



## *The* **Bodmin Flyer**

**STOP PRESS.** The 2026 TOPNAV competition has had to be moved to Tuesday 5th May due to poor weather over the coming weekend



**W**elcome to the May Newsletter. The hedgerows are starting to fill with spring flowers and we've had a good spell of nice sunny weather! Long may that continue. Below are our usual reports from Arfur, Phil and Corinne and to keep you up to date with our monthly CFC board meetings Leith has provided a summarised version of the minutes.

Tuesday 5th May sees the annual TOPNAV event and is a great chance to hone your old school Nav skills and compete against others to plot and fly a set route as accurately as possible. It's a national competition organised by the RIN but Bodmin generally has the largest turnout and is a lot of fun. If you're not able to take part you could always come to the airfield to see the teams depart and then follow their progress on Flightradar to see how accurately they fly the route. More details on page 4.

Last month's Aeroclub talk 'Cornish Airfields during D-Day' by Neil Roberts had a good turnout and Pete has done a write up about it on page 6. We also had the Kernow Pasty Fly-in on 18th April which was a great success, and a report with photos can be found on page 7.

I've often seen the GCHQ satellite dishes at Morwenstow, just north of Bude, but had no idea there had been a WW2 airfield there. Pete has a great article about RAF Cleave on page 10.

Lastly, congratulations go to Archie Vasiliou who passed his skills test with examiner Gill Rudham on 7th April. He has since been making full use of his license taking friends and family flying.

Fly safe,

David Young, Editor





# Chat from the Chair

Corinne Dennis

**W**hat a difference some sunshine makes! It was a real treat to see the club so busy at the recent Pasty Fly-In. It was such a success that I had to make two mercy dashes into Bodmin for back-up supplies – a much nicer challenge to deal with than endless rain.

Now that the airfield has become busier, it is noticeable that vehicle traffic has increased around the hangars and manoeuvring areas. Please be reminded that driving airside should be restricted to trips that are absolutely necessary and not simply for convenience. If essential, keep to the speed limit of 10mph - and preferably 5mph, and exercise appropriate caution, including opening a window to listen out.

Our first British Young Pilots training day last Sunday appeared to be a great success – judging by the grins on the faces of the budding young aviators. Even the parents looked happy; what a great result.

Our next event is Ladies Day on 16<sup>th</sup> May so do come and support us. You don't need to be a Lady – or even a woman, but feel free to bring one with you if you aren't, or just come and enjoy yourself. Happy flying!



## Mystery Aircraft

**L**ast month's mystery a/c was; HP53 Hereford. A Hampden with Napier Dagger engines. The Dagger was an H block forerunner of the Sabre, but was aircooled! (Hence the scoops.) As was often with these 'alternative engined' aircraft of the time, it was not successful (RR Vulture in the Manchester and Hawker Tornado), but one wonders if there had not been the pressures of war, that they could have been successfully developed. But then they probably only existed due to war needs.

Correctly guessed by Richard Allerton (who also provided the info above), and also Steve Austin and Pete White.

**S**o lets see if any of you can recognise this fine aircraft? Answers please to [lionel.ford@hotmail.co.uk](mailto:lionel.ford@hotmail.co.uk).





# April 2026 Newsletter – GOM and DTO

By Arfur Bryant

Again, April has been a better month for the weather, with over 400 movements. The Fly-In was a great boost for the café and the Club. The DTO has made the most of the available aircraft and instructors. I hope May will be as good if not better.

I'd like to offer a few words about Emergency Handling and skill fade. As our flying rate increases and PPL holders start the new season, please bear in mind that certain skills may not be as good as they were when summer flying ceased last year.

There are basically two types of Emergency: Critical and non-critical.

**Critical Emergencies** require immediate action. The **ONLY** way to react properly in these circumstances is to practice and seek guidance before you are placed in such a situation. I'd be happy to discuss this with any Club pilot who might feel they are rusty in certain departments. Immediate Actions are required for a Critical Emergency, so at least think about what you would do in such an event when you have time and are not under pressure. Think logically and try to identify what actions might be the most important to save your life. The aircraft doesn't matter. As an example, an Engine Failure After TakeOff (EFATO) should be rehearsed, briefed – even when solo – and, if possible, practised. Not on RW31, due to Cardinham village. The basic actions should be:

1. Adopt the correct glide attitude (if you get the attitude right, the speed will be right).
2. Select a field. Even a poor field might be better than dithering about looking for the perfect field!
3. Select flap as required to get into the field – if you have flaps.
4. Make a very short Mayday call.
6. Fly the correct speed!

Do not worry about checks if you do not have time. You can shut the engine down when on the ground! If you have time, fine.

**Turnbacks** are not taught routinely to PPL students for a good reason. They require recency and muscle memory. They should not be attempted without training and practice.

Non-critical Emergencies can be dealt with by the well-known:

AVIATE  
NAVIGATE  
COMMUNICATE

**Aviate** means achieve safe flight if not there already.

**Navigate** means head for a reasonably good area. You do not have to pick a field immediately if you have time or altitude. For example, heading away from a large built up area.

**Communicate** means make an appropriate call. However, this can be done after a short diagnosis if you have time. There may be a simple reason (carb heat or fuel selection).

Once you have diagnosed and made a plan, this can then be communicated to the Radar Unit or Airfield.

Finally, a few words about Going Around...

There is no contract between you and the runway! If the voice in your head is telling you there is something wrong on the approach, then listen to it. You can perform a Go-Around at any stage of the approach. In fact, unless you are in current flying practice with a lot of recency, your default decision on late final should be to Go Around **UNLESS** everything seems to be working. In which case, you can continue but that doesn't mean you can't go-around at a lower point. There is a good argument for Instructors teaching this to ab-initio students. Having a fierce determination to land even from a poorly flown approach is neither big or clever. A Go-Around can be carried out at 600 ft on final, 6 ft on final...or even on the ground! If you land too fast or too deep, apply power and go around. Then ask yourself why you didn't feel comfortable. We have got used to flying in strong winds but calm wind can be just as dangerous, as you often carry too much groundspeed onto the runway.

Fly safe!

Arfur Bryant

General Operations Manager and HoT



# TOPNAV

## Competition

Sponsored by **POOLEYS**  
FLIGHT EQUIPMENT



Types:

- Aeroplane
- Helicopter
- Microlight
- SLMG

2nd May 2026

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

## TOPNAV 2026

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

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

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





# Airfield Maintenance update

By Phil Gray

Dear Readers,

I hope this message finds you well.

It is encouraging to see the recent improvement in weather conditions at the airfield, which now enables us to progress with a range of important maintenance works. With this in mind, we are pleased to confirm that our first maintenance day of the year will take place on **Sunday, 3rd May, from 10:00 to 14:00.**

We warmly invite all members to attend and contribute, whether you are able to assist for the full duration or just a short period. Every contribution, no matter how small, is greatly valued and helps us achieve more as a team.

I will be present throughout the day and would appreciate it if you could check in with me upon arrival so that I can allocate tasks accordingly. If you have any tools that may be useful, please do bring them along.

The planned tasks for the day include:

- Weeding the paving slabs outside the clubhouse entrance
- Maintenance and repair of benches at the front of the clubhouse
- Painting the perimeter fence
- Painting hangar and storage doors
- General cleaning of the hangars
- Levelling paving slabs outside the main clubhouse doors
- Installation of two extractor fans in the kitchen
- Painting the ladies' and gentlemen's toilets in the clubhouse
- Excavation and installation of gravel by the small gate near the steps leading to the hangars
- Cleaning of the valley and downpipe of the main hangar

As you can see, there is a substantial list of tasks. However, with a strong turnout, we can make excellent progress across multiple areas.

If you are unable to attend on this occasion but would still like to contribute, please note that the next maintenance day is scheduled for **Sunday, 14th June 2026, from 10:00 to 14:00.**

Your support is invaluable, not only for fellow members, but also for the young people, families, and wider community who regularly benefit from our facilities. We sincerely appreciate any time you are able to offer.

If you are available to assist, please feel free to contact me in advance at **[prc-southwest@outlook.com](mailto:prc-southwest@outlook.com), 0781 389 3358** so that we can plan and allocate tasks efficiently.

Thank you, as always, for your continued support and commitment to the club.

Regards  
Phil



# Cornish Airfields during D-Day' (6th June 1944)

By Pete White

Our APRIL **AEROCLUB** and *Cornwall Strut* meeting at BODMIN AIRFIELD was entitled '*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 '*Wartime St Agnes*' 1939-1945 and '*RFC/RAF Yatesbury*' (Wiltshire). His illustrated and informative talk, entitled '*Cornish Airfields during D-Day'* (6th June 1944), looked at the airfields of the day, their inception and some of the operations that began from them. After explaining the importance of the planned operation to invade Europe and liberate the countries that had been occupied by the Nazi war machine. Neil looked at each airfield site in Cornwall and the part they played in either the front line operations or with supporting roles which together ensured the success of what was the largest invasion force in history.

Our audience sat and absorbed the historical facts, all presented with photos and illustrations, which explained to us all how important Cornwall was in that crucial time in history.

Very enjoyable indeed and we had a full house for both the AeroDine meal beforehand and the presentation.

Pete White





# 2026 KERNOW PASTY FLY-IN

By Pete White



What a fantastic start to the flying season for us at Bodmin Airfield - our Kernow Pasty Fly-In event, closely coupled with our efforts to raise money for the airfield's favourite charity the Cornwall Air Ambulance.

Although the Air Ambulance helicopter was unable to join us this year, it was in fact involved in a very busy day earning its keep around the county. But we did have their team



of fundraisers manning their colourful gazebo. Plus, as a bonus, Alan Tebbit drove visitors around the airfield in his vintage bus and collected more funds, all in the aid of the Air Ambulance charity.

Overseeing the action with his usual cheery smile and Irish banter was Air Ambulance chief medic and all round good egg, Thomas Hennessey Jones.

The brighter weather attracted many visitors by road, including a few classic vehicles that were happy to join the parade on the Bodmin turf in front of the busy clubhouse. Alongside them we had the CAS gazebo duly manned with

much enthusiasm and drive by Carl Beardmore who evangelised about the merits of our local branch of the Civil Air Support. A voluntary organisation providing air support to safeguard local communities and the environment.

The airfield was bustling with people of all ages and most of them with a pasty in their hands or in the process of their digestive system. Our AeroDine crew, Ed and Jago, were flat out in the cafe and the queues all gravitated towards the wonderful aroma of hot pasties!

As the crowds mixed, chatted, ate, drank and patted patient dogs heads, they all witnessed, descending from above, the arrival of the wonderful men and women in their magnificent flying machines.

We had an excellent turn out of aircraft from predominately all corners of the West Country with others venturing from as far away as





Goodwood, Salisbury and S Wales.

Our team of marshals and club hosters welcomed all of our visitors however they arrived at the event. I viewed the scene deeply and it gave me a great satisfaction and much joy to see all those special smiles that you get on a good day out.

This just simply could not happen without our team of volunteer helpers. Thank you all so much for the parts you all played in bringing together another highly successful event at Bodmin Airfield.

Our team of the day were:

Tim Elkins, Ian Rule, Bill Thirtle, Dan Gordon & John Cook were assigned to the role of aircraft marshals under the wing of our leading marshal guru, John Colgate.

General hosting, hangar tours and vehicle control was expertly handled by; Corinne Dennis, Caroline Jennings, Richard Saw, Nigel Ramsay, Maldwyn Evans & Chris Bovet -White.

The booking in station had our usual stalwarts, Fiona & Steve Blatchford and Jon Parlour kept the air waves in order from the tower.

And of course Ed Salatas and Jago fed us all throughout the day whilst I was (to quote) 'shepherding my flock!'

What a great team!



# Bodmin Airfield paintings find new homes

By David Young

It's always nice to sell a painting, but most of the time I have no idea who has bought it or where it is going, unless it was a private commission. As many of you know, I have a display of my paintings hanging at the

back of the clubhouse and last week I had a call to say there was a gentleman there who would like to buy one of them. My painting of a

Tigermoth landing at Bodmin Airfield with our wildflower meadow in the foreground had caught the attention of John Dowell. He was down from Yorkshire visiting his daughter and son-in-law, Ashleigh and Peter from Pentewan. The painting is going to be hung above the cot of their 6 month old son Robin in the hope it may inspire him to become a pilot.

Another painting I did in February that also featured our wild flower meadow was this painting I did of G-IVOR. As a surprise, Pete's sons bought it for his birthday and it now hangs in his living room where he says he enjoys looking at it every day.



# RAF CLEAVE (Cleave Camp)

By Pete White



Whilst flying along the north coast of Cornwall you can't help but notice a site on the cliff edge just north of Bude which is now covered in white satellite communication dishes and aerials... and the curious amongst you may wonder what's it all about.

This is Morwenstow satellite communications station and the site was acquired by GCHQ in 1969. Building work began in the early '70s and CSOS (Composite Signals Operation Station) Morwenstow was declared fully operational on 16 September 1974.

From these sparse beginnings with only two antennas, the site has now grown to become a much larger and indispensable operation with 30 antennas of all shapes and sizes collecting data and enabling GCHQ Bude to play its role as a vital cog in the wider mission.

Now apart from an undisturbed piece of the grass runway to the north, a very short section of concrete perimeter track, and a few of

the married\_quarters accommodation on Cleave Crescent, the site has been almost completely re-modelled as GCHQ Bude and most people would be unaware of its life as a WW2 aerodrome.

So what did go on all those years ago?

Well this modern GCHQ site was actually built on an important RAF aerodrome...



*The photo*

*above shows the beginnings of RAF Cleave when both the Army and RAF were camped to the south of the site and work had begun on the runway extension. Notice the 3 Bessoneaux fabric hangars.*

Cleave Airfield, Cornwall, (SS 205 128). A World War Two military airfield and the site has a rich history dating back to 1938 when it was originally bought on behalf of the MOD, opening in 1939 and closed in 1945. The airfield was situated around 400ft (125m) above sea level sitting right on top of a cliff overlooking Bude Bay. The airfield had grass landing surfaces, and by 1944 was equipped with two Bellman and one Blister type aircraft hangar. Records of airfield organisation as of December 1944 show that at that time it was used as a fighter station by an Anti-Aircraft Co-operation Unit belonging to 70 Group. It was primarily used for training anti-aircraft units including some of the very first drones (the De Havilland Queen Bee) which were launched off the cliffs using steam catapults. There was temporary accommodation, initially bell tents and later wooden huts, for personnel, numbering 419 men and 80 women. The Army camp was positioned to the south of the site with bell tents and similar for the RAF contingent directly to the

north of them, adjacent to the farm buildings. Three Bessoneaux hangars were erected for the Westland Wallace Target Tug aircraft and these were sited adjacent to the tented camp area. The camp later expanded and the RAF personnel moved to the north of the landing ground where two Bellman hangars had been erected and wooden accommodation huts were now sited.



*The view above shows RAF camp to the north and the 2 Bellman hangars.*

The Westland Wallace biplanes were dated but ideal for the task of towing targets for various Army units to practise their ant aircraft skills using an array of 3.7 & 3.0 AA guns and smaller calibre Bofors & Lewis guns. The Wallace first flew in 1931 and as aircraft had advanced it was found to be a little slow at 150 knots so they were gradually replace in their role by the faster Hawker Henley. The Henley was a larger development of the Hurricane family and although at first it was envisaged as a dive bomber it was more than adequate to replace the Wallace in the target tugging role.



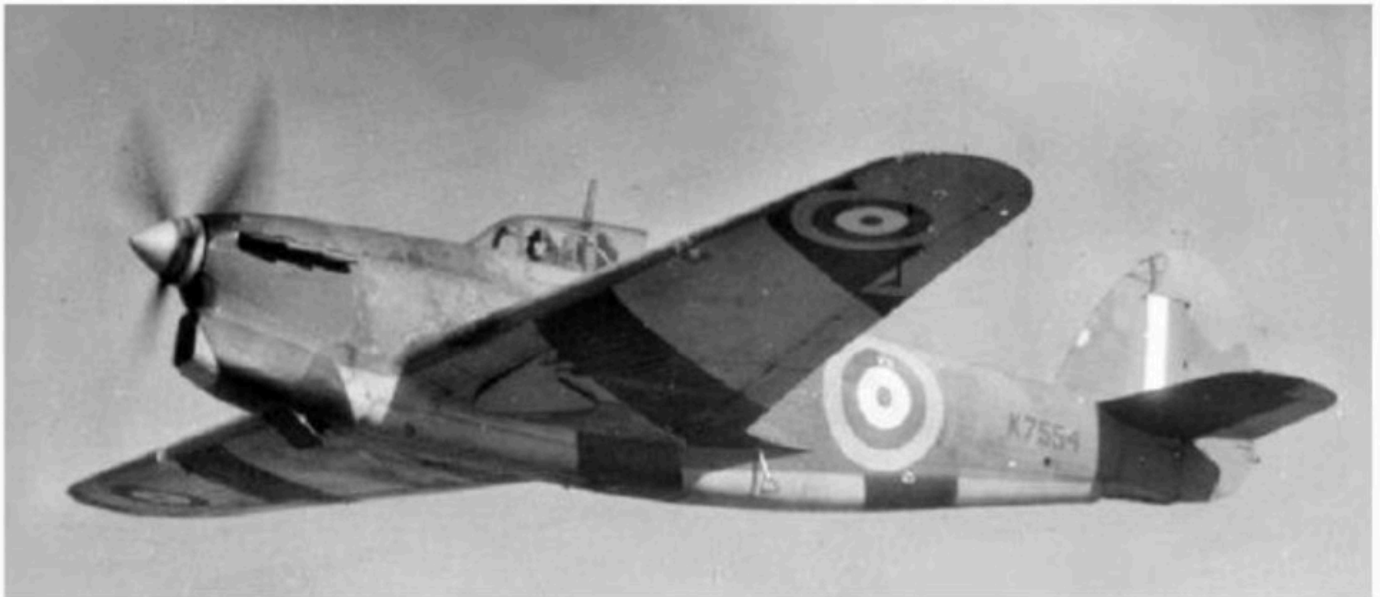
*A Westland Wallace showing the cable towing equipment on the fuselage*

I have reproduced below a table showing the based units and squadrons that used RAF Cleave between 1939 and April 1945.

You will notice that the aircraft operated in 'flights' and each one was assigned to target towing for a particular Army gun firing range. ie 1603 flight (G) operated with the Army guns at RAF Cleave. The other flights were operating at Penhale Camp and other army camps. Eventually all of the flights were amalgamated into 639 Squadron RAF.

*Hawker Henley - cable retrieving device.*





*Hawker Henley with the distinctive target tug stripes on its underside.*

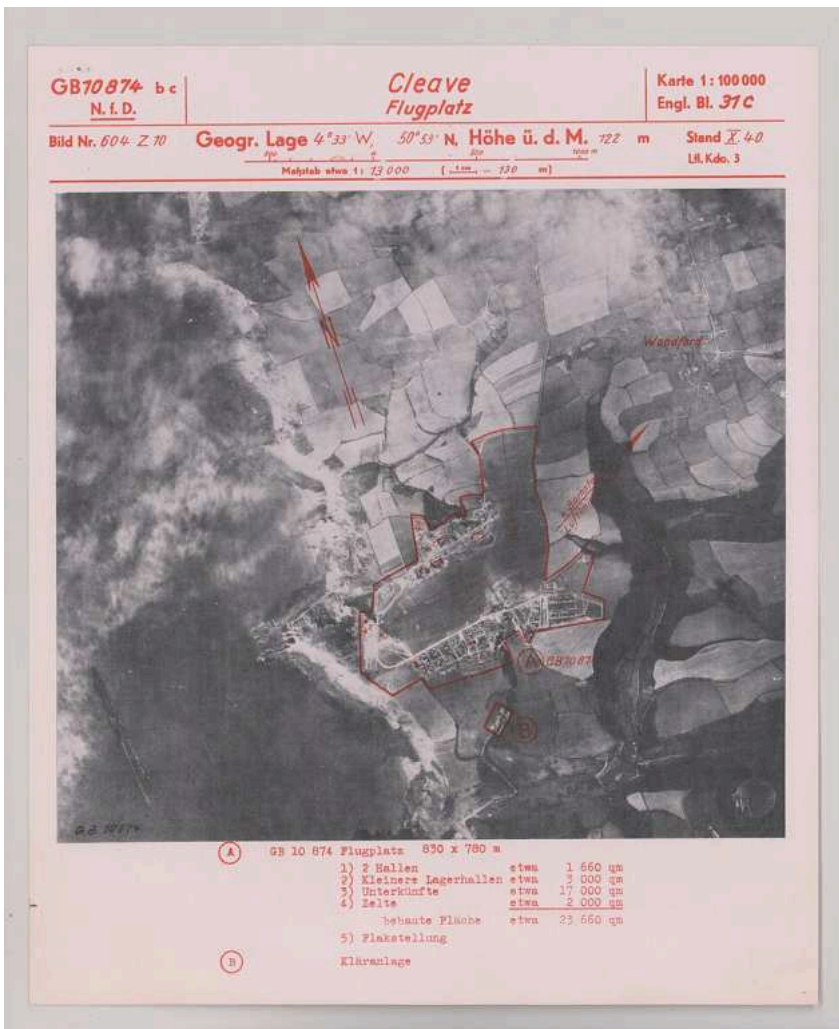
### Based units & squadrons

<b>Unit</b>	<b>Dates stationed</b>	<b>Aircraft used</b>	<b>Duties</b>
1 AACU (A, D, G, K, O & V Flights)	1939- 31 October 1942	Hawker Henley Westland Wallace	target towing
1602 (AAC) Flt	1 November 1942 - 1 December 1943	Hawker Henley	formed from D Flight 1AACU, target towing
1603 (AAC) Flt	1 November 1942 - 1 December 1943	Hawker Henley, Fairey Battle	formed from G Flight 1AACU, target towing
1604 (AAC) Flt	1 November 1942 - 1 December 1943	Hawker Henley, de Havilland Tiger Moth	formed from O Flight 1AACU, target towing
1618 (AAC) Flt	1 November 1942 - 1 December 1943	de <a href="#">Havilland TigerMoth</a> , de Havilland Queen Bee	target towing & pilotless targets
639 Sqn	1 December 1943 - 30 April 1945	Hawker Henley, Hawker Hurricane	formed from 1602, 1603, & 1604 Flts

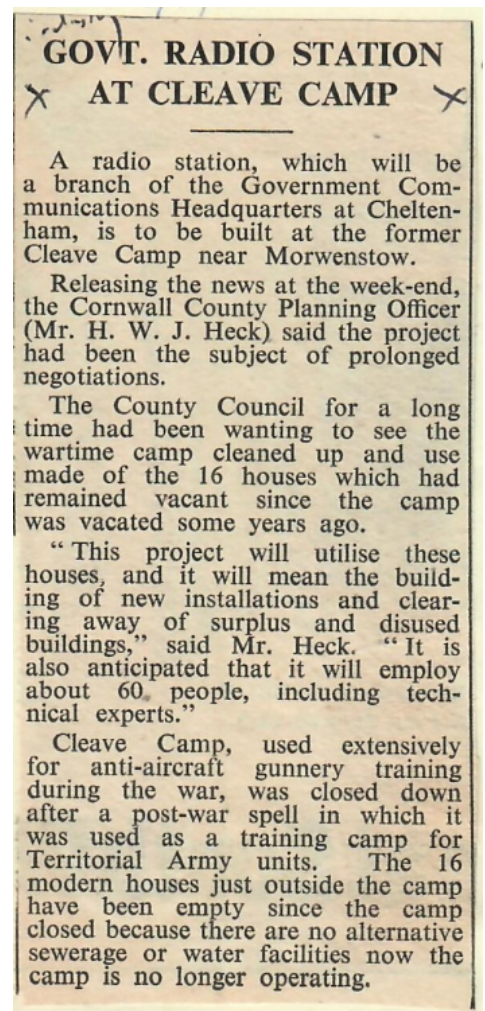
*One Henley had engine failure and found the beach*

*The  
Luftwaffe  
knew where  
RAF Cleave  
was!*





**The Luftwaffe knew where RAF Cleave was!**



**A newspaper clipping about RAF Cleave**



**An AA gun base then and now.**

# This Month at the Board Meeting - April 2026

Before the meeting, Ed Salatas (AeroDine) gave the board a full briefing on the recent developments to the Flypro utility. These are very impressive and serve to reduce the administrative workload with the automation of the processing of voucher sales, PPR requests, fuel payments, a monitoring for pilots and aircraft etc..

During the meeting we received reports on the progress towards the installation of extractor fans for the kitchen, progress towards the marketing of the wedding venue project, PAT testing requirements and some other initiatives that are ongoing. Some of these activities are planned to take place on Sunday 3rd May when Phil Gray will be running a club Maintenance day.

The DTO has swung into action with the improvement in weather with Arfur and his team of instructors working hard at recovering lost ground. As reported elsewhere, two students have successfully completed their skills tests and some SEP renewals have been completed. There is a long backlog of training to complete.

Finances remain extremely tight due to lack of revenues but the inflow has begun. It will take a while and a long period of good weather to recover so the board are monitoring the situation closely. A revised accounts structure is implemented to enable improved monitoring based upon actual vs. planned performance.

The use of data analysis of social media viewing activity is showing an improvement of exposure of CFCOs operations. It is planned that promotional video material will assist in turning views into sales although this is subject to actually getting the video produced in the first place – difficult when the star (Arfur) of the video is too busy bringing in revenue (a nice problem to have) but it is hoped that this project can be completed soon.

The Events calendar is very full and is promising to bring success. Just add weather!

The first British Young Pilots (BYP) event is scheduled for 26th April. This project may develop further and will be monitored closely.

Leith Whittington

April 2026

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



# ACTION STATIONS

-BODMIN AIRFIELD - CORNWALL-



**SATURDAY 6TH JUNE 2026**



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

PPR 01208 821419 Bodmin Radio 120.330

Contact: Pete White

01752 406660 / 07805 805679

Pete@Aeronca.co.uk



**Bodmin Airfield**

Home of Cornwall Flying Club

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

# LUNDY SUNDAY FLY-IN

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



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

PPR Essential

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

Vintage and Classic

# Fly-In



July 18th-19th



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

**Overnight Camping welcome  
Refreshments available**



THE UK'S BIGGEST INTERNATIONAL FLY IN



**LAA RALLY 2026**



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

September 12th 2026

# CORNWALL STRUT

# FLY-IN

Bodmin Airfield



**AERODINE**  
Cafe



PPR 01208 821419 Bodmin Radio 120.330

Contact: Pete White

01752 406660 / 07805 805679

Pete@Aeronca.co.uk



**Bodmin Airfield**

Home of Cornwall Flying Club

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



# AERO DINE

## Cafe



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

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

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



## **Bodmin Airfield**

Home of Cornwall Flying Club

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

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



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

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



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

## EVENTS

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

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

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

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

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

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

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



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



**Bodmin Airfield**  
Home of Cornwall Flying Club

# OUR AIRFIELD



**The splendid aerial shots of Bodmin Airfield show the expanse of the land, that as Club members, we all own between us and we are so lucky to have this asset. This has been achieved by much hard work and careful management over the years by members and their friends and family. We have an excellent reputation for our welcoming attitude at the many events we hold and again during our everyday business of flying training we excel in every way. Our team of instructors and management staff show an unlimited amount of enthusiasm to ensure our 'customer' is satisfied and happy. Our extra bonus is the AeroDine cafe which in itself is enjoying a development journey all of its own under the leadership of Ed Salatas and bringing a wide range of sustenance to our visitors and members.**

**But going forward we really do need your help to...**

**Weatherproof the wooden fencing.**

**General gardening tasks.**

**Keeping the hangars clean and tidy.**

**Tidy up the Fuel Bay area and fit new signs.**

**Painting the outside where needed.**

**Make new chocks and refurbish the remaining good examples.**

**Generally cleaning up and keeping the patio area, signal square and path from the car park in a presentable condition. (This is the first sight our customers have of our airfield)**

**We have started to build up a team of helpers for both indoor work and groundwork outside on the airfield and if you can give of your time, however small that may be, please join the team by contacting our new maintenance director, **Phil Gray** .... we still have plenty to do.**

**Phil Gray** [prc-southwest@outlook.com](mailto:prc-southwest@outlook.com)

**Thank you,**

**Pete White**

# New Non-Equity Share Syndicate

Up to 3 shares offered in my gorgeous Bristell NG5 Speedwing tail dragger, G-IOVE. This is a very comfortable go-anywhere touring aircraft. Its Rotax 912 delivers reliable, economical performance with a cruising speed of 105 Kts TAS sipping 18 Lph. The amazingly spacious cabin, at 131 cm width, is the largest in class, wider than a C172 or PA 28. As a well-travelled former club Chairman observed “This feels like a proper aircraft”. 55 KG baggage capacity with two wing lockers means you can take all you need for a long distance tour, which is what this aircraft does best and with due notice to other shareholders, is available. The aircraft has already toured Scotland, France, Croatia and much of Italy as far as Sicily where I had it based until this summer. For avionics, there is Dynon Sky View with analogue back up flight instruments plus a central mount for a mini Ipad running your preferred nav app. 3 Axis autopilot, Trig 8.33 VHF and transponder hooked into SkyEcho TCAS takes a lot of the load off so you can enjoy the views. Anyone interested should have a decent amount of tail dragging experience or be prepared to take a tail dragging course before flying as P1.

£100 per month plus £75/hour (take off to landing) WET



**Stephen Austen tel 07515776521 or email [stephen.austen88@gmail.com](mailto:stephen.austen88@gmail.com)**



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

**£14,500 (one third share)**

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

**LAA registered microlight**

**Excellent condition inside and out**

**Rotax 912 UL 80hp**

**Kiev propeller**

**Engine 782 hours**

**LAA permit due August 2025**

**Icom radio**

**Sunshade**

**Effective cabin heater for winter flying**

**New carpet fitted**

**One tidy aircraft...**