October 2026



An afternoon flight in the clubs RV 12 over the Camel Estuary. Photo: David Young

The Bodmin Flyer



Welcome to the October edition of the Flyer. Apologies for the delay in getting this one out but we have several key bits of information I wanted to include. Firstly we have our next AGM meeting on the 4th November in the club house at 6pm. Leith has all you'll need to know about it on page 6. Ahead of this meeting we will be holding an election for directors so if you've ever wanted to help with the running and decision making of CFC by being on the board please see page 5. Leith has also provided his usual summary of the boards last meeting in September.
There is also an important note below from our Chair, Corinne about the AeroDine cafe going forward.

This months AeroClub talk on 21st Oct by Jason Philips OBE is about the history of 'The Goldfish Club'. Sounds fascinating so please come along. More about this and how to book are on page 7.

I'm sure you will all know or have seen IVOR, the bright yellow Aeronca Chief. Pete White has written an account of it's 80 year history and all the work they have done to keep it in the air over this time. See this on page 10.



Owen Cottom completes solo QXC

Over the years we've had many visits from scout and cub groups but September saw us also hosting a visit by Brownies. Read all about it on page 8

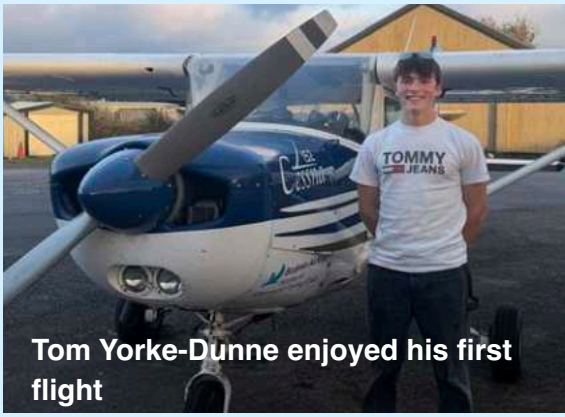
The mixed weather in September didn't stop a good lot of flying for the flight school and on the 25th Owen Cottom completed his solo cross country flight, so very well done Owen.
On 9th September Ian Rule completed his NPPL, taking his skills test with Mike Owen, so well done to Ian as well. You can see Arfur's report of the flight school and airfield on page 3.



Ian Rule congratulated on gaining his NPPL by examiner Mike Owen

On the 24th Sept Tom Yorke-Dunne took the first of a 3 flight scholarship that he'd received from the Air League. I think his smile shows how much he enjoyed it!

Lastly heres a couple of photos (below) from a visit on the 13th by the vintage Motorcycle club, shown here making the most of the empty dispersal to race up and down on.



Tom Yorke-Dunne enjoyed his first flight

Fly safe,

David Young, Editor







Chat from the Chair

Corinne Dennis

AeroDine is changing.

From mid-October, the café will return to club operation. Initially, we will offer a simple menu of bacon and sausage sandwiches, pasties, sausage rolls, soup, baked potatoes and other essentials. Opening times will be announced in due course and we aim to make them as extensive and consistent as possible. Prices will be highly competitive, with discounts for club members. Existing staff will remain involved, but we will need additional people to cover all opening hours. If you know anyone interested in flexible part-time work here at the airfield, please ask them to get in touch. We recognise that a successful café is essential to the airfield's overall success. All constructive ideas and offers of help will be most welcome!



September 2026 Newsletter – GOM and DTO snippets.

By Arfur Bryant

The steady weather over the summer has changed somewhat. September has been a mixture of good and bad but we have managed to get a fair amount of student solo sorties done, which is great news.

Just a few words this month…

One of our Cessna 152s: G-BNSM, has been returned to Enstone from where it was leased, leaving us with one C152, one C172, one RV12 and our Gyroplane. The reason for the return is that last winter we were unable to fly the required number of hours off each 152 due to the appalling weather. If that were to happen again this winter, we would be poorly placed financially. Returning SM will save us on both easing costs and insurance – a significant cost. It means that our remaining C152 – TK, will be working hard but we can also use the RV12 to supplement certain flights. Let's see how it goes. There is always the opportunity to re-instate SM next summer if required.

The RV12 (SF) has also been used frequently as a hire and/or hours-building aircraft and is proving to be less of a drain than previous years. Additionally, the Gyroplane (OJ) has been used far more than previous years, which is a good sign.

I hope that October proves to be a steady month for flying and we can utilise the aircraft to the full extent.

And on a final, sombre note, I fear we will soon be forced to raise some prices due to the ongoing (and not reducing) fuel, parts and insurance costs. We will try to limit the impact on members as much as possible.

Fly safe!

Arfur Bryant
30 Sep 2026

Summary of the Board Meeting in September

The Board reviewed progress on a number of outstanding actions including targeted marketing and opportunities to maximise revenues from our activities and minimising operational costs.

Some costs are, of course unavoidable including the necessity to rectify a problem in H1/2 where, as previously reported, a major wooden support beam for the roof has reached the end of its useful (safe) life. As many will have noted, our 8/8 Cornwall weather together with the proximity of a number of trees at the back of H1, has exposed a leak in the valley between H1 and H2 and this water has, over the years, caused one of the support beams to rot. Phil Gray is progressing a project to replace this as efficiently as possible. This will cause some unavoidable disruption when the work is undertaken.

Following on from a minor incident recently involving a prop-strike whilst taxiing, compliance with the new CAA requirement to complete a Mandatory Occurrence Report (MOR) as covered in Arfur's article last month has proved to be challenging to say the least. The ECCAIRS portal through which online reporting is to be conducted has proved to be impossible to operate. Help and guidance has been requested but has not yet materialised.

As part of our cost management and rationalisation imperative, the board have decided that it would return the Cessna 152 SM to the lessor (Enstone Aviation). After reviewing the projected training and hire usage of the two 152's going forward into autumn/winter together with the possibility of spreading this load onto the RV12, the decision has been taken to take this cost avoidance step for the time being. The option to revert to two 152's in the spring/summer of next year remains an option.

Pete White updated the meeting with advice of events planned and organised – see later in the newsletter.

We discussed at length a number of developments at AeroDine and will be reporting on these further in the near future.

You will have seen the formal notice of our AGM which is now set for 4th November in the clubhouse.

Bodmin Airfield
Home of Cornwall Flying Club

Seeking Directors

Dear Members,

Formal Notice of the Annual General Meeting of Cornwall Flying Club Limited has now been served and is included in this newsletter. This meeting is an important element of corporate governance which enables the company board and members to share the formal accounts, review that past year and outline future plans.

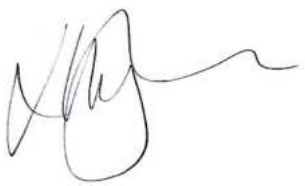
The agenda for the meeting will be as follows:

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

Focusing on item 5 of the agenda, our Articles of Association provide for directors to be elected onto the board to serve for a limited term of three years and allows for election for a second term of three years at the AGM. Thereafter, directors must stand down and may not seek re-election for at least one year. This year, two of our directors, Richard Bracey and David Young are completing their first term and have declared their intention to stand for election for a second term. I shall be completing my second term and must, therefore, stand down.

Accordingly, an election must be held and you are invited to consider this opportunity to stand for election to the position of director to play your part in shaping our club and taking it forward. The process is very simple. If you are prepared to stand for election all you need to do is to be formally nominated by another members (there is a form) and write up an election address for display on the club notice board. The election will take place electronically and results will be declared at the AGM.

Should you be interested in standing for election, please contact me leith.whittington@btopenworld.com requesting a nomination form and any information that you need. Of course, statute imposes legally binding obligations upon directors but these are not onerous. I can provide guidance on this matter if you need it.



Leith Whittington
Company Secretary
25th September 2026

Annual General Meeting 2026

Dear Members,

The Annual General Meeting of Cornwall Flying Club Limited will take place as a **Physical Meeting** in the **clubhouse** on **Wednesday, 4th November 2026** at **6pm** . Following the meeting, the Chairman and members of the board invite attendees to join them in a buffet meal*.

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

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

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

Nomination of members to the position of Director must be received by the Company Secretary at leith.whittington@btopenworld.com by **Wednesday 21st October 2026**– contact the Company Secretary for information.

Parties nominated for election shall display an election address on the club notice board by **Thursday 9th October 2025**.

Submissions for Item 6 above should be made to the Company Secretary at the address above by **Tuesday 26th October 2026**.

At present, there are no Company Resolutions to place before the meeting by the board but, if any arise, they will be notified to Members by **Wednesday 28th October 2026**.

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



Leith Whittington

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."



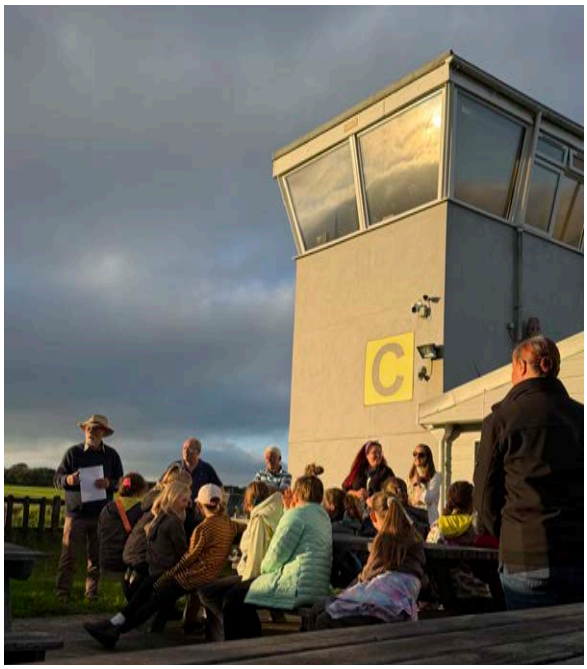
All are welcome but please remember to book your place on 01208 821419
If dining at our *AeroDine Cafe*, before the talk, please contact Ed on 01208 636246
Meals start from 17.30 and the talk commences at 19.00.
There is a £5 charge for the talk.

See you all there!

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

BROWNIES VISIT BODMIN AIRFIELD

Pete White



What a brilliant evening we all had hosting the Camelford Brownies and the St Breward Brownies at Bodmin Airfield on Thursday 24th September.

This was all down to the wonderful enthusiastic volunteers that joined me to welcome our guests and help them to gain knowledge for their coveted aviation badges. The cream on the top was definitely the snack finale of pizzas and drinks.



In our usual way, after the welcome and safety briefing, the guests are split into 3 teams and guided around the learning stations which are manned by our CFC volunteers. Once the teams have visited each area they all met up in the Clubhouse where pizza and drinks were being prepared. Once seated and munching they were shown a presentation on Lady Aviators before a short Q&A session and then a grand farewell from the Bodmin team.





The girls, of all ages, left our Clubhouse with high spirits, furnished with aeronautical knowledge and brimming over with pizza but full of smiles.

My sincere thanks to the team who enjoy these visits every bit as much as our guests and I am eternally grateful for their support.

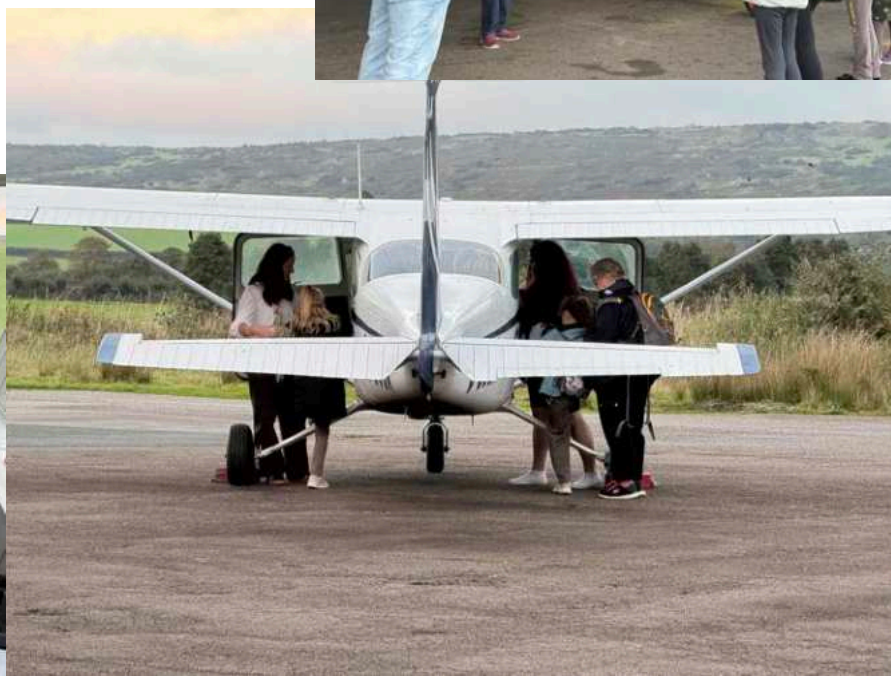
Tower & Annex:	**Neale Millett & Jay Gates.**
Hangar 4:	**Tim Elkins & Archie Vasiliou**
Hangar 1 & 2 & Apron:	**Gemma Machin & Aspa Theodorou**
& Richard Saw.	
AeroDine/CFC catering:	**Nigel Ramsay & Viv Elkins.**
Photographer:	**David Young.**
Clubhouse Talk etc:	**Pete White**











2026 CORNWALL STRUT FLY-IN

Pete White

Well, at this event we actually had some visiting aircraft and that combined with our educational hangar tours made our Cornwall Strut Fly-In at Bodmin Airfield a great success for all of our visitors and a perfect social gathering for us all as volunteers.

Aircraft flew in from, White Waltham, Dunsfold, Dunkeswell, Bolt Head as well as our neighbouring local Cornish sites.

Saturday the 12th September and the local visitors and holiday makers from afar all congregated on Bodmin Airfield to enjoy our event and to quote one of our visitors "*have a great time at such a friendly and lovely place.*"

That is music to my ears and emphasises the importance of our community events and fly-ins and how it builds us this reputation of a place that people just want to be a part of, especially as we have the AeroDine cafe looking after our culinary needs.

Without our events and the social club activities with our visitors and the local community, we would be just an ordinary bland old airfield.

But we are not! We are Bodmin Airfield the best in the West.

So a big thank you to our enthusiastic and loyal volunteers, Nigel Ramsay, Fiona Blatchford, Gemma Machin, Tim Elkins, Neale Millett, John Hatton, Bill Thirtle, Ian Rule, Richard Saw and Peter Gibbs for once again, supporting our Airfield and our events programme.

HAPPY 80TH BIRTHDAY IVOR

PETE WHITE



ILLUSTRATIONS BY IAN MADGWICK

IT WAS NEVER ENVISAGED THAT AEROPLANES BUILT IN THE 1940'S WOULD STILL BE ACTIVE IN 2026. IN FACT, SOME MACHINES BORN EVEN EARLIER ARE STILL ENJOYING THE VERY ELEMENTS THEY WERE DESIGNED FOR ... BEING ALOFT IN THE FREEDOM OF THE SKIES.

OUR AERONCA G-IVOR

Aeronca 11AC Chief G-IVOR came off the factory production line as NC9397E in Middletown, Ohio, USA and on 19.10.1946 was test flown by Mr D A Griggs for 30 minutes.

Although I have all of the aircraft & engine logbooks since those early days, some of the detail is a little sparse. The majority of this Aeronca Chief's life was in Florida until 1980 when it was exported to Shannon, Eire in a container and then took on the new identity of EI-BKB with Desmond McCarthy.



The Chief in its Irish marks as EI-BKB

Once again the logbook entries are few and far between until the aircraft was exported to England on 25/05/1982 and registered to Ivor Dadswell of Petworth, Sussex as G-IVOR. Ivor's daughter, Charlotte, has fond memories of flying with her father in the Chief from their farm airstrip. Now Charlotte is the CFI of Goodwood Flying Club and has her own Aeronca Chief G-AKUO, known affectionately as 'Oscar'.
The Aeronca G-IVOR was completely rebuilt and enjoyed operating from the farm airstrip and Goodwood Airfield before being sold on to Mr E T Wicks of Swindon on 27/02/1987 and then again on to Mark Hales on 28/07/1989. Mark sold it on and this where SWAG becomes involved...

I first came across G-IVOR in a hangar at Eggesford whilst I was travelling the country looking for a suitable flying machine to form an aircraft syndicate to be based at Bodmin Airfield.
Now in the hands of John Greenslade it was left for me to work out a deal to enable this wonderful aircraft to become part of Bodmin's history.
My first flight in IVOR was on Friday 13th of December 1991 and not being superstitious about the timing, I was very happy to be flying in a truly classic machine. I did manage four familiarisation flights over the next few weeks at Eggesford Airfield but the winter weather prevented me from delivering the aircraft to Bodmin Airfield until 18th January 1992. Our embryonic group were all waiting with baited breath for the arrival of our flying machine and what a miracle, I pulled off one of my better landings.

Early days over the North Cornish coast



That was now the beginning of the on going adventures of The South Western Aeronca Group which we had formed in July 1991, albeit initially without an aircraft or a name!

Several people were extremely helpful and supportive in those early days as the group gelled and slowly discovered the idiosyncrasies and workings of our Aeronca Chief, G-IVOR. But one man in particular does stand out as a stalwart mentor and as a good friend of the syndicate, our PFA/LAA Inspector – Dave Silsbury. I learnt so much from Dave and several other good aeronautical minded souls, that I was now becoming more confident to do things on the aircraft that I could only have dreamt of doing.

A big thank you to you all.

I shall always be so grateful to the many PFA/LAA members for their camaraderie and support, especially in those early days of our syndicate's development.

Our IVOR ventured further and further afield, beyond the local West Country airfields and eventually became a regular visitor to France and Ireland. Usually in company with fellow Aeronca adventurers, members of the newly formed Type Club. Below is an exert from an old article that describes the formation of that particular Type Club...

"The Aeronca Club of Great Britain was formed in 1992 after an Air Britain 'Aeronca' themed fly-in at White Waltham airfield. This was instigated by Alan Biggs who was soon joined at the helm by Roger Jones and then Pete White. The Club grew and established itself as a worthy and very active 'type club' which enables owners/operators to keep in contact and meet at regular fly-ins around the UK, with occasional trips to France and Ireland.

Roger Jones left the fold in 1994 and in 1997 Alan Biggs passed the reins to Pete White who has been at the helm ever since. The Club has successfully maintained that same casual approach but has gained more useful contacts worldwide for advice and spares with the help of the Club web-site (www.aeronca.co.uk), initiated by Bob Swan and then Jon Turner and now in the capable hands of Seth White.

The stalwarts on the committee that have assisted in the running of the Aeronca Club are Alan Crutcher, Reg McComish, Rich Valler, the late Derek Boyce and John Colgate. All flyers of the Aeronca breed a type that is very special in the world of US Classics.

Part of the joy of Aeronca ownership is being able to self maintain the aircraft through the LAA permit to fly system and it gives you the unique opportunity to really 'get to know' your aircraft.

The Aeronca Club hold about six fly-ins a year around the UK and stay in touch using e-mail to assist members and other enthusiasts to make their ownership and flying of Aeronca aircraft to be as pleasurable as is possible."

So G-IVOR had now become a seasoned traveller and had opened up opportunities for pilots to learn the skills of tail-wheel flying, touring and aircraft maintenance. Over the years some of the group members took these skills with them when they moved on to their own aircraft that they had either built or bought.

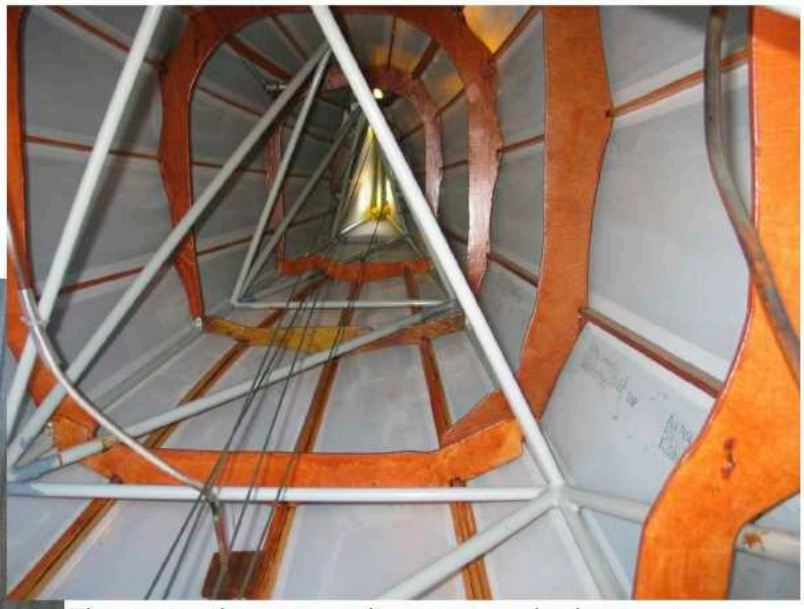
When we originally bought the Chief it was finished in overall cream with a navy blue trim along the lines of the factory colour scheme.
This all changed after one of our members had a landing accident and we all agreed it was time to give IVOR a refurbishment which resulted in a complete rebuild.

The fuselage frame on its way to be sand-blasted and then painted. We moved all of the components from Bodmin to Dunkeswell so we were nearer to our PFA Inspector Dave Silsbury. This made the rebuild a lot quicker. (It took about 8 months!)



This selection of photos below show the aircraft during the rebuild, culminating in the aircraft's first photo in the new colours which was based on the original 1946 Aeronca Chief 'feathers' scheme.

Inside the fuselage looking towards the rear showing the new woodwork and tubular fuselage framework. Note the new cables





The spats, the nose cowling, seat and other parts looking all ready to go.



The legendry Dave Silsbury at work and suitably attired for producing a first class paint job which went on to win IVOR several awards.





We were so fortunate to have Dave supervising us throughout the rebuild and we learnt so much from his vast experience.

This is how IVOR looked after 8 months of hard but rewarding work.



It was now time to fly IVOR back to Bodmin Airfield and proudly show off the fine looks of this beautifully restored aeroplane.



IVOR featured as a the subject of a painting by Chris Bazeley (Ed Hicks)



Ed Hicks

Since that rebuild IVOR has been extremely busy at fly-ins around the UK and on regular tours to France and Ireland supporting the Aeronca Club of Great Britain and transporting members of SWAG in classic Aeronca luxury. The aircraft won a few awards over the 18 months following its rebuild and has featured in several publications including a very good article in the LAA mag in September 2009. This particular story entailed a 2 hour photo shoot by Ed Hicks in the CFC Cessna 172 and produced a large quantity of superbly taken images of IVOR which still regular pop up all over the internet and in various publications.

Many hours of IVOR's time has also been devoted to charity work through our Bodmin based Feet Off the Ground (FOG) charity which majored in flying disabled and disadvantaged young people, scouts of all ages, school children and many more deserving cases.



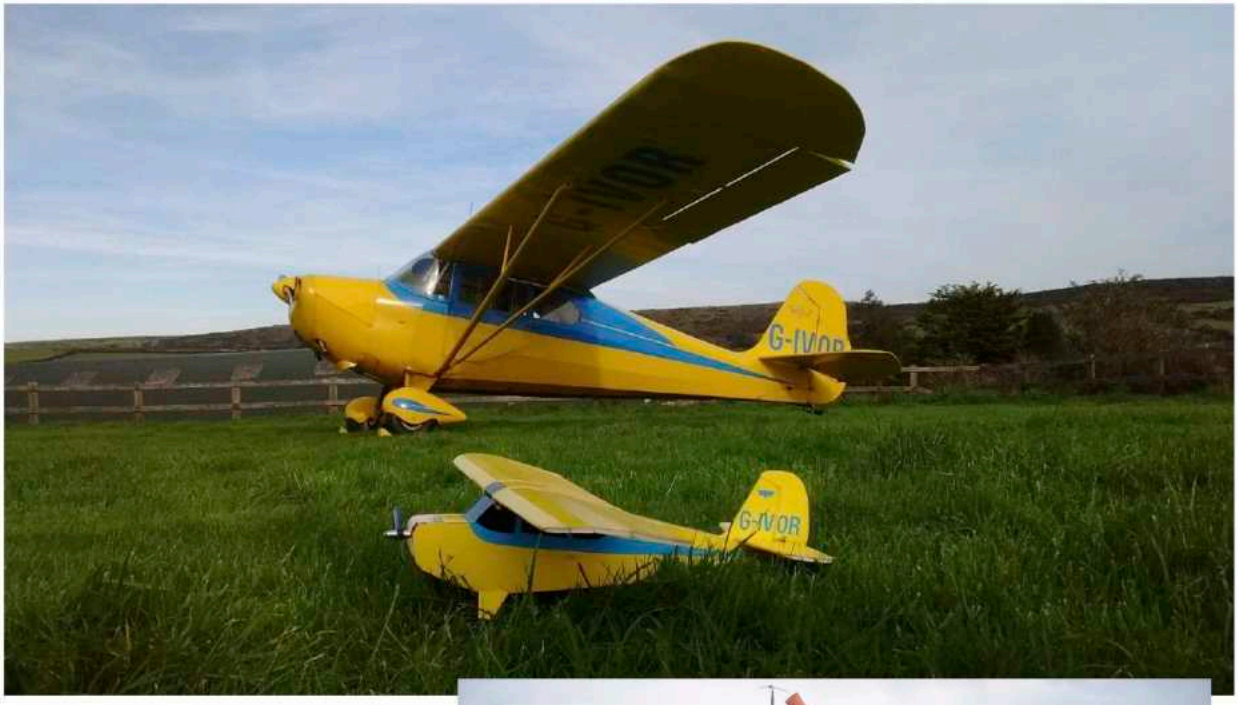


My grand daughters Ivy & Phoebe enjoying IVOR's cosy cabin.



IVOR on a visit to the Scillies with a fellow Aeronca pilot Reg McComish and his Super Chief G-BRCW

IVOR has a 'son' courtesy of my son Seth who is an avid R/C aircraft builder and flyer.



John Colgate and myself went on an East Anglian Tour and my overnight accommodation does slightly obscures IVOR, at Seething Aerodrome.



'Playing' at an event at Badminton Airfield

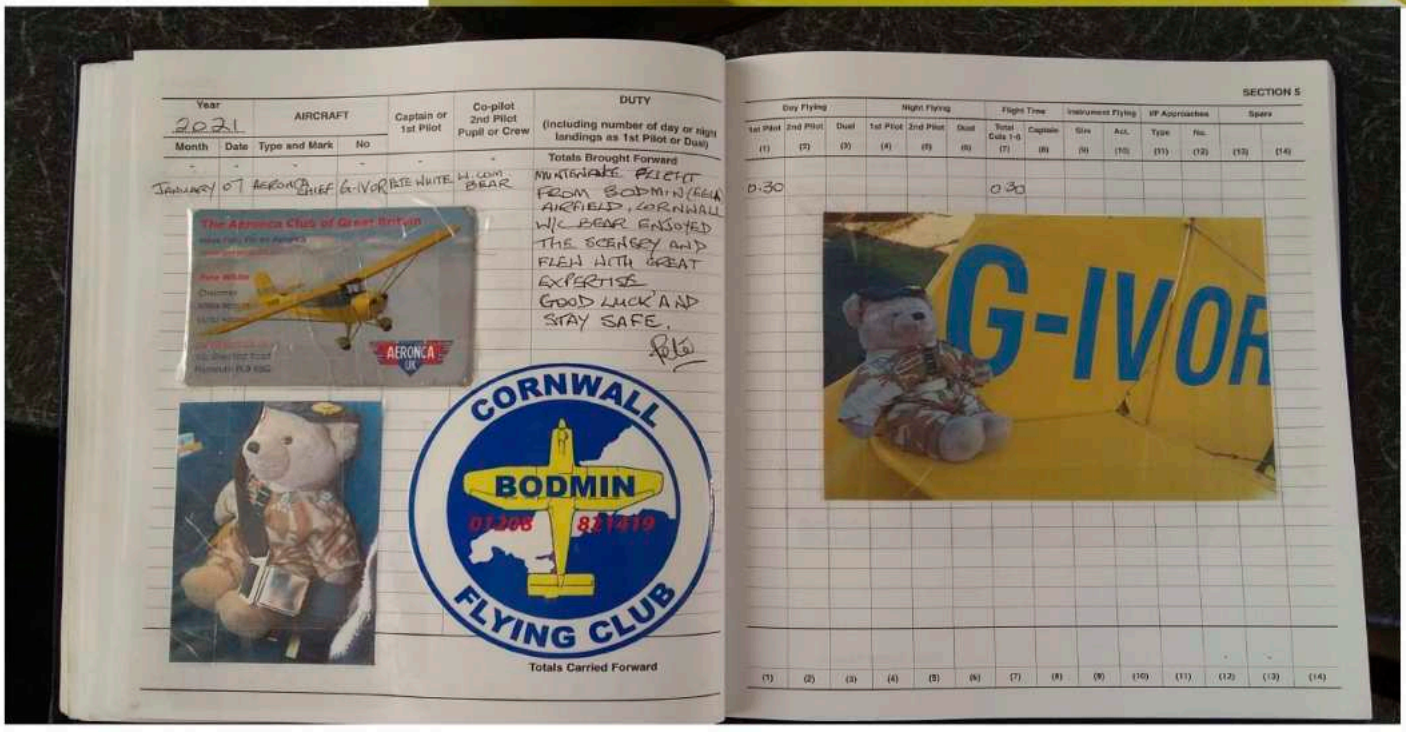




Early morning mist at a Sywell LAA Rally (photo John Colgate)



IVOR flew the famous bear that was passed to pilots and aircraft around the world and the details are shown in the logbook. The aircraft varied from fighter jets to airliners and included a SAR Sea King flown by Prince William when he was based at RAF Valley.





IVOR even won an award for the TOPNAV competition

The 2026 SWAG line up and when the members joined the syndicate.

Pete White	*Formed the group in July 1991*
Ian Law	*Joined in November 2006*
John Colgate	*Joined in June 2007*
Jon Parlour	*Joined in April 2009*
Tim Elkins	*Joined in December 2021*
Ian Rule	*Joined in November 2025*

The South Western Aeronca Group has enjoyed a long period of stability with the occasional change of member but most of the gang just enjoy being involved and taking part in the gentle and relaxing type of flying that a classic like IVOR will deliver. It was my aim to form a syndicate to promote affordable flying, however I have always felt that its success has been more to do with the right selection of people than anything else.
My hearty thanks go to the supportive group members over the years and it has been my absolute pleasure and a privilege to have steered the group SWAG for 35 years.
Thank you IVOR on behalf of all that have flown in you and to those that have known you.
A Very Happy 80th Birthday!

And finally a superb painting by David Young that now hangs in my lounge and was presented to me by my 3 wonderful sons for my recent birthday.

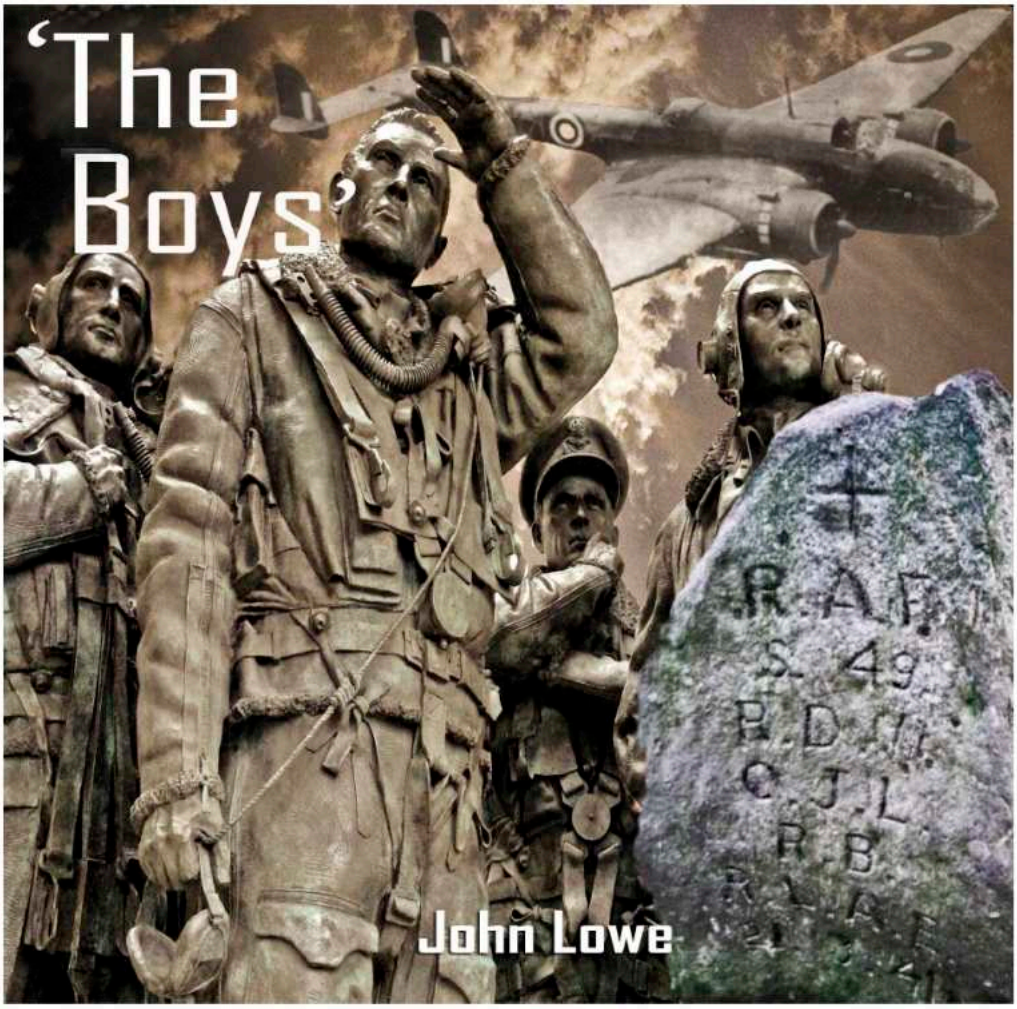


However 2026 sees IVOR enjoying the birthday year in a very relaxed mode and absorbing a well deserved 'make over' after a mishap earlier in the year. The repair process has been a very good excuse to survey the aircraft thoroughly and when we return to operations we will know that our IVOR will be good for another 80 years.

Pete White - September 2026

AEROCLUB and *Cornwall Strut* at BODMIN AIRFIELD

On Wednesday 11th November 2026 at 19.00 - (Dining starts at 17.30)



'After a career as a lecturer in Higher and Further Education, John has been able to indulge in his lifetime love of being in wild landscapes; especially that of Dartmoor. Since childhood he has had a passion for history and after spending time in the Royal Air Force he has been able to combine his experience as a military trained aviator with that of researching the final operation of a WW 2 aircraft from 49 Squadron that crashed upon Dartmoor in 1941.' John Lowe.

Everyone is welcome to join us 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.
There is a £5 charge for the talk. See you all there!

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

NOVEMBER 2025

SHARE FOR SALE



A 1/10th 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.

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)



Stephen Austen tel 07515776521 or email stephen.austen88@gmail.com