

Bodmin Flyer



09/2017



PPL Success!

Congratulations to Caroline Williams on passing her PPL Skills test with Terry Earl this month. Well done, and welcome to the club!

Time for the usual advice at this point..."go fly...don't hit nuffin, and don't do nuffin stupid"



and another one!

... and congratulations to Tristan Gillham, who passed his Skills test with Lothar Berger.

Happy flying to both of you, well done!

Chairman's Report

Darren Fern



Well, the AGM came and went without bloodshed, and with agreement on a number of issues. The Articles of Association that guide our operation as a club are almost thirty years old, and contain language that is inappropriate at our current time. The Articles do not reflect the changes in the way that most of us communicate, and there was overwhelming support to update them. The Board made a commitment to rewrite the Articles, through a working party comprising Board representatives, Staff representatives and a 'Lay Member' from the club. Nick Straw has kindly agreed to join the group to offer much needed guidance. We aim to publish the new draft Articles by the end of September and hold an Extra-Ordinary Meeting to ballot the membership on adopting the changes.

Our Accounts Summary was presented, and showed the effect of erasing the historic 'Inter Company Loan' between CFC Ltd and CAS Ltd; both organisations are managed under a single 'umbrella' of Bodmin Airfield, and the decision to write-off the loan has had no financial or tax implications to the overall business. Superficially, it looks like CAS has had a stellar business year in 2016 and CFC has had a dismal year, but this is an accounting 'one-off' and we will reset the balance sheet in next year's accounts.

A lot of work is still required to get CFC accounting systems streamlined, and we aim to start the next business year with a new system of organisation, stripped clear of historic 'cost centres' and clutter.

We currently have 143 full flying members, eligible to vote on club matters including the election of Board members. Every one of these members has the right to vote on key issues, and also a responsibility to vote. I do not believe that an open 'show of hands' from a small subgroup of the membership able to attend an AGM provides an accurate reflection of the views of the whole membership. This year, we trialled an email voting system, utilising the right of members to have a Proxy vote. This year we had votes from double the number attending the AGM; all bar two members at the AGM had already cast their votes in private. The system met with overwhelming support, and will be included in the next Article of Association.

Sandy Wilkinson left the Board, and we thanked him for his enormous efforts over many years. As soon as he had left, he managed to finally pull off his great landfill scheme, and lorries started to arrive bringing soil, and much needed revenue to the club. Cheers, Sandy, you are a diamond!

Corinne Dennis, Nick Chittenden, Pete White, Bob Harris, Richard Saw and Charlie Appleton were elected as Board members.

We have had a number of key social/flying events at the club in August, and I would like to thank all those who volunteered to make them a success. Special thanks are due to Pete White, and also to Martin Pengelly for his work in bringing our local communities to the airfield.

A handwritten signature in black ink, appearing to be 'DF', written over a horizontal line.

Board Matters

Site News

The grass has been cut and baled, and we have moved the bales away from the runway as much as we can. . Work on mowing a parallel 31/13 runway will commence soon in preparation for the winter.

We couldn't prepare the landing strip for our planned STOL competition this year as the grass was too wet and long, but we are considering having a dedicated marked STOL practice strip for future use. Still no news on the steels for the hangar, I'm afraid.

Sandy's efforts to generate money through using our site for landfill have come to fruition, giving us a welcome boost to funds. Great effort Sandy, many thanks!

Flying Bulletin

By Matt Culverhouse

Flying activity has been a bit below average over the year, although we flew over 140 hours last month!

Two new PPL successes in last month and a steady increase in new student numbers have really boosted the flying school element of our club.

Nick Chittenden and I will be developing a tailwheel training syllabus over the next few months in the hope that we can establish a new flying group or lease an aircraft from a member. We need to develop our flight training, and we have the perfect site, and many tailwheel aircraft based here.

I welcome the move to try to develop an LAA Strut for Cornwall, based here in Bodmin. We welcome all pilots and enthusiasts to join us here at Bodmin!

Admin report

By Michelle Culverhouse

The European funding application is going well and the next step is to get drawings and stage costing before our next meeting. All seems good at the moment.

I have appealed the updated rates bill that has risen significantly.

I have also requested information on the pros and cons of the club, or elements of the club becoming a registered charity; this would give us immediate rate relief if 80%, but we need to understand our obligations if we applied for charitable status. Not sure yet how it would affect everything we do but waiting to get forms and details.

CAS News

By Rod Bellamy

CAS remains buoyant with lots of work booked in over the next few months. Winter is looming, but we remain confident that our costs can be managed within our available budget.

We have more CAA Audits coming soon; we have successfully passed recent audits and we continue to work towards meeting all new legislative requirements.

A recent flood from the gutter between CAS hangar and the main aircraft hangar resulted in more flood damage and considerable work to get the hangar back to a safe working environment.

John is going away on holiday, and we have a stand-in available should workload require it. Thai has reached the end of his two year work assignment and moves on to pastures new in mid September; we wish him well in his future occupation.

The problem of the looming Minimum Inspection Programme continues; only two owners here have submitted their MIP, which might effectively ground all aircraft at the end of September as every aircraft needs a MIP. Common sense would suggest that the CAA will delay the introduction of new MIPs, but it is by no means certain. It is imperative that you discuss your requirements with us as soon as possible.

8.33 radio requirements are almost here... if you have not yet complied with the changes, please contact us as soon as possible.

Events News

By Pete White

The next Commercial Drone Courses is taking bookings for 3rd & 4th October 2017

September 9th & 10th will see the return of two Tiger Moths at Bodmin Airfield for our special Nostalgic Flights.

9th September, the Vintage Aircraft (VAC) Fly-in will visit the airfield. The MG Club are arriving for breakfast whilst on a West Country tour on Sunday 10th.

The Action Stations event on 26th August was down on numbers due to several other events, around the region, happening at the same time. Although we had the right formulae, the choice of date was poor and will not be repeated.

The Hangar Dance concept was very badly supported and did not get the all round backing it required so we pulled that at the last minute and luckily we only lost the deposit money of £100 for the evening's entertainment.

The RIN TOP NAV Competition will return to Bodmin Airfield on 12th May 2018 and we need to major on this by keeping the flame burning in our N/L, web-site etc.

Wing Walking, We are repeating the Wing Walking Experience in July 2018.

2018 Flying events will include the popular Ladies Day Fly-in, Pasty & Ice Cream event, Action Stations, Val Dreckly STOL as well as invited Clubs visits.

A lot of interest has been shown for the reforming of the Cornwall Strut and as we have a great LAA following this idea will be investigated.

The AEROCLUB meetings will start again on October 18th and we now have bookings until April 2018.

The based charity, FEET OFF the GROUND (FOG) Hosted and flew veterans and Help4Heroes personnel at the Action Stations event on August 26th. An excellent time for all as this was very well received.

The next Aerocamp is on 6th/7th/8th October but sadly we have had to cancel the Bader Brave's event on 16th September because we could not muster sufficient 4-seater aircraft, a must with disabled young people and carers.

1st Kernow Air Scout Group are progressing slowly but positively with the Hut build and hope to open for business during September 2017 with weekly meetings for Beavers, Cubs, Scouts and Explorers which covers the full age range of the Scout Movement.

Social Media

By Jacob Knight

After much delay, the new website is up, which is more responsive, quicker and hopefully easier to use. Big thanks to Harry James for his assistance. I'm more than happy to take any suggestions on new features or improvements that members may have. Social media continues to grow steadily and I should have more time to focus on it now after finishing the website!

Safety Report

By Richard Saw

Nothing to report on the safety front; I hope that members know that their safety concerns and opinions will be confidentially dealt with before they result in an incident or accident. Perhaps we should make available a standard reporting format.

Repair of our facilities was discussed at the last meeting but to bring you up to date on the water/fibre optic trench, it has been finished and now we await the connection expertise of our tame groundworks man, Phil Rowe; Roger will connect telecoms when able.

The trench is 350 metres long and has displaced 120 tonnes of rock.

The runways are being kept in good condition and the 'in field area has been cut and baled. Some of the bales were too close to the runway and have been moved, and most have been moved further away. Hopefully they will be cleared in the very near future.

Jay's Jottings

August was a month that provided a great deal of variety to give interest and excitement across a wide spectrum, both within and outside the Club and Airfield.

Unfortunately, our first attempt at running an exciting STOL competition, run on the lines of the famous Alaskan Valdez competition, was disrupted by poor weather on the day and the competition had to be cancelled. However, it was not a complete loss as the country's most capable STOL aircraft, Bob Pooler's Just SuperStol aircraft, G-SSTL, arrived from Sleaf and both Bob and our Chairman decided to have a 'shootout' between a Just SuperStol and an Aviat Husky.



The result was never in doubt, and the ability of the SuperStol to both take-off and land in less than 20 metres was an incredible sight to see.



We also held two social events for local residents and communities, both of which had perfect weather to compliment the festivities. Martin Pengelly organised a very successful community event for the local villagers from St. Neot, Mount and Warleggan, plus a sprinkling from a few other nearby villages.



Club members volunteered their time and aircraft to provide 24 flights for the locals. Martin says the Blisland Farmers have now asked for an event, so watch this space!!

Our second social event was arranged through Pete White and the Firearms Officers of the Devon and Cornwall Police held a BBQ and overnight camp at the airfield with their families, in aid of the Kreslu Cornish Police Charity. A great time was had by all.

The airfield itself is still looking in very good shape and condition. Matt, Harry James and Jacob Knight have, once more, continued to spend many hours with the Topper and



The month ended with the Action Stations event, held to assist with the Help for Heroes charity fundraising, with a good sprinkling of both Military aircraft, and Military vehicles from the Cornwall Military Vehicles Trust. Two of the Military aircraft and some of our members again provided flights for some of those being provided for by the charity.



We continue to receive requests from all of the Naval Air Squadrons based at Culdrose for both Merlin and Sea-king Helicopters to utilise Bodmin Airfield for day and night. We received a visit from two of the Dauphin 3 Helicopters of 658 Squadron of the Army Air Corps, jokingly referred to as the unofficial taxi company of the 'Hereford Gun Club'.



Whilst not military, we had another rare rotary visitor in the month when the EC145 helicopter of the National Police Aviation Service, supporting the Devon and Cornwall Police, called in at Bodmin for a well earned cuppa before heading back home to Exeter.



The final fitting and commissioning of the Air Conditioning Unit on the Tower has been completed. Dekker Vermeulen kindly installed and commissioned the unit provided by Darren. Steve Windle then put his 'chippy' skills to work and did a grand job of boxing off the unit cables and pipework. The conditions in the Tower are vastly improved, and makes long days in a greenhouse environment much more tolerable.

Our profile on Social Media, especially on the specialist aviation group pages on Facebook, continues to be pushed hard, and the evidence continues to show that our efforts are both being positively received and bearing fruit.

As always, many thanks to those club members and staff members who went out of their way, in one way or another, to assist with the events on the ground or in the air and continue to show why Bodmin Airfield is held in such high regard in the wider aviation world.

This is especially so for Carol and Steve in Diner 31 who provided for all and sundry, from early morning to late evening, and sometimes forsaking a day off to ensure that we catered for all of our visitors at all of our events. You are all a great asset. Well Done!!

Action Stations 2017



Our events would never succeed without the help and dedication of the few souls that tirelessly volunteer to assist the event team and our recent Action Stations event was no exception.

Our Help 4 Heroes guests were looked after and flown, the visiting pilots and their crew were welcomed and cared for, the military vehicles and their crew added an extra spice to the mix and Corinne's aerobatic sortie put the cream on top of what was an extremely successful and joyful day.

A BIG THANK YOU to;

Our pilots; John Colgate, Martin Parker, Darren Fern, Richard Saw, Richard Horner, Reg McComish, Ian Smith

Ground crew; Anthea Colgate, Nick Gardner, Graham Newby, Bob Harris, Martin Pengelly, Julia Cooper

Our aerobatic aviatrix; Corinne Dennis

The Diner 3 1 team; Carol & Steve Farnell and Margaret.

The tower team; Jay Gates, Michelle Culverhouse.

The visiting aircraft and military vehicles which made the event the success that it was...

All the best

Pete

In Memory of Pat Ford

You may have noticed a new bench on our patio, kindly donated by Julia Ford, in memory of her late husband, Pat Ford.

Pat flew from Bodmin for many years, qualifying in a Cessna 150 on 21st April 1979. He flew a Beagle Pup and a T5 Invite Airtourer, and occasionally flew a Cessna 152 with Dick Smerdon.

He flew with his wife Julia on many occasions, before finally giving up flying in 1981. His favourite aircraft was G-ARFF, a Cessna 150A .

He regularly flew our Cessna G-ATOD and his last flight took place on 21st June 1983, in G-BFLM.

Pat joined the Royal Navy – Fleet Air Arm in 1956 aged 16 and trained as a Radio Electrician. He left with the rank of Petty Officer (Superior Efficiency at discharge) in 1967, having served on shore bases including Culdrose, (HMS Seahawk) Yeovilton, (HMS Heron) Brawdy (HMS Goldcrest) and Hal Far (Malta) (HMS Falcon) and on carriers HMS Centaur and HMS Hermes. He served in the RN Reserve for several years at the Fowey unit.



Pat lived in Lostwithiel and then in Falmouth while he was flying from Bodmin – working for Rank Xerox after he left the Navy. He was a quiet, modest, softly spoken guy who loved flying and all things aviation.

He also loved fishing and boats and kept his own boat moored in the Fowey at Golant.

We moved to Devon in the mid-eighties, but his heart remained in Cornwall – even though the weather was so often too horrible to be able to fly from Bodmin!



In Loving Memory of Patrick Michael (Pat) Ford
11th August 1940 – 20th May 2017
Many happy hours. Many happy landings

Best from the web...

In our new online series, The Finer Points, CFII Jason Miller gives you the information and tools you'll need to become not just a better pilot, but a truly exceptional aviator.

On August 27, 2006, a regional airliner taxied onto the wrong runway in the semi dark of morning and attempted a takeoff on a runway that wasn't long enough, killing nearly everybody on board. A month later I was spending some time in the pilots' lounge at Santa Monica Airport with a group of professional pilots and decided to ask if anybody's operating procedures had changed as a result of the crash. "Yes" was the answer from everybody. "We now have to visually identify the runway and call it out to the pilot monitoring, and then again on the runway we have to call out that the runway matches the heading." Done. For commercial operators a similar accident hasn't happened since. Did you know that since 1987, the airlines have reduced their fatal accident rate by 88 percent? That's an amazing stat. The very next day I incorporated the same procedures into the pre-takeoff briefings with my students.



About four years ago I had the opportunity to meet Bob Hoover at Oshkosh. A few of us ambushed his golf cart and he was kind enough to stop and answer some questions. One person asked him, "Bob, how did you stay alive for so long flying? How does one stay safe and perfect the art of flying?" Without missing a beat Bob said, "If you are aware of and operate within your own limits, and the limits of the airplane, you'll be just fine."

A simple and elegant answer from a man who is arguably one of the greatest aviators to have ever lived. It got me thinking. Thinking about the art of flying, its evolution and the possibilities for perfection. This is, after all, what happens with any art form. In almost any art the most evolved expression can appear simple.



That is, until you try it. The ones who are out there trying it every day are the ones best positioned to perfect its development; these are the professional pilots. Let's not forget that they've been successful in reducing the fatal accident rate by almost 90 percent over the last 30 years.

How do airlines ensure that large numbers of pilots will always operate within their own limits and that of the machine? The answer to this question is the behavior I champion to all pilots I can get through to. Over the course of my 20-year career as an instructor, a thesis has evolved. I believe that through emulating a process developed by the airlines and adapted to general aviation we can nearly eliminate fatal accidents. The airlines accomplish it through this simple three-step process of standardization:

- 1 Notice the flaw
 - 2 Develop a redundant procedure to protect against it
 - 3 Force compliance with the procedure
- I call it "bracketing safety." Over time these professionals self-correct holes in their game and almost never repeat mistakes. Imagine that. They almost never repeat a mistake, industry wide not company wide.



Step two is to mimic a procedure that works or develop a procedure of your own that eliminates the possibility of you ever repeating somebody else's accident. It can be simple but it must be standard, redundant and performed with focus. If you are trying to protect against being the

Regulations are designed in the same way. We like to say, "The regs are written in blood," and it's often true. The Mode C veil surrounding Class B airspace is due to a mid-air with a 727 and a Cessna. Commercial pilots must have an instrument rating at night because of the Buddy Holly crash, and so on. I encourage students to adopt this way of thinking in their own flying. For the professional pilots of today this philosophy has evolved close to perfection. It has become much more granular, and it works. Today's professional pilots are handed an operations manual that is perhaps, more truly, written in blood. This is the book that helps them operate within their limits and within the limits of the machine even when they don't want to. There are things they can do, things they can't do and things they must do in certain situations, all decided ahead of time.

There may be some of you that didn't know a particular landmark accident even occurred let alone what you might glean from it.

Step one is to identify the problem. You have to look at what's going on out there. For general aviation AOPA's Air Safety Institute releases a report every year on the specifics of how pilots are getting into trouble. This should be something all of us review. With easy channels such as YouTube and a web search of the accident archive you can stay informed about what is actually going on out there as folks fly around.

guy who tries to taxi with a tail tie-down on, for example, add a final walk around to your preflight followed by a review of the written checklist. Step three is perhaps the hardest for a GA pilot. Force your own compliance. There is no boss that will fire you. No "pilot monitoring" to question your behavior. You will have to force yourself to comply with decisions you've made ahead of time.

You might not know where to start with all of this so start with what you know. Checklists, for every climb, cruise and descent, can always use improvement. Develop pre-takeoff briefings in a meaningful and standard format. Adhere to a sterile cockpit below certain altitudes and so on. You can add to your SOPs as time goes by but start by developing them now.

You'll find that the procedures won't limit you but rather will allow for improvisation when it's appropriate without pulling you into areas of danger. You can build on the experiences of pilots that have flown before you, and you should. I'm not saying anything about perfect stick and rudder skills or perfection as it relates to controlling the airplane. That is a skill I hope you never stop building. The reality, however, is that outside of loss of control accidents (and even sometimes then) it is usually a poor decision-making process that leads to a fatal accident.

After all, the airlines didn't reduce their accident rate by demanding better stick and rudder skills of pilots.

Group Aircraft?

We all strive to fly as much as we possibly can, and we all have to balance the cost of flying against the unavoidable costs of living and supporting our families.

One way of achieving a better balance is to consider joining a group of like-minded pilots in a syndicate, sharing fixed costs then just paying for fuel. With a small monthly sum, typically equivalent to hiring a club aircraft for around half an hour, you should be able to get airborne for between £60-80 per hour including fuel. Availability is better, so there is a greater chance of sneaking in more flying time, building experience, and improving safety. Imagine what it feels like to say “That’s my aeroplane”!



Shares available in G-BYNK!

The Penguin Group is a well established and viable group seeking new members. If you are interested, please chat to any of the group members (eg Reg Stainer: regstainer@hotmail.com); more contact details are available at the tower, or on the noticeboard at the club.

Roger Bunbury has recently hung up his headset, and is selling his beautifully maintained and up-to-date Cessna 172... this would make an ideal group aircraft. The club are happy to help you organise a group so that we can keep good aircraft here at Bodmin, and keep you all flying as much as possible.

We are also looking for pilots able to purchase a group-owned a tailwheel aircraft that the club could rent for tailwheel conversion training and to run farmstrip courses. The hire charges alone could cover the fixed costs of running a tailwheel aircraft costing around £30k to purchase.

FLYING CLUB EVENTS 2017-2018

AEROCLUB

October 18th *The story of a 'Self Improver'.*

Ex airline pilot and now an instructor with the Cornwall Flying Club, Kevin relates his journey from flying light aircraft tugging gliders to bush flying in Africa before he retired from the airlines with the Exeter based FLYBE.

November 15th *My Grannie flew Spitfires...
the ATA in WW2 by John Webster*

December 6th *Christmas Dine Out...*



6th-8th October Aerocamp

*16th September Bader Braves
Cancelled due to lack of 4 seat
aircraft*

SPECIAL EVENTS

16th-17th September

*Tiger Moths
Return!*

2018 Programme will be available soon. Let us know if you have ideas for new events!



FOG Events are held specifically for the named organisations, but other visitors are welcome to attend any of our events.

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

The Tiger Moths

September 16th



After a successful 2016 launch of our CFC Nostalgic Flight we will have two wartime Tiger Moths returning to Bodmin Airfield to offer you the chance to live the dream and experience the joys of flying in an open cockpit wartime training aircraft over the beautiful picturesque Cornish landscape. The aircraft you fly in has been lovingly restored to an extremely accurate standard and is flown by a very experienced pilot. On your flight you will wear a sheepskin flying jacket, leather flying helmet and goggles to help transport you back to those halcyon days of real flying. The sensational hour long aviation experience will include a walk round the aircraft with a talk on the WW2 training programme and half-an-hour in the air, when you can actually take the controls. Formation flying is also available so you can fly next to your friend or partner in another similar Tiger Moth. On your return to the airfield you will have the chance to take photos for your memory box and a cream tea will be waiting for you in the Club house.

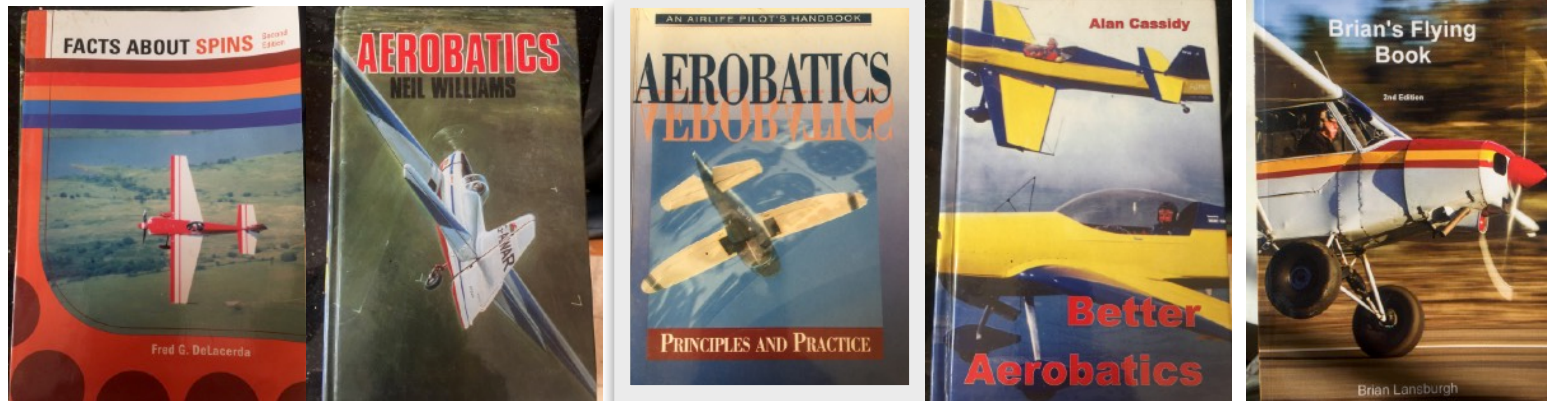
All this for only £250 each, plus you will take away memories for a life time!

The planned dates are 16th & 17th September and for details and a short video please look on our website www.bodminairfield.com

For more details please contact:

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

Bodmin's Aviation Bazaar!



Books £5 each. All 5 for £20

edfern@btinternet.com

A screenshot of the LeVIL AVIATION website. The top navigation bar includes 'Home', 'Products', 'Support', 'Store', and 'About U'. Below the navigation is a large image of the 'LeVIL mini' product, which is a black device with a screen displaying flight data. The device is shown from three perspectives: a front view of the screen, a side view of the device, and a back view showing the 'LeVIL TECHNOLOGY CORP. AHRS G mini' branding and technical specifications. The text 'MADE IN USA' is visible at the bottom of the device's back view.

iLEVIL wireless AHRS with pitot/static input gives real ASI and Altitude* with Electronic Horizon on iphone/ipad

edfern@btinternet.com

* non-EASA aircraft

£150 ono boxed with connectors (cost £490 new)

If you have any aviation related items to sell, let me know at edfern@btinternet.com