www.bodminairfield.com](http://www.bodminairfield.com) **2026**

## EVENTS

**April 18<sup>th</sup>** The Kernow Pasty Fly-In & Cornwall Air Ambulance Day: - Please support our event and of course our special local Air Ambulance. Everyone is most welcome and we have Classic vehicles on show as well as the rare Kernow Flying Flea.

**May 2<sup>nd</sup>** THE TOPNAV Competition: - Fun Flying using the basic skills we were all taught! Navigate and fly a course using just a chart, a watch and eyes with just a touch of skill.

**May 16<sup>th</sup>** Ladies Day Fly-In & Vintage Aircraft Club (VAC) Visit to Bodmin Airfield: - Vintage and Classic aircraft with a mixture of Classic vehicles on our Ladies Day event.

**June 6<sup>th</sup>** Action Stations— Military themed Fly-In. Military vehicles join the fun.

**July 5<sup>th</sup>** Lundy Sunday: - The 26<sup>th</sup> Anniversary of Lundy fly-ins by the Lundy Team.

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

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

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



Pete White — AEROCUB & Events - 07805 805679-- [pete@aeronca.co.uk](mailto:pete@aeronca.co.uk)



**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)**



**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...**