

January 2026



The
Bodmin Flyer



I hope you've all had a good Christmas and New Year. We had a great December despite the weather not being good for flying. Firstly we had Jay's Christmas Quiz that was as difficult as ever. For once my team didn't come last though. To see who did win and lose see Pete's report on this on page 12. Then on the 13th we had the great honour of hosting Father Christmas. He has personally written us an account of his visit which is great. Father Christmas 'landing' here at night prompted an amazing article to be sent in by Dave Grace recounting a flight where he and his friend Ron took off from Bodmin after dark to deliver two kidneys on behalf of the St John Ambulance Air Wing, an organisation I'd never even heard of. Read his fascinating account of that night back in 1976 on page 8. Talking of flying volunteer organisations, this month's Aero Club talk is by Carl Beardmore with an introduction to the Civil Air Support program. It will be in the clubhouse on 14th Jan at 19.00 More info on page 14.

Jay brings us what could be his last airfield report packed as usual with all that's been happening on the airfield and in the sky over the last month.

Corinne Dennis has sent in an account of an aerobatic flight she once had with a lesson for us all to learn from, especially aerobatic pilots but applies to all. What happened to her? Read about it on page 10. 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

As you can imagine keeping an airfield to the standard we have is no mean feat and reading through Phil Gray's airfield maintenance report on page 11 shows just how much we have all done this last year. Once our monthly maintenance days start in the spring it would be great if you were able to spare a few hours to come along and help.

We also have our usual reports from the Chair, head of training, and list of upcoming events.

Lastly, here a few photos Richard Saw sent me of three paramotors that made the long haul trip from Davidstow to Bodmin airfield at 12kts!



Fly safe,
David Young, Editor



Chat from the Chair

Corinne Dennis

Happy New Year all and let's hope the current spell of settled weather lasts and allows for plenty of flying during late winter and early spring. The recent extensive rain has hit the club hard and we will be tightening the purse strings accordingly to help keep finances healthy; more of which from Arfur.

The Christmas quiz was a great success, Jay setting us a very entertaining and challenging variety of questions (so challenging that neither the Chair's nor the CFI's teams covered themselves in glory!)

The Santa Spectacular was also hugely successful and we were blessed with a clear, stary night for his arrival and departure in a suitably decorated Cessna. The children were entertained with games, colouring and snacks as they awaited their special time with Santa bearing gifts. When all had been dispensed they were further entertained by Arfur leading all in the singing with The Twelve Days of Christmas. The children appeared genuinely enthralled with the events of the evening, culminating in lighting Santa on his way with lanterns they had made under Susan's skilful tutelage, across the patio and out onto the airfield to continue his journey around the world.

My thanks go out to all the elves who pitched up to help and be on stand by for crowd control should there be tantrums from either young or old, but in the event all they had to do was help entertain the children. It was a relief to have it successfully behind us (together with a modest profit) and most gratifying to read the lovely feedback from parents afterwards. It turned out that the warm welcome and personal care and attention from CFC volunteers and staff was the greatest factor in making the evening particularly memorable.

Ed's Aerodine Christmas Dinner the following week was also much enjoyed, not least because we had no responsibilities that evening and had only to show suitable appreciation for the delicious fare, thanks Ed.

Mystery Aircraft

Last month Richard Allerton correctly guessed this as a Shorts Knuckleduster so very well done.

So lets see if any of you can recognise this fine aircraft? Answers please to lionel.ford@hotmail.co.uk. First with a positive identification gets a big fat pat on the back.





Dec 2025 Newsletter – GOM and DTO snippets.

By Arfur Bryant

I wouldn't have thought it possible, but December has been another extremely poor month for flying! Again, low cloud and strong winds have limited both school and Club flying. We also had to close the airfield for a couple of days to prevent surface damage. The better news is that things are looking brighter for January and the surface has recovered well!

Although one of our instructors made a gallant effort to swap the PA28 for LA, he made it to within 5 miles of Enstone before meeting a wall of cloud down to the surface. He had to divert into Gloucester, refill and come home! So close...

The new Volunteer Radio Operator system will commence on the 2nd January, as planned: The AGCS will only be officially manned on Friday, Saturday and Sunday and from 1000 to 1600 on these days. The radio operators will be expected to hold a Radio Operator's Certificate of Competency (ROCC) and will be asked to do the duty on a volunteer basis but will be compensated with food, drinks and mileage in accordance with HMRC guidelines. Pooley's Guide has already been notified of the changes.

To this effect, the next ROCC Course will be held on Feb 17th/18th. I have sufficient volunteers for that course, thank you. However, if anyone wishes to go onto the spare list, please let me know.

Ed Salatas has made significant changes to our website, although the new format is not live yet. We need to make a few more tweaks but It should be ready to go for next year.

The Price List shown last month has had to be changed very slightly. A copy of the new prices will be up in the tower.



On another brighter note, The RV12 (**G-CLSF**) is making a training comeback! Following the CAA changing the rules, it is now possible to train for a PPL on the RV12. The student will still have to be a shareholder but that process is already set up, so no dramas there. We already have two young students who are starting on this route. My plan is to limit the number of students but some shares are available to anyone interested in flying in a glass cockpit!

Many thanks to Pete Williams for helping out with airfield signage and repairing the mobile

bowser. The aim for this is to use it to store vehicle diesel for grass-cutting etc.

Finally, you may notice the new windsock near RW31 threshold is rather large! I'll keep it and have ordered a more reasonable size but may transfer it to the RW13 windsock as that pole is stronger!



Fly safe!
Arfur Bryant
Ground Operations Manager and HoT

My visit to Bodmin Airfield 2025

By Santa Claus



Christmas is always a very busy but a fun filled season for me and my elves, however my greatest pleasure is to visit the homes of young souls around the world to bring them great joy and merriment. My many elfin helpers share the same joy as they assist me with the wrapping of the gifts and then loading them all into sacks so I can deliver them to our young folk of all ages.

This year, on one of my many flying visits before Christmas Day, I was invited to a new venue at Bodmin Airfield in Cornwall where I was welcomed handsomely by both the young and the old.



My chief pilot elf, Arfur, flew me directly from Lapland via Norway, Scotland, overhead Heathrow with a gradual let down over Dartmoor before landing on runway 21 at Bodmin Airfield.

After we taxied to the clubhouse I was overjoyed to receive such a tumultuous welcome by the children and their parents as I was escorted into the clubhouse by numerous elf helpers.

Once I was sitting in 'Santa's Chair' I discovered that elf Susan

and the Bodmin elves had been very busy helping the children make lanterns and write letters for me to take back to Lapland. Oh my, what industrious and talented elves there are in Bodmin and the catering elf, Ed, had also organised drinks and mince pies for everyone.

The well organised queue of eager young people was managed by elf Corinne and each child in turn sat by me and chatted before receiving a parcel to take away with them.

One young boy was surprised that we had flown so quickly from Lapland but I had to explain to him that once Santa is aboard any form of transport it is able to travel at 'light speed'.

I never tire of watching the gleeful looks and the wonderment in their eyes as 'Santa' talks to the young and sometimes not so young recipients, before they receive a Christmas gift.

HO HO HO! The Magic of Christmas!

The parcels were all now in the hands of the youngsters and we were then treated to a rendition of The Twelve Days of Christmas led by elf Arfur and everyone joined him and sang their hearts out. Wonderful and joyous.

Now it was time for me to leave, and to my surprise, outside the clubhouse everyone had gathered with their newly constructed lanterns. There was much merriment as I thanked them all for coming along to Bodmin Airfield and seeing Santa and all of the wonderful helpful elves. Thank you Susan, Corinne, Nigel, Arfur, David, Alfie, Jay, Richard, Dani, Steve and Fiona.

As we taxied out there was a mass of waving hands and a sea of twinkling lights from their lanterns and I was so glad I had been invited to Bodmin Airfield. To see more photos from the evening click the link: <https://www.flickr.com/photos/16090262@N06/albums/72177720330921883>



Thank you and I'll see you next year.

Santa Claus



A MAORI FAREWELL SONG by JAY GATES

“Now is the hour, when we must say Goodbye.”



These are the words of the opening line of the Maori song ‘Po Atarau’, which is a song of farewell, a song of parting. It is an appropriate song, and line, for two reasons, with the first one being that we are now at the end of the year. It is now late December, and 2025 is about to leave us, for better or for worse, and go out of the door, and off into the night. Its departure may be something that some of our good members cannot wait to happen, and for others it is a time of sorrow that something good is about to end. I am in the latter boat. My reason is the loss of Airfield Duty Managers, and the lack of understanding of what this is truly going to mean to the airfield, the club, and the community that surrounds us. However, we must not dwell on a negative, so let’s move onto a positive, and what December brought to Bodmin Airfield.

In terms of what the year 2025 brought to the airfield in the way of movements, we are sitting at 4,832 movements as of December 29th, and thus unlikely to reach 5,000 for the year, with just 2 days left to go. It is not the worst year for movements, with the two Covid-19 years of 2020 and 2021 running at 4,098, and 4,783 movements respectively. For the month of December itself, we are sitting on 180 movements as of 29th December, which again is nowhere near the bottom of the league with 2020 at 175, 2021 at 133 and 2023 at 131 movements.

However, the movements figure for December doesn’t tell the true tale of how good, or bad, we are doing in terms of amount of flying we are conducting. As always, the local weather plays its part, and here at Bodmin we are blessed, or cursed, with having two meteorological phenomenons that affect us up on Bodmin Moor, and affect very little else in East Devon or West Cornwall. They are what are known as ‘The Pembroke Dangler’, and the ‘Brown Willy Effect’. December has brought both of them to us with the outcomes being rain, rain, and lots more rain.

In terms of rain, the Met Office Cardinham Weather Station, which sits on the airfield, recorded that we had reached 119% of our monthly average rainfall by Christmas Eve, with Plymouth recording 162%, Camborne recording 165%, Culdrose recording 153%, and the Scillies recording 163% of their December average rainfall totals. Only St. Bees Head, lying on the Lake District coast in the far Northwest of England is showing as recording more rainfall, recording 179%, throughout the whole of the United Kingdom. Yet percentages don’t tell the full story, as it is an average based on your location, not on the amount that fell out of the sky. The actual rainfall amounts recorded were Cardinham 201mm, Plymouth 203mm, Camborne 209mm, Culdrose 177mm, and the Scillies recording 163mm. One bright outcome of this is that Colliford Reservoir is filling nicely, with it sitting at 61% full as of 14th December, the last time it was published. Since then we have had two tremendous downpours, which will put more in the pot.

All this talk brings me back to one of my favourite subjects, courtesy of having the best office view in the world from the Airfield Tower, and an unbroken horizon to view clouds and cloudscapes that can take the breath away, or bring about rare skiescapes of cloud types. Last month I wrote about how the Latin descriptions of clouds, and cloud components, even goes to describe those clouds from which precipitation is falling, with precipitation being considered as rain, freezing rain, ice crystals, hail, sleet, or snow. The descriptor ‘Praecipitatio’ is only given if that which is falling out of the cloud actually reaches the surface of the Earth. If it falls from the cloud, but doesn’t reach the surface, nearly always as a result of evaporation, it has a different Latin descriptor. It is known a cloud typo known as ‘Virga’, and usually falls out of higher clouds than your normal cumulus rainclouds. It normally falls as ice crystals that evaporate as it falls into lower air masses that are warmer. Altocumulus clouds, frequently produce ‘Virga’, especially Altocumulus Castellanus, which look like floating Castles on a hill in the sky, and one group of them provided the perfect shot of ‘Altocumulus Castellanus Virga’ north of the airfield.



For our Southern Windsock, previous newsletters have reported how early Autumn storms had shredded it somewhat, so much so that a replacement was needed. Richard Saw trimmed off the damaged cone end, but the result only gave an indication of wind direction, but absolutely no indication of wind speed. Most people are unaware that Windsocks are designed to indicate wind speed by virtue of the angle that they are hanging. Most windsocks for General Aviation airfields are known as 20 knot Windsocks, as they

are completely horizontal when a 20 knot wind blows through them. A Windssock comes in any size, depending on your requirement, or the type of Airfield you are. So a replacement was procured, although not the correct one for the Pole. We normally have a 7 foot Windssock with its Pole designed to cope with the forces that such a Windssock exerts on it under normal wind conditions. However, we now sport a 12 foot Windssock on the pole, which looks fabulous, but may be too big. The issue is that the next true Gale force Storm that moves through Bodmin might cause this big windssock to snap the pole, as opposed to pull it out of the ground. As such, it is likely it will be moved to the Northern Windssock pole, which has a better ground anchor frame to prevent movement and snapping.

In previous recent newsletters I have mentioned that Climate Change is real, and the flora around the airfield is not in synch with the seasons, with Primroses flowering in early November, which is even before the official start of Winter, let alone when Spring has arrived. For those who drive out of Bodmin to join the A30 westbound, or to join the A38 eastbound, you will have driven past the Pilgrim bacon factory on your way to joining either road. Next time you drive past take a look at the entrance road as there is now, in mid-December, a full display of flowering Daffodils. Even at the airfield, our Daffodils, which nowhere near flowering, are now a good three inches clear of the ground, which again is slightly earlier than normal.



Daffodil Bulbs next to clubhouse path



Gorse bushes next to clubhouse

What you will also see as you drive off the A30, and down the lane to the airfield, is that the Gorse bushes, including those next to the pathway leading up to the clubhouse, are in full bloom. Nothing strange about this one though, as Gorse is a winter flowering plant. It has worked out that nearly all flowering plants are in winter hibernation, and unable to provide food for those pollinators that are still active throughout the winter months. Even some species of wild bees are known to become active if the air temperature reaches 6°C, and is maintained at that temperature for a couple of days in the winter period, which can be often. Gorse have managed to corner the winter pollinator market and flower from November through to April, only dying back once the Spring flowering plants have burst into life.

December is never a busy month for visitors to the airfield, other than those popping in from airfields in Devon or elsewhere in Cornwall. But we did have one arrival on the last day of November, which came after the November newsletter was published, but which is worth a mention. It was a Shark 600, which arrived from Popham for a bacon roll and a cup of tea, before heading home again one hour later. Its registration was G-TOPE, which may mean nothing to those who have never tried deep sea fishing. If you don't know what a Tope is, it is better known as a School Shark (*Galeorhinus Galeus*), or Soupfin Shark, but called a Tope by locals. So G-TOPE is a perfect registration for a Shark aircraft. Interestingly, its fin really did look like that of a Shark, and brought back memories of the opening scene of the film 'Airplane'!



G-TOPE Shark 600



Other visitors from our neighbours included a Europa from Eaglescott, and a Glastar from Dunkeswell, both arriving on 13th December, and parked together on the airfield. The Europa is always a joy to see, especially those models with the central single mainwheel, and the two wing outriggers. For the Glastar, registration 'G-BYEK', it revealed that its original owner in the UK lived in Whitby, in North Yorkshire. So 'By Eck lad, that plane is grand!', and the registration made sense!

For those who have forgotten, we no longer own our own aircraft, with all three Cessnas being sold, and leased back. This means that they are now required to be ferried to, and from Enstone in Oxfordshire for any major service. On 13th December, Lucy Reeves was flown up to Enstone by our Director David Young in the club RV-12, G-CLSF to drop her off to pick up one of our Cessnas. He decided to wait for Lucy to collect G-CMTK, and fly with her back to Bodmin. It was a good decision in the end, as not long after departing Enstone, Lucy started getting RPM intermittent gauge display issues, which indicated that her engine RPM might be fluctuating, and might become a major issue. However, things settled down, and she continued with the flight, making sure that Newquay Radar knew she might have an RPM issue. Whilst they

offered her Davidstow for an emergency landing if she needed one, she continued to Bodmin, as her RPM gauge actually failed. Thankfully, she landed safely, with David sitting on her tail, riding shotgun for the entire flight, landing two minutes after her. The problem turned out to be the RPM gauge cable coming loose inside the engine compartment causing the gauge to fail.

December also means Christmas, and we really went to town for the occasion. Santa Claus came to town for the local children on 13th December, and what a great event that was, described in great detail elsewhere in this newsletter. Two days later, Ed Salatas laid on a sumptuous Christmas Dinner on the evening of 15th December. A group of 29 diners, made up of Club members, and their partners, plus a dozen folk from our local Cardinham and Bodmin community also came to enjoy the three course dinner. Each table was decorated with a central line of Father Christmas and Snowman seasonal statuettes, and mini Christmas Trees, all provided by yours truly, which along with our magnificently decorated tree in the clubhouse, with tinsel and twinkling lights around the room, made it a very festive, and successful evening.



Christmas dinner table decorations 15th Dec



John Turners airfield wild bee honey

Finally, some of you may be aware that one of our great flying instructors, John Turner, is also a part time Apiarist, better known to you and me as a Beekeeper. He has a single hive of domestic honey bees, which he brought down to the airfield for his bees to enjoy the feast that is provided by our having 60 acres of the best wildflowers in Cornwall. The hive was in place in Summer 2024, and in early winter of 2024 John went to check on the hive to see if they were safely in hibernation, only to find that at some point in late Summer they had all swarmed, and departed not only the hive, but left the airfield completely. All he could do was clean, and disinfect, his hive and leave it over the winter, with a view of possibly introducing a new colony of his honey bees on the following spring of 2025.

Come Spring 2025, and John went back to the hive to check its condition after a winter of facing whatever poor weather it had thrown at it. On arrival he found not an empty hive, but one that had been colonised by a wild swarm, who had now made it their home, and their aggressive nature signalled to John that they wished to be left alone, which he duly did. In early winter of this year, he went back to the hive to check up on his squatters, and found them to be in hibernation, and having produced three honeycombs. He deftly removed two of the combs, leaving one for the colony, and took them home, where he processed them for their honey.

He managed to produce less than a dozen bottles of a honey that tastes absolutely phenomenal. It is unlike any commercial honey that you can buy, and the kind found in supermarkets that are mainly produced by honey bees that are given one, maybe two, fields of singular flowering plant species to feed on for their honey. With 181 species to sample on our airfield and environs, John's Wild Bee honey is a joy to the taste buds, and simply superb. There are not that many airfields that can say that they produce their own honey, but Bodmin is now one of them, albeit on a very small scale.

So as the year ends, and from 2nd January 2026, all flying members, and those who may wish to visit, please bear in mind that other than on Fridays, Saturdays and Sundays, and only between 1000 and 1600, there will be not be an Airfield Duty Manager manning the tower to assist you with local weather reports, changing airfield conditions, providing local knowledge, or giving traffic information that might affect your flight, or zone transit. This is potentially not only by radio, but at times it may include by phone, or by email. Forewarned is forearmed as they say. Other than that, may 2026 be the positive year that you have always dreamt of. As the Irish say:

*"May the road rise up to meet you,
May the wind be always at your back,
May the sun shine warm upon your face,
The rains fall soft upon your fields,
And until we meet again,
"May God hold you in the palm of His hand."*

Life and Death

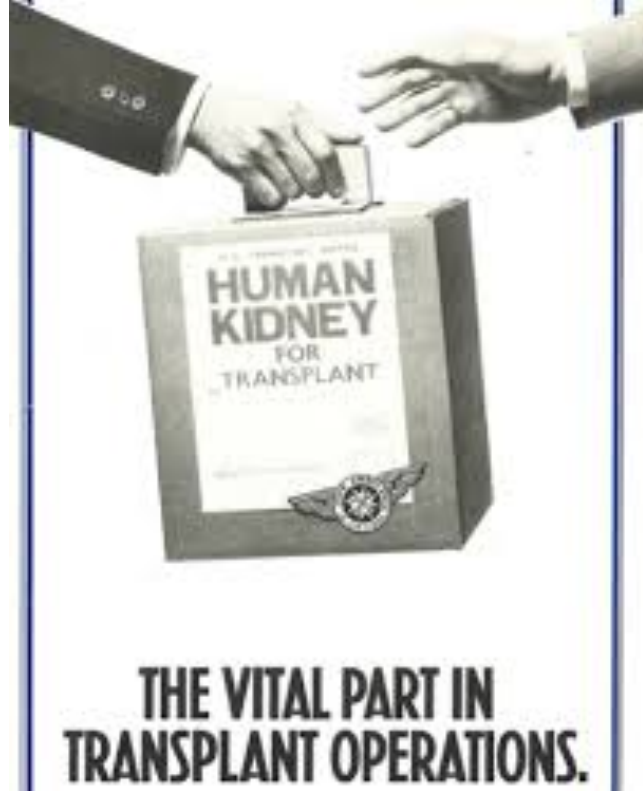
by Dave Grace

The 1976 United Kingdom heat wave led to the hottest summer average temperature in the UK since records began. At the same time, the country suffered a severe drought. It was one of the driest, sunniest and warmest summers (June/July/August) in the 20th century.

The evening of July 2nd was typical of that summer, so we sat outside our house on Bodmin Moor eating dinner in the warm sunshine. Then the phone rang.

After moving to Cornwall the previous year, I was recruited by the St Johns Ambulance Air Wing, who carried out Medevac flights and also the transport of human kidneys for transplants. These flights were necessary as the kidneys have a maximum life of 10 hours between donor and recipient, and that could make the difference between life and death. They told me that they had a pilot in Cornwall, Ron Wingfield, who owned a Piper Arrow 3. He was an ex RAF Hurricane pilot with lots of experience, but he did not have an Instrument Rating so he had to avoid controlled airspace. If I accompanied him, we could use controlled airspace and also take advantage of the full assistance of air traffic control. I readily agreed so they gave me Ron's contact details and I gave him a call. We arranged to meet at Bodmin airfield, where the aircraft was hangared, on January 4th, one of those beautiful, clear winter days that are ideal for flying. He gave me a thorough training on the aircraft, which was only three years old and in very good condition. I enjoyed flying with Ron and we soon became good friends.

It was Ron who phoned me on that evening of July 2nd. He told me that our services were required to fly a kidney from Cardiff to Newcastle, so I headed over to the airfield without delay. I did not feel like finishing my dinner of devilled kidneys! I lived closer to the airfield than he did, so I arrived first and started to perform the preflight check on the aircraft. I was surprised to find that there was not much fuel in the tanks as Ron usually filled it before putting it away in the hangar. He duly arrived and



Rons Piper Arrow 3 shown at Bodmin airfield in 1974



explained that, when he flew the aircraft back from its annual maintenance check, he arrived at Bodmin fairly late, after the fuel facility had been locked up. However, he calculated that there was just enough fuel to get us to Cardiff and we could refuel there.

By this time, it was 10.30 pm. It was dark and there were no runway lights on Bodmin's grass strip so we requested a police car to be positioned at the upwind end of the strip so we could take off towards its dipped headlights. All went

well until we became airborne, when we found that the Arrow was not climbing very well, and the noise level was higher than normal. The wheels had not retracted. This would normally be an inconvenience but now it was a serious problem because, with the extra drag of the undercarriage, there was no guarantee that there was enough fuel to reach Cardiff. We could not return to Bodmin as there were no runway lights and the only other alternative was the RAF airfield at St Mawgan but the flight there would be over granite moors, not the ideal place to put down at night if the engine stopped. We decided to continue towards Cardiff as the flight there was over water, and we had life jackets and a life raft on board. I remember sitting there, wondering how I got into this situation where I was possibly going to have to ditch an aircraft in the Bristol Channel at night. We donned our life jackets and sat the life raft on the rear seats before alerting Search and Rescue to our predicament. We also leaned the mixture on the engine and reduced the RPM to a minimum, in order to extract the greatest possible distance from our meagre amount of fuel. To our surprise, we eventually reached a point from where we could glide to Cardiff airfield and having declared an emergency, they cleared us for an immediate landing. The engine stopped just as we entered the parking ramp as the fuel tanks ran dry. It was just 50 minutes since leaving Bodmin.

A fuel bowser duly arrived, and also a Cambrian Airways ground engineer who volunteered to try and fix the landing gear problem. During this activity, we received a message to call the St Johns Ambulance Air Wing. There were no mobile phones in 1976 so we went into the airport building to make the call. We were informed that there would in fact be two kidneys to be transported from Cardiff that night, a very rare event. In addition to the original one bound for Newcastle, there would now be another that was required in Dublin. This posed a serious problem as there was no way we could deliver both kidneys within the time available. We were wracking our brains on what to do when a thought occurred to me. During my 7 years flying the Boeing 707, I had often landed at Manchester in the middle of the night, and I remembered that there was always an Aer Lingus Viscount there, being used as an overnight freighter to deliver such things as English newspapers to Dublin. A plan formed in my mind. If we could hand over one kidney to Aer Lingus in Manchester, it could be transported to Dublin while we continued to Newcastle with the other one, so both would arrive at their destination at the same time. I phoned Aer Lingus, who confirmed that their aircraft was operating that night and when I explained the situation, they agreed to delay its departure from Manchester for us. I filed an IFR flight plan (in controlled airspace) from Cardiff to Manchester, as it was the quickest way to fly there.

A police car eventually arrived, with two cardboard cartons, each one containing a human kidney packed in ice. It was exactly midnight when we took off to head north and thankfully, this time the landing gear retracted. It was a beautiful clear night and we saw the lights of Manchester from a long way out. Air Traffic Control informed us that the southwesterly runway was in use but in order to save time, we requested a straight in approach towards the northeast, as there was no wind. The only problem was that there was a BOAC B707 freighter about to start its approach towards the southwest. However, when informed of the situation, the Captain agreed to circle in order to let us land first. I made a mental note to find out who the crew were and send a personal message of thanks.

We landed at 00.40 and taxied straight to the Aer Lingus Viscount, waiting on the apron. Without stopping the engine, we handed over one of the cartons, making absolutely sure it was the right one, and then taxied back to the runway for takeoff. We did not bother with controlled airspace for the flight to Newcastle as it was mostly under the watchful eye of the radar controller at RAF Leeming, in Yorkshire. The flight took just under an hour before we parked at Newcastle and handed over the 2nd carton to the waiting police officers. Mission accomplished.

The problem now was that we could not land back at Bodmin until sunrise, which was still over 5 hours away. There were not many facilities in Newcastle at night, so we decided to return to Manchester and have a meal in the airport restaurant before timing our departure to arrive in Bodmin at dawn. So, just over an hour later, we sat down to eat and had our first chance to relax since leaving Bodmin. With nearly two hours to kill, we had a chance to chat, and Ron told me a lot about himself and his life before we walked out to the aircraft for the final flight of the night.

It took just under two hours to fly back to Bodmin where we landed as the sun was appearing over the moor. The fuel facility was not yet open so we put the Arrow back in the hangar before I headed home and went straight to bed. I had been up for 24 hours, and it had been a very tiring night.



I Learned About Flying From That.

By Corinne Dennis

Prior to starting any aerobatic sequence, be it a contest flight or simply a training flight we fly a maneuverer to assess wind strength and direction as different heights. This is called a 'humpty' and takes the form of an extended inverted U: a long, accurate vertical upline to the point of almost stopping, a sharp pop backwards on the elevator to bring the a/c slowly over into a back flip. The down line is then set perfectly in pitch and yaw using a siting device located on the wing.

On one training flight in my Extra 230 this simple manoeuvre didn't go according to plan. As I reached the top of the upline and ran out of airspeed, I popped a little back stick to bring me over the top of the humpty and found the elevator was completely jammed; no movement at all. Clearly my upline hadn't been set as accurately as I'd thought as the a/c did start to tip backwards heavy end first (rather than remaining nose upwards and becoming a tail slide). Force of habit from years of training had me setting the down line for accuracy even though at that point I didn't know whether I would be able to pull out.

It will come as no surprise to hear that I did, but the remaining part of that flight was pretty tense as I climbed very cautiously up for a think. I had no way of knowing at what point the control restriction might return so all control inputs were very gentle. Having set a course for home (Sherburn in Elmet near Leeds) I called a Pan and asked for a straight in approach to the grass. The landing wasn't my best, having been very anxious to get it back on the ground but no damage was done and I taxied straight back to the hanger where the resident engineer and I began an investigation.

The beautiful Extra 230 has the helpful design advantage of excellent access to the fuselage and the pinch point where all the control runs meet at the elevator and rudder. The panel behind the turtle deck is completely removable and once unzipped it revealed the battery pack of a noise cancelling headset lodged at the pinch point, effectively jamming all but the slightest elevator movement. Happily the change of attitude at the top of the humpty was just sufficient to allow enough control to return home and land safely.

I shared that a/c with 3 other competition aerobatics pilots. Several of them wore David Clark noise cancelling headsets and it transpired that one had mislaid his spare battery pack. Happily I didn't end up in a smoking hole in the ground but it really would have been better for him to report the loss to the rest of us so that it was found prior to the next flight.

Aerobatic a/c tend to have no barrier between the cockpit and the internals of the fuselage. This is the reason why we wear overalls with zipped pockets (that and poncing about of course!). There should never be the opportunity for FOD (foreign object debris) in the cockpit for the very reason described above. My last pre-take off check was 'zips closed'. In spite of that I once managed to drop my phone in flight and had to throw away a display flight and return to base to avoid a re-run of that previous occasion. But that is a story for another occasion...



Image by Darren Harbar / www.focalplaneimages.co.uk



Airfield Maintenance update

By **Phil Gray**

As 2025 draws to a close, it provides a good opportunity to reflect on the maintenance work carried out over the past year and to look ahead to the improvements planned for 2026.

Overall, 2025 has been a very positive year for maintenance at the airfield. We successfully reintroduced the monthly maintenance days, which have been well received and continue to be effective. These sessions have enabled us to complete a wide range of essential tasks, including but not limited to:

- Weeding of the paving slabs outside the clubhouse front entrance
- Maintenance and repair of benches at the front of the clubhouse
- Repairing and fixing site gates
- Painting the perimeter fence around the site
- Painting the doors of Hangars 1, 2, and 3
- Painting the wall and cladding to the side of Hangar 3
- Greasing the doors of Hangars 1, 2, 3, and 4
- Plastering and painting the rear steps area
- Ongoing cleaning of the hangars
- Replacement and changing of locks
- Strimming across the airfield
- Relocation of the Bodmin Airfield signage, to be installed on the grass verge along the main road
- Emptying of the septic tank
- Unblocking various downpipes and roof valleys
- Painting runway numbers
- Installing safety markers at the ends of the runways
- Installing Hold Signs on the airfield.
- Completion of surveys for Hangars 1, 2, 3, and 4
- Along with many other smaller but important tasks throughout the year

I would like to extend my sincere thanks to everyone who has generously given up their free time to support maintenance at the airfield. In particular, I would like to thank: Pete Williams, Corinne Dennis, Lionel Ford, Richard Saw, Arthur Bryant, Jay Gates, Morwenna Burgess, David Young, Jon Parlour, Mitch Pendergast, Pete White, Tom Hennessey-Jones, Steve, Fiona, Bill, Tim Elkins, "Jabiru" John, David Evans, and everyone else who has helped throughout the year. Your efforts have been greatly appreciated and have made a real difference to all members and visitors to the Airfield.

Looking ahead to 2026, my aim is to grow the maintenance community and encourage even more members to get involved. We have some exciting plans for the coming year, and your support will be vital in delivering them. Monthly maintenance days will restart in the spring, and whether you can spare one day or several, any help would be greatly valued and will help keep the club one of the best facilities in the South West.

If you would like to get involved or would like further information, please contact me by email at prc-southwest@outlook.com.

Regards

Phil

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



SWAG- The Winning team

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

OOOh! I do love our CFC Christmas Quiz and this year's, on December 3,rd, was a fun packed and thought provoking example of how our quiz master, Jay Gates, mind actually works. The questions he had selected were drawn from a good mix of subjects to suit all ages and interests – not just aviation.

We had five teams taking part and they all gathered in the clubhouse to eat and you could hear nothing but the sound of excited chattering

as they all set about their superb meals dished up by our Ed of AeroDine fame. Then the time came for the main event and once we were all assembled in our chosen teams and armed with pens and the question sheets, Jay began.

As is normal, his first statement proclaimed his perceived level of authority, 'I am god and my rules are The rules and don't try to wheedle any extra points out of me!' Nervously we all conformed in the hope that the questions would not be too onerous for us and then we looked at the titles of the 12 rounds.

- 1) Can you two sing us a song? (M)
- 2) The Russians are coming!
- 3) The answer, my friend is blowing in the wind.
- 4) The 'The What' now? (MV)
- 5) Now that is a nice stately pile.
- 6) Goodnight Sweetheart.
- 7) Bloody Southerners!
- 8) So where are you from then? (MV)
- 9) A dose of the crabs.
- 10) A bridge too far.
- 11) A roundel we will go.
- 12) Spoiler Alert! Father Christmas is not real.

Wow!

All 12 titles seemed obtuse and a little daunting and to add to this Jay had a Bonus Round and a Tie Breaker Round if required. We all sat in relative silence in anticipation and viewed Jay's smugness grow as we all endeavoured to put a correct answer down in the allocated slot on the question (quiz) paper.

The five teams for 2025 with their team names were;



Alice's gang win the wooden spoon

SWAG

Pete White, Ian Rule, Jon Parlour & Tim Partridge.

LAST AGAIN

David Young, Lucy Reeves, Jack Colebrooke & Richard Saw.

SANTA'S LITTLE HELPERS

Corinne Dennis, Lionel Ford, Richard Bracey & Danni Bracey.

ALICE'S GANG

Arfur Bryant, Joe Tomkins & Rebecca Tomkins.

THE SUPREMES

Dan Gordon, Fiona & Steve Blatchford.

The quiz ended and the guarded relief was transposed into a general hubbub and chatter whilst our quiz master surveyed the papers and collated the results for the eagerly waiting audience.

Jay had bought a special trophy for the first place and an artistically modified wooden spoon for the team that had attained the least marks. He presented a box of biscuits for the third place and the team that came in second received a box of chocolates.

We all thoroughly enjoyed the evening and were grateful to Jay for taking the time to put together such a comprehensive and thought provoking Christmas Quiz. See you next year Jay.

Pete White



Quizmaster Jay



Santa's Little Helpers



Last Again, and amazingly we weren't this time



The Supremes

AEROCLUB and Cornwall Strut at BODMIN AIR-FIELD

On **Wednesday** 14th January 2026 at 19.00 - (Dining starts at 17.30)



Our January AEROCLUB 14th and our speaker is Carl field who will explain to us all about the projected Civil Air Support (CAS) programme.

meeting is booked for Wednesday Beardmore from Perranporth Air-

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

Aerial Searches

Aerial Photo & Survey

Safety cover



Observation & Reporting

Communication Relay

Transport



You are very welcome to join us for a meal in the Clubhouse before the talk but please remember to book first on **01208 821419** especially if dining at our *AeroDine Cafe*. Meals start from 17.30 and the talk commences at 19.00. See you all there!

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

CIVIL AIR SUPPORT (CAS)

For the past few years, I have been serving as Volunteer Operations Manager South West & Wales. Until recently, it was challenging to balance the demands of my career with the work of growing CAS. Now that I've retired, I am keen to dedicate much more time to developing our activities here in the South West and Wales.

I've attached a poster that briefly outlines what we do, along with a link to a short YouTube video we have produced.

As a volunteer for CAS & someone wishing to serve their community, there is a need for a level of commitment to ensure they are able to first & foremost be safe themselves & train to the required standards so we can deliver the best service we can to our communities.

Please be rest assured. Not every mission requires a volunteer to attend. We are most definitely NOT a declared asset, **we are a charity that cannot be tasked but we can be asked!**

In the first instance, I would very much like to come to Bodmin to meet with Arfur and anyone else you think appropriate simply to share ideas and gauge your thoughts. If you feel this is something Bodmin might like to be part of, I would be delighted to deliver a talk at one of your monthly evenings over the winter.

At this stage, I am starting with a blank sheet of paper and am very open to how we might deliver things locally. We have plenty of training material and expert support available. Membership is just £2 per month, more if the individual is comfortable with.

I look forward to the possibility of working together.

Best regards,
Carl Beardmore
Volunteer Operations Manager

South West & Wales

Civil Air Support

<https://www.youtube.com/watch?v=MYmjNYpPHt8>

Link to the You Tube video



Special thanks to Peter Williams for restoring damaged fuel bowser



Many of you will remember the fuel bowser that was badly damaged when it was struck by a light aircraft. Thanks to the hard work of Peter Williams it now looks shiny and new. The damage was machined off and repainted. Next Peter straightened and repaired the mudguard and fabricated a T handle for the fuel cover. Once the tyres were pumped up and had a good steam

clean it looks like new. Due to the damage it had sustained it can't be used for aviation fuel any more but will be very useful for keeping fuel for the on site 4x4 used for grass cutting etc.



Tel: 01208 821419

CFC Price list

V7 01012026

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

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

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

All prices include VAT where applicable

Cornwall Flying Club Ltd Company registration number 01358549



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. PM The Newton Abbot Bus Company presents a mixture of Music & Poetry.

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.

AEROCLUB Meetings 2026

January 14th Carl Beardmore – CAS – Civil Air Support.

February 11th Jason P Phillips – The Battle of Pel ambang.

March 11th Scott Todd – A Life in Conflict. (Chinook crew during wartime)

April 8th Neil Roberts – Cornish Airfields on D-Day.



Where are they rushing
off to.....

BODMIN AIRFIELD
of course

it's the

2026 NEW YEARS DAY FLY-IN

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

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



Bodmin Airfield
Home of Cornwall Flying Club
www.BodminAirfield.com



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

CONTACT RICHARD WALKER ON 01752 407411 OR

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

Icom radio

Sunshade

Effective cabin heater for winter flying

New carpet fitted

One tidy aircraft...