

February 2026



The

Bodmin Flyer

Well at least that's January out of the way and what a wet and windy month that turned out to be. Hopefully we can look forward to some nice flying weather in the coming months as Spring heads ever nearer.

As we head into February can I start with a polite reminder to those who haven't yet paid their membership . This can be done by phone or at the airfield, and don't forget to collect your new membership cards. You will soon be able to do things like this via our brand new website that has been built by our AeroDine chef, Ed. The website has just gone live and has the facility to pay for fuel, PPR and pay landing fees too.

This is a quiet month for the Flyer but we still have a good few interesting articles to keep your interest. These include Corinne's Aerobatic Adventure in Ireland, Pete's account of Carl Beardmore talk about the Civil Air Support program, along with our New Years Day Fly-in. There is also information about our upcoming Aerodine talks for next 3 months and all three really are not to be missed! See pages 9,10 and 11. We start with Jason Phillips OBE giving a detailed account of The Forgotten Battle Of Palembang at the end of WW2 which had some of the largest air Battles of the Fleet Air Arm ever recorded. This is on the 11th Feb at 19.00, or from 17.30 if you're eating. You will need to book though, especially if eating. Full details on page 9.

Whilst the airfield has been quiet we took the opportunity create a new counter area for AeroDine and it's looking great. This photo shows it as I finished my part in the build and is looking far more finished now Ed has added all his equipment and finishing touches. Things like this around the airfield are all done voluntarily and as Corinne points out in her Chair's report below we need all your help to keep a club like ours going. Please do let us know if you have any skills to do anything to help, or come along to any of our maintenance days where every pair of hands is much appreciated.

As always if any of you have a flying story that would be a useful lesson or reminder for us all then please send it to me at bodminairfield2@mail.com.

Fly safe,

David Young, Editor

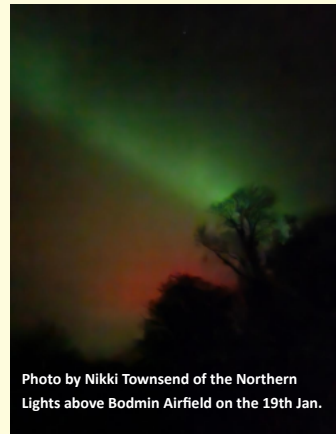


Photo by Nikki Townsend of the Northern Lights above Bodmin Airfield on the 19th Jan.



The new counter area of AeroDine in progress.



Chat from the Chair

Corinne Dennis

What does the Board do?

All members of the board were elected by you, collectively. If you didn't vote you missed the opportunity to influence the progress and evolution of your club.

The Board you voted for are charged with the care of running Cornwall Flying Club and give freely a great deal of their time and energy not only to making decisions safeguarding the future of the club, but in the case of the current directors, do a great deal of practical work to maintain and infrastructure of the airfield.

Just recently, David Young, Phil Gray, Nigel Ramsay and Richard Bracey spent several weekends grafting on the reconfiguration of the café. Tom works on all our Social Media and marketing, Leith and Tim take care of a pile of convoluted legal paperwork and I creosote fences, paint a/f numbers and sweep hangars.

Change is often seen in a negative manner and few of us welcome it. Recently, we have made changes to airfield staffing. No one will have avoided hearing in the media about cuts, redundancies and closures across the country and locally here in Cornwall. Our club is not immune to these pressures so we've had tough decisions to make. Either we had to increase income or we needed to reduce expenditure. Rather than inflicting stinging price increases across the board (fuel, subs, hangarage, flight training, a/c hire), we decided to make our flying as affordable as possible and instead, cut down tower staffing during the week. The choice was difficult – but simple: higher costs or lower expenditure. We decided to reduce expenditure and very much hope that it will help you to continue to enjoy your flying.

On the subject of tower cover, as outlined by Arfur last month it will be staffed Friday – Sunday on a volunteer basis. I would like to take this opportunity to thank all volunteers who give up their time for the club, whether as radio operators, members of the board or airfield maintenance. As a member's club most of the infrastructure is maintained by volunteers, usually the same few carrying the burden for the many. If you think that improvements could be made to the running of the club, the way it is staffed or the state of the field or buildings, don't sit back and wait for someone else to sort it out – come and lend your own time and energy. If you don't contribute in any way don't criticise those who do.

At present, clearly the weather gods are hell bent on inflicting punishment upon pilots, farmers and everyone with outside jobs and hobbies. However, perhaps it's preferable to have it now rather than in the summer and it is bound to improve eventually. So, in the meantime don't forget you can still come to the club and talk a good flight while supporting Ed in the newly refurbished café. His panini are delicious!



January 2026 Newsletter – GOM and DTO

By Arfur Bryant

Well, the New Year has started like a damp squib! January has been an extremely poor month for flying. Again, numerous frontal systems, gales and storms have battered Cornwall. Flying at Bodmin has been stopped by Rain, Wind or Low Cloud. Often all three! Despite this, 2025 was overall a slightly dryer than average year in the South West.

When flying does commence again, I would stress that any flyers please, please avoid heavy braking, especially on the runways. You may be asked to avoid repeated circuits and/or land on a different runway if the wind allows.

In the last week, we have only flown one day. We had one good flying day earlier but the Airfield surface was just too wet for any wheeled aircraft to fly. The runways would have been trashed. However, some guest paramotor operators took that chance to fly from Bodmin and return for a hearty breakfast at Aerodine.

Speaking of which, Ed has had a rotten start to his tenure at the café, so I appeal to any members to support him if at all possible by popping in for a coffee or bacon roll etc. Some locals are beginning to come to the airfield just to use the café, which is very welcome news. The new layout of the serving area is 92% complete and all opinions have been very positive so far.

Ed has been instrumental in fitting an excellent surveillance system into the double hangar (1&2) and to the Clubhouse surrounds. Also, the new website should go 'live' before the end of January. Please take a look and send me any errors if you see them.

I can now announce that the second ROCC course will take place on Mon 16th and Tue 17th February. The course is one day of lectures followed by a day of individual exams, written and aural/oral! Currently I have enough candidates but I'm always happy to accept names to go onto the spare list.

Predictions are always difficult, especially about the future (🤔) but I predict with slight confidence that February will be a better month for flying. Well, at least the second half!

Fly safe!

Arfur Bryant

General Operations Manager and HoT

Mystery Aircraft

Last month Richard Allerton and Pete White correctly named our mystery aircraft. This is an IRA 80, a Romanian WW2 plane.

So lets see if any of you can recognise this fine aircraft? A helicopter this time. Answers please to lionel.ford@hotmail.co.uk.



Waterford Adventure.

By Corinne Dennis

In the summer of 2007, the prospect of an aerobatics contest in southern Ireland promised a real adventure—not so much the competition itself, but the journey. I would be flying my first Pitts, the S1S G-BOXH.

As a naturally cautious pilot, I spent many evenings studying charts alongside the newly purchased Irish Pooleys guide and GPS Companion. It was important to establish at least two options for departing Wales and crossing the Irish Sea, each with both a direct route and a low-level alternative for poor weather. I prepared concise notes for my flying-suit knee pockets, detailing headings, frequencies, clearance heights and timings—an essential workaround given that most aerobatic aircraft cannot accommodate a kneeboard.

This level of detail may seem excessive, but for me, thorough preparation is precisely what allows an adventure to remain enjoyable rather than becoming stressful.

Fortunately, the weather was kind, enabling the simplest route: Sherburn – Shobden – Haverfordwest – Waterford. While the leg to Shobden was straightforward, flying over unfamiliar landscape reminded me exactly why I learned to fly. The late-summer scenery was striking: harvested fields, green meadows, blue linseed and bright red poppies. I frequently had to pull my attention back to the instruments.

At Shobden I met my friend Clive, flying his Extra 230 (in which I later bought a share). I always relished the experience of flying somewhere new and meeting pals—in the past usually for competitions, airshows or displays. But even just for an en route rendezvous there is something a little marvelous in having made it, safely, in one piece - and actually found the field.

The leg to Haverfordwest required some coordination between our mismatched aircraft. I flew the Pitts at full power, while Clive leaned the Extra to prevent plug-fouling at lower settings. Refuelling revealed the expected result: the Pitts had consumed significantly more fuel.

Crossing the Irish Sea meant donning lifejackets over—or possibly under—our parachutes; I still haven't settled that question. Either way, the extra equipment added to the sense of occasion. G-BOXH performed flawlessly throughout, even if its pilot was very aware of the open water below. One small oversight: there is, unsurprisingly, no visible boundary marking the reporting point over the sea. Nonetheless, the timed call was accepted, and soon the southern Irish coastline and the long runway at Waterford appeared ahead.

They were such a welcoming Waterford crowd. It felt like a holiday – a journey into foreign lands, meeting old friends and making new ones, the Tall Ships Race arriving at the harbour, sunshine, food and wine – oh and a successful competition to top off the adventure.



Corinne wins the Roy Legg Trophy

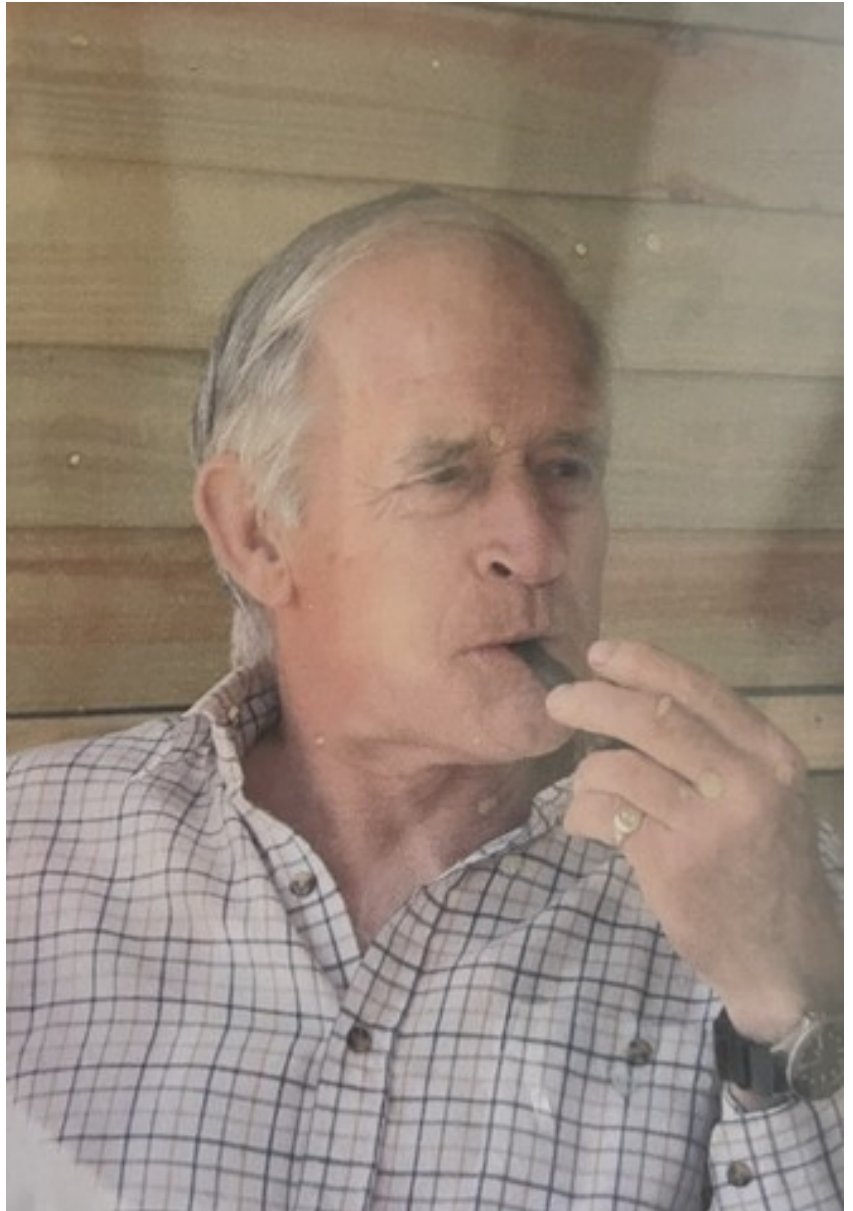


Corinne fitting both life jacket and parachute!

Stephen Hays RIP

Stephen Hays learnt to fly in an Auster in the late 50's at Thruxton. He went on to instruct at Biggin in the 70's (and even taught Dave Perrin of the Rothmans aerobatic team) on the Chipmunk with a flying club called 600 Squadron, then with Surrey & Kent Flying club on the Beagle Pup. He was great friends with Cobby who is still a Biggin Hill legend from those days of fewer regulations and lots of flying freedom.

Having decided to make flying his career, he put himself through the ATPL and joined the airlines, initially with Lloyd International on Britannias, before an early conversion to the Boeing 707. He stayed flying 707s for most of his career, for an assortment of air-freighting companies around the world. A short spell at Monarch Airways back in the UK on the Boeing 737 confirmed that he hated short haul passenger flying, so back to Africa he went to Air Rwanda, who he had flown with early in his career. Stephen always maintained his light aircraft flying, mostly at Redhill with the Tiger Club, and in his own shared Tiger Moth.



After moving to Cornwall in the early 1980s, he flew with The Cornwall Flying Club at Bodmin where he based his Rollason Turbulent, in which he flew many hundreds of happy hours. Eventually, he joined the flying club Board and became the Airfield Manager, a post he held until his retirement. His eldest son, George, inherited Stephen's love of flying, and now owns and flies a MKIX Spitfire - @thesuffolkspitfire

Stephen died on Jan 26th 2025 after a long decline into Alzheimer's disease. He is survived by his six children.

A memorial service will be held on Friday 27th of March at 13:30 at St Mary's Church, Callington

AEROCLUB and Cornwall Strut at BODMIN AIRFIELD

Wednesday 21st January 2026 - Civil Air Support (CAS)

Our first AEROCLUB evening for 2026 attracted a modest amount of interested members and friends to see a presentation by Carl Beardmore, a local aviator and now the coordinator for the West Country and South Wales areas of the Civil Air Support organisation.

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

Aerial Searches



Observation & Reporting.



Aerial Photo & Survey



Communication Relay.



Safety cover



Transport



Carl is intending to build the unit up slowly and prepare the volunteers fully before any wish to partake in any form of operation to assist. He is at present visiting airfields and clubs to give talks to inform everyone plus he will be visiting events with a gazebo and information.

Pete White





NEW YEARS DAY FLY-IN --- 2026

By Pete White

Each year we optimistically plan a New Year's Day Fly-in and most usually the weather gods keep us firmly in the two dimensional world but, alas, on the 1st of January 2026 we were overjoyed to be blessed with suitable weather conditions to actually venture aloft!

Our clubhouse was at times full to the brim with visiting members, local residents and casual visitors, who over the years have enjoyed our New Years Day (Fly-In/Drive-In) social gathering for the coffee, cake and the ambience.

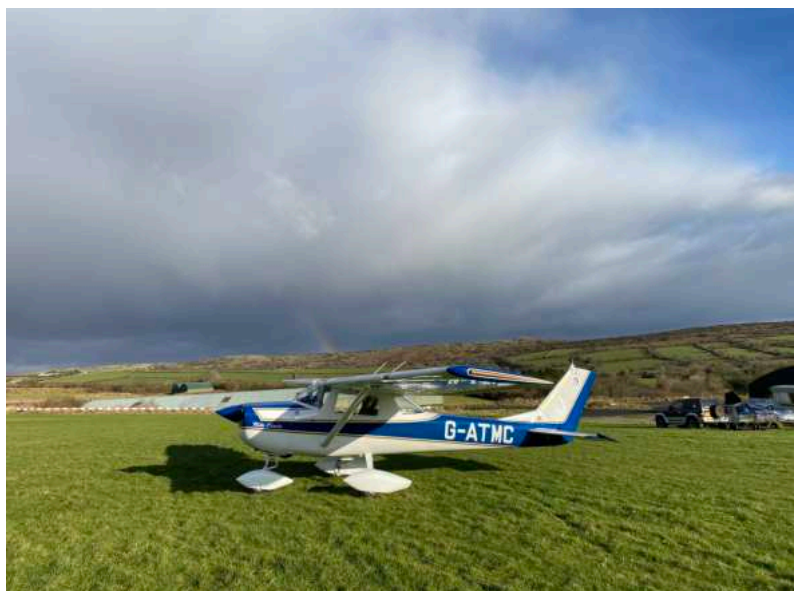
But this year the skies were alive with not only our locally based machines taking advantage of the break in the weather but two visiting aircraft had ventured from the south coast to join us.

Our thanks go to Geoff and Sandra for bringing the Cessna 172 G-BEMB from Goodwood and by following the south coast they had avoided the low cloud over the moors. The second machine was a beautifully restored and cared for Cessna F150F G-ATMC flown in by Mike Biddulph from Lee on Solent. Both Mike and his Cessna are regulars to our annual Lundy Sunday event on that magical island off the north Devon coast and it was good to catch up with him at Bodmin. Mike also has a WW2 Percival Proctor that is nearing the end of a long term rebuild to flying condition. Once it is completed it will proudly carry its original markings when used as a ferry aircraft at White Waltham by the Air Transport Auxiliary (ATA). I look do forward to seeing the ATA Proctor on the Bodmin turf for one of our military themed events.

Back to that first day of our new year, it was certainly a bustling and joyful social event and to get to fly as well was just the cream on the top!

Our Aeronca Chief G-IVOR enjoyed the chance to escape from it's cold home in hangar 4 and then to be exercised over the Cornish landscape in the hands of cheery yet chilly members of the South Western Aeronca Group.

A super time was had by all and an idealistic way to celebrate the first day of a new year.





Unfortunately my camera's SD card crashed and I lost all the photos from the New Year Day Fly-in. Fortunately though I've been able to re create my memories of it with AI, not that AI appears to know what some of these planes are meant to look like. See how many errors you can spot!

At least the rainbow I took on my phone was real. David Young



Bodmin Airfield
Home of Cornwall Flying Club

B A E V 2026

We need volunteers to assist with our Bodmin Airfield Educational visits for Schools and the Scout Association.

February 12th, Polperro Primary Academy from 09.00 – 14.00

February TBC, Blisland Beaver Scouts from 17.30 – 20.00

March 17th , St Mabyn Beaver Scouts from 17.30 – 20.00

TBC Castle Canyke Scouts

If you would like to join the team

Please contact Pete White 07805 805679 or pete@aeronca.co.uk



AEROCLUB and Cornwall Strut at BODMIN AIRFIELD On **Wednesday** 11th February 2026 at 19.00 - (Dining starts at 17.30)



Whilst the start of 1945 saw the rapidly approaching end to war in Europe, in the Pacific the war was still raging. Whilst we are familiar with the bitter fighting in areas such as Burma and Singapore, little is known of the heroics of the British Pacific Fleet – which indeed became known as ‘The Forgotten Fleet’. The operations of the Fleet Air Arm in that theatre of war were largely unknown to all who were not there, and have faded even more as the years have passed. Inspired by the chance comment of a veteran at a dinner marking the famous action at Taranto in 1940, the history books have been dusted off to reveal the heroics of the two attacks on Palembang, which in terms of aircraft numbers were ten times the size of Taranto and remain the largest air attacks in history ever mounted by the Fleet Air Arm.

Jason Phillips OBE is our speaker.

Jason Phillips was born in Australia, but educated at Brentwood School, Essex and Birmingham University before joining the Royal Navy in 1989 as an Observer. Specialising in Anti-Submarine Warfare, his early career was spent flying the Sea King Mk6 helicopter, when he qualified as an Observer Instructor and Helicopter Warfare Instructor, and, following a ditching in September 1998, became a member of the Goldfish Club.

Returning ‘home’ for three years on an exchange instructional appointment with the Royal Australian Navy flying the S70B-2 Seahawk. Once back in the UK, he converted to the Merlin HM Mk1 and took up Executive roles on 700 Squadron, the Merlin Operational Evaluation Unit, followed by 814 Squadron, during which Merlin returned to the carrier and culminated in the first deployment of 6 Merlin to sea on AQUILA 06. During this deployment, he took Command of the Squadron for a six-week period.

Two years in Navy Command Headquarters as the Merlin Capability Manager, were followed by promotion to Commander, and Command of 820 Squadron in December 2008 for three years, becoming the longest serving Front-Line CO in Fleet Air Arm history. He was awarded the OBE in 2012.

Shore-based Executive appointments followed his time in the cockpit, two years as the Commander of BRNC Dartmouth, before returning to RNAS Culdrose as Commander Air & Training, which included being the Air Display Director for the final two Culdrose Air Shows, followed by his final appointment as the Station Executive Officer. He retired from the Service in November 2019, and now keeps up his involvement with the FAA as an instructor in the Merlin simulator.

Married to Fiona, with six children, Jason lives in Helston, west Cornwall. A Fellow of the Royal Geographical Society for over 35 years, he maintains an interest in Antarctic exploration. He is Chair of the Goldfish Club, a Master Air Navigator, and an Alumni of the Windsor Leadership Trust. He is a self-confessed Fleet Air Arm heritage ‘nut’ with an armchair passion for all Australian sporting teams.

You are welcome to join us for a meal in the Clubhouse before the talk. Please book on 01208 821419 especially if dining at our AeroDine Cafe. 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

AEROCLUB and Cornwall Strut at BODMIN AIRFIELD

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

LIFE IN CONFLICT by Scott Todd



“The talk is titled a 'Life in conflict'. With the use of a presentation containing pictures/videos which tells the story about growing up in a conflict zone within the modern day Irish troubles, to then talking through my own experiences in serving a very operationally heavy full military career in various combative environments.

This includes multiple tours of Afghanistan with the helicopter aviation role. Although I talk through a bit of the aviation side, I tend to be very open and honest putting more of an emphasis on the human impact of my experiences, and how, although life changing, I have turned into positives moving forward.”



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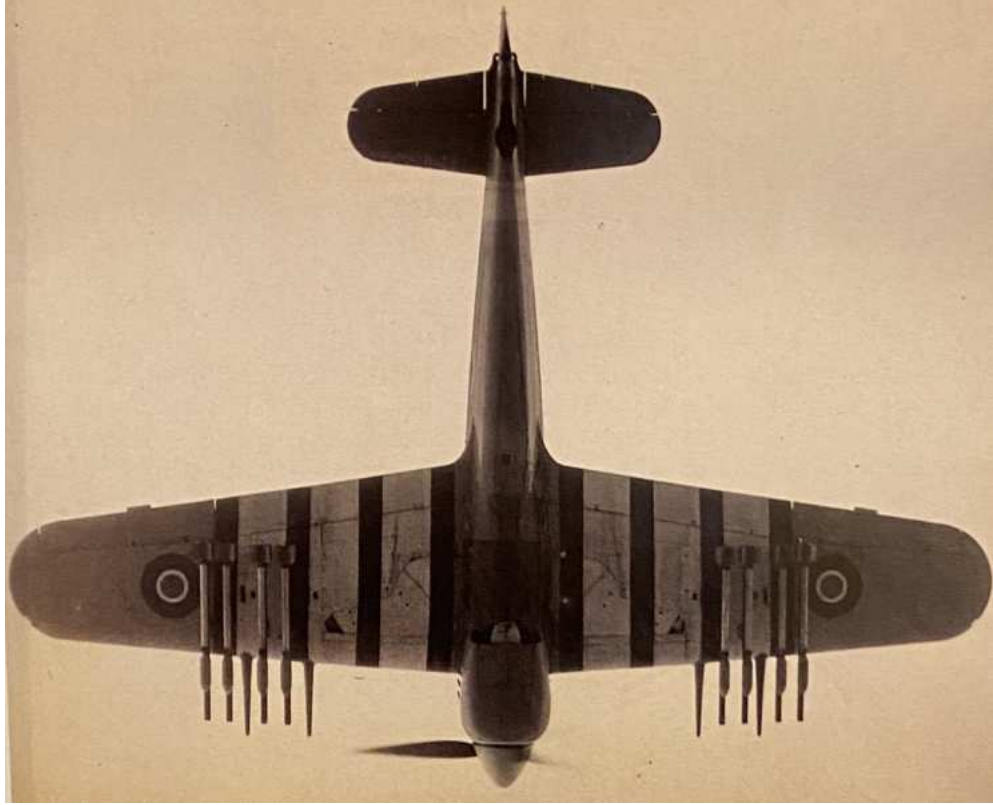
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Pete White, **AEROCLUB**, 07805 805679 or pete@aeronca.co.uk

AEROCLUB and Cornwall Strut at BODMIN AIRFIELD

On **Wednesday** 8th 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.

You are welcome to join us for a meal in the Clubhouse before the talk. Please book on **01208 821419** especially if dining at our *AeroDine Cafe*.

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



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

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



Bodmin Airfield

Home of Cornwall Flying Club
www.BodminAirfield.com

LUNDY SUNDAY FLY-IN

Sunday 5th July 2026



Pete White - 01752 406660 / 07805 805679 / pete@aeronca.co.uk

PPR Essential

www.bodminairfield.com

Vintage and Classic

Fly-In



July 18th-19th



**PPR phone 0790 182 6351
or www.mzaero.co.uk**

**Overnight Camping welcome
Refreshments available**



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



Bodmin Airfield

Home of Cornwall Flying Club

www.BodminAirfield.com



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**



Bodmin Airfield

Home of Cornwall Flying Club

www.BodminAirfield.com

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.**



www.bodminairfield.com **2026**

EVENTS

January 1st New Year's Day Fly-In/Drive In: - The first chance of the year to catch up and talk about the gifts that Santa Claus has brought us all. Join us for a joyous social occasion, with cake!

April 18th 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 2nd 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 16th 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 6th Action Stations– Military themed Fly-In. Military vehicles join the fun.

July 5th Lundy Sunday: - The 26th Anniversary of Lundy fly-ins by the Lundy Team.

September 12th 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 — AEROCLUB & Events - 07805 805679-- 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

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

SHARES IN BODMIN BASED D120 FOR SALE



QUARTER SHARES AVAILABLE IN THIS CLASSIC TAIL DRAGGER WHICH IS A JOY TO FLY. AIRCRAFT IN VERY GOOD CONDITION WITH LOW ENGINE HOURS.

SHARES £4,000 WITH MONTHLY COST £340 TO BE SHARED EQUALLY BY NUMBER OF SHARE HOLDERS AND £45 PER HOUR WET.

NEW PERMIT OCTOBER 24

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EMAIL richardwalker123@sky.com



EV97 Eurostar share for sale. Rare opportunity. Beautiful to fly.

£14,500 (one third share)

Based at Bodmin. Contact Jeff Nudd 07545 700974 for more details.

LAA registered microlight

Excellent condition inside and out

Rotax 912 UL 80hp

Kiev propeller

Engine 782 hours

LAA permit due August 2025

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Sunshade

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New carpet fitted

One tidy aircraft...