

Bodmin Flyer



07/2017



**Cornwall
Flying Club
AGM 2017
9th August at
7:00pm
Food available at
6:00pm
Please come along
and share your
views.**

Chairman's Report

Darren Fern



It's AGM time again... unfortunately we had to delay it by a couple of weeks as we need to have our accountant present in order to answer any queries. The new date is wednesday 9th August. The accounts will be available for those wishing to review them,; please ask Michelle for a copy if you wish to see them.

Our financial position is recovering after a better year, although the impact of the A30 roadworks has had a significant effect.

We almost lost both of our Air Scouts weekends due to the ever-pervading 'red tap and risk aversion' rules, although the Devon group found a way around the problem; Apparently, the Scouts rule book prohibits a child being alone with an adult, which makes flying in a two seat plane somewhat problematical. The Devon group came up with the cunning plan to make their scouts don scrum caps with a go pro camera mounted to front; slightly comical to look at, but I found it deeply depressing that we have become so risk-averse and worried about allegations of abuse that we now have to attach cameras to our kids to keep them (and the adults) safe. Unfortunately, the Cornwall scouts withdrew until the Scouting leadership can come up with a sensible solution.



The Cessna 172 is no closer to delivery... the replacement windshield hasn't arrived yet, the graphics people decided that there were too many rivets to allow the use of vinyl stickers so they are trying to make templates so that the designs can be sprayed on. The placards for the panel still haven't arrived, and the maintenance schedule that we need to replace the soon-to-be deceased LAMP has yet to be agreed, let alone authorised by the CAA.

The CAA paperwork may take months to get back from the CAA, as every UK based EASA aircraft used commercially has to have its schedule checked and agreed by the CAA... as a consequence, the Board are not pushing the guys at Little Grandson too hard. At the moment, they are hanging the aircraft at no charge, and we are able to save money towards the final cost. I don't expect the final bill to be outside our estimated costs.

Dave Hobson as submitted approved technical drawings for the steel work needed to repair the main hangar doors; and hopefully they are being manufactured at the moment, ready for installation in the near future.

We have received notice that a refurbished fuel tank is ready for us, and we have a viable offer from Total to supply fuel. Our attempts to persuade Kier to assist with the construction of a roadway to the new fuel site have been refused, so we will have to do it ourselves.

Michelle is working on obtaining European Development funding to assist with the expense. More information will be available at the AGM

Board Matters

Site News

By Sandy Wilkinson

The steel for the hangar door reinforcement is being manufactured by Dave Hobson and will hopefully be available soon. We had a roadsweeper do a quick 'brush up' of the apron, but unfortunately the machine was so powerful that it damaged some areas of the old tarmac. Cars also keep damaging the old tarmac, resulting in the debris that we tried to sweep up... please use the carpark and stay off the apron so that we can protect our aircraft!

Flying Bulletin

By Matt Culverhouse

Flying activity has been very good this month we are approaching the 400 hour mark. Approximately 90 hours this month so far including..1 First solo,Consolidation Solo's etc. Harry James completed his Qualifying Cross country for the CPL course. If the weather holds we will have a Student testing next week.

Successful Microlight restriction removed from one Charlie's ex students plus the necessary solos etc. Various ground exams completed. Charlie has positioned another 2 microlight for training and hangarage at Bodmin. The usual grass cutting and making good when ever time permits! Obviously with this fine weather the Team have all been working hard and extremely having long days!

Admin report

By Michelle Culverhouse

Kier won't/can't help with our fuel road construction as they 'are only the project managers, none of the machinery belongs to us'. The "pre application" for the planning of a new club house is awaiting review, and we are awaiting news

on our application for funding towards it, and the fuel installation.

I met with the accountants as we prepare for the AGM, and we decided that they have grown into an dreadful mess... there are over 30 'cost centres' that we haven't used for years, historic 'assets' that remain on our books that we don't have (eg aircraft engines refurbished when Chiefy was in charge) and invoices more than a decade old that should be 'written off'. We are meeting up with them to see if we can get the accounts into a more simple state so that we can all understand them. At present, our accountant is struggling to keep it in order... If there is anyone in the club with a sound knowledge of accounting that can help us, please contact me!

CAS News

By Rod Bellamy

We went off to Goodwood last week to survey and bring a beautiful Stearman back for an Annual and NARC renewal, beautiful weather both there and back and a pleasure to see some real aircraft such as Spitfires, Harvards Stinson etc. etc.

CAS is still busy with the Robin rebuild which is nearing completion now, also have Pete Chapman's Robin in for the fitting of a new left hand Canopy due to someone cracking it through leaving the head set in a precarious position, again almost completed. We have G-VTAL coming in for the new hoses to be fitted. We had the fire truck in as it wouldn't start and the refitting of the broken tow hitch. We are expecting a 182 from Dunkerswell for putting on British Register and UK certification plus an Annual and ARC, last but not least a few aircraft with ARC's due and more in pipeline. I went to Camborne College on Thursday 15th June to watch Thai's presentation and speak with his tutors, on the way forward for the next and final year of his course. There were two presentations by the current course students, one by the tutor's son and one by Thai. Both were to a high standard and must congratulate Thai, on what must be a daunting task in front of a class full of students and tutors.

We took delivery of the materials necessary for the toilet to be installed down here in the hangar, we are just waiting for Steve to come and build it, and would request some financial recompense from what is a vital facility in this day and age and cannot expect staff to struggle through all weather conditions, up to the club toilets. Unfortunately, we had a water leak that caused some damage to the ceiling... two steps forward and one step back.

After a meeting with Matt, it was decided that the self-declared maintenance schedule CAS offered the club for the new 172, was too expensive, so is now being written by Matt. Nick the engineer from YAK UK Ltd who is refurbishing the new 172 has advised that this could hold up completion of the aircraft, as the schedule has to be first approved by the CAA, and they will not allow the LAMP Schedule to be used.

Events News

By Pete White

We have had a great few weeks, with Tiger Moth flights and Wing Walking, visited from Cambridge Aeroclub, a 'Round Britain' Microlight invasion and one of our Scouting weekends.

Sunday Lunches at our Diner 31 remain very popular, so please speak to Carol and book your place at our next one!

Martin Pengelly is organising another local village event in August, so if anyone is available to fly with our neighbours on a cost sharing basis, please let him know.

Aviation Politics

By Graham Newby

AOG meeting was held at Popham 6th June. Below is a list of items sent to us by Graham Newby regarding his notes from the GAP meeting he attended.

1) As of next March all UK NPPL or UK PPL holders will need to transition to an EASA licence if they wish to carry on flying an EASA aircraft.

2) By the end of 2018 all ground stations will need to be 8.33 compliant.

3) It is likely that at some point next year all training organisations will need to be DTO's. The CAA is waiting for the latest Basic regulation change.

4) Regardless of Brexit, the CAA will comply with EASA regulation.

The Government have asked for evidence in compiling a UK aviation strategy. At the recent GAP meeting I attended, the members were tasked with replying to the GAAC, in order to produce a document outlining the benefits of the UK network of airfields.

Ann Bartaby, AOG member from Redhill, has produced a document and questionnaire for the AOG members to consider and respond. Please could you email me (please use this email: grahamnewby52@googlemail.com) as soon as possible so I can send you a copy of the document to fill out, in order that I can receive your returns by 16th August. Ann can then collate them and provide an AOG response to the GAAC.

I met with the CAA on 11th July where we discussed the new maintenance programmes. They confirmed that "All ELA1 aircraft must transfer to a MIP at ARC renewal. At the latest this will be end of Sept 2017

The owner is responsible for submitting the MIP to their CAMO. The CAA do not get involved in this process. The CAMO either approves the MIP or tells the owner where to make changes. More info is available in CAP 1454"

A CAA approved Minimum Inspection Programme is attached at the end of this Newsletter... it is a generic baseline for servicing that relies on either a 100 hour check, and/ or an Annual. You may modify this by adding specific checks required for your aircraft, but you can't remove items. Your programme is then signed by yourself and your CAMO (ie Rod) and does NOT need CAA approval.

Tiger Moths over Bodmin!

Seeing the arrival of two wartime Tiger Moths over Bodmin Moor will always raise the hairs on the back of my neck. It is such an evocative scene and conjures up the bygone era when these wonderful training machines were helping to prepare and mentor young people around the globe for the task of protecting our shores against the tyranny of the Nazi war machine.



Back to Bodmin Airfield and it is the weekend of June 17th & 18th 2017 and our two Tiger Moths are on the Bodmin turf all prepared to give our gang of excited fliers a tour of the North coast of Cornwall. Yes, the CFC Nostalgic Flight is back in operation and we have 16 eager passengers over the two days who will have a memory making flight.

Multitudes of smiles and many very happy people is the predominant result from bringing two wartime Tiger Moths to Bodmin so we are repeating the exercise on September 9th & 10th so book your place now...

**Pete White — Events Director, AEROCLUB & Events
Organiser**

01752 406660 -- 07805 805679 -- pete@aeronca.co.uk



Wing Walking Extravaganza!

11th July 2017





The 2017 Italian Job

June is a great month for flying around Europe... hot, but not unbearably so, with smooth air for early morning and late afternoon flying through the Alps. It's a bit too bumpy for flying for a couple of hours either side of midday, so a great excuse for landing in a grass field and enjoying lunch!

This year I went to the Association of Italian Mountain Pilots meeting at Campo Baracca, a beautiful strip on the edge of the Italian Alps, on the Piave river, with a great 'vintage' aircraft museum; all full scale flying replicas with modern engines, but you really have to look closely to spot them.



A nice tailwind all the way to Le Touquet for lunch, then a long hop to Pattonville for an overnight stop. Last year I flew VFR at low level, passing through lots of awkward airspace and military traffic areas that seem to block off large chunks of France during the week. This year, I tried a different approach, flying IFR at FL110, taking advantage of G-OGGI's new oxygen system. A complicated 'Garmin IFR Autoroute' flight plan was filed, but as soon as I was airborne it was changed to an almost straight line to Stuttgart. It was much easier than the low level route, above all of the hassle, and below the big boys flying commercially; a good tailwind meant I was there in just over two hours.



We got up early the next day for the Alpine crossing, taking short cuts between the main passes, past Innsbruck, Sella Val Sugano and Bolzano towards Campo Baracca. Dozens of aircraft flew in (mainly taildraggers) and we assembled for lunch in the Hangar. AIMP lunches are a very social affair! Great food, with abundant supplies of 'Piave Water' otherwise known as Prosecco! Coffee afterwards was wonderful, and made to a unique recipe... 7 litres of hot Grappa, 2 kg of ground coffee, sieved through an old sack and served in mugs! After an accident after lunch a few years ago, an informal rule was introduced... no more than one bottle of wine per pilot at lunch!





There is a replica three-engined First World War bomber, and even a flying replica of the Wright Flyer!



An Austrian pilot enjoying an afternoon nap after lunch whilst mental preparing for the spot landing competition!



There is no fuel available at Campo Jonathan, although the club hut does have Prosecco on tap... An ideal place to relax and watch the Alpine thunderstorms in the distance!



The next day saw a short hop to Fano to pick up fuel, and then on to our destination, Agriturismo Sant'Iluminato at Citta di Castello in Umbria. It's a delightful collection of villas and farm buildings converted into great accommodation, and as its own 700m airstrip at the bottom of the garden.



We flew into many of the small microlight strips in the area, watching out for the local Police... It's illegal to land a 'proper' aircraft at a microlight strip in Italy, but if challenged, apparently it's ok to just tell them that the aircraft has only two seats, so its just a microlight!

Our return trip saw us back at Bolzano after an interesting landing at Locher Sarentino... there is a Youtube video of the approach into the deep valley with only one way in and out, passing zig-zagging cables on the way in. A slight tailwind at the start meant sideslipping between the cable to lose altitude, and the narrow entrance to the strip funnelled the tailwind to almost 20 knots. Fortunately, the strip is very steep so the speed soon disappeared!

The return trip to Pattonville was uneventful, although one of the local residents had a bit of an issue with a 'wheels up' landing that kept us busy for a few hours.

A 50 knot headwind all the way back from Germany prolonged the journey home, and the 'Restop convenience bags' proved invaluable!



LUNDY SUNDAY

Sunday 23rd July 2017 Fly-in



We welcomed a few new 'Lundy Virgins' this year, although murky weather meant that only 13 aircraft made it.

Fortunately there was a blue sky over the island for most of the day!

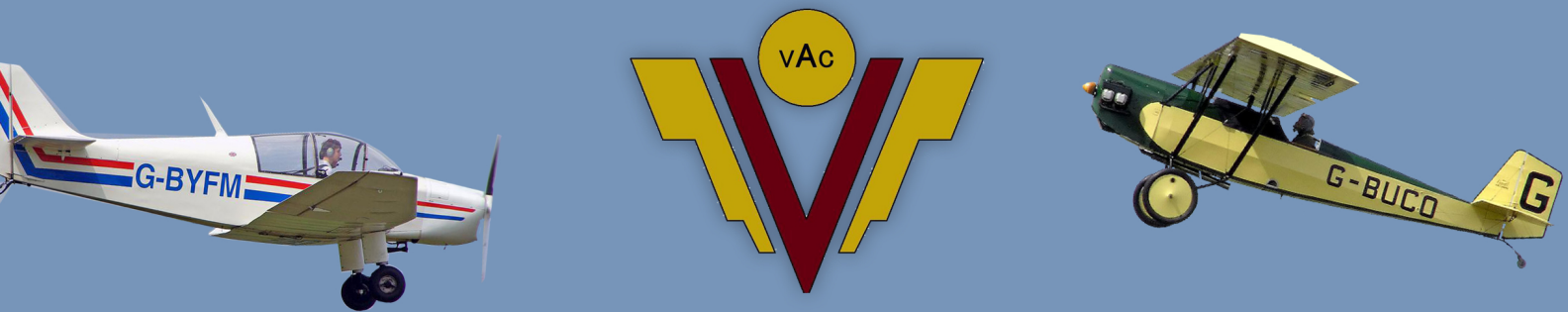
Pete arranged for one lucky lady celebrating her 80th birthday to have a flight around the island.

Thanks to everyone who supported the event, and we hope for better weather next year.



VINTAGE AIRCRAFT CLUB VISIT BODMIN!

September 9th and 10th



**Tiger Moth Flights will be available from the CFC Nostalgic Flight.
Contact Pete White for more details.**

**All are welcome at our events and remember we have the
Diner 31 cafe available for food and beverages!**



**PPR WITH
BODMIN:
01208 821419**



Bodmin Airfield
Home of Cornwall Flying Club

**Pete White — Events Director, AERoclub & Events Organiser
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FLYING CLUB EVENTS 2016-2017

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...



September 16th

Bader Braves

SPECIAL EVENTS

August 12th & 13th

**'Val Dreckly' STOL
Competition**

August 26th (Sat)

**Action Stations and
Hangar Dance**

September 9th & 10th

**Vintage Aeroclub
visit and Tiger Moths**



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

'Val Dreckly'

Cornwall Flying Club STOL Challenge

Saturday 12 August 2017

Briefing at 10am, first flight at 11:30am



The Alaska Valdez STOL 2017 competition set new records this year with a Cessna 172 performing an 83' landing and a 161' take-off and the experimental class 'Lil Cub' landing in 10 feet! Let's see what we can do in Cornwall!



Do you land exactly where you planned to, or do you 'float and land dreckly' ?

This is a Fun Day, adding new challenges in our flying; the emphasis is on accurate 'Spot Landing' and then stopping safely.

Find out what you and your aircraft can do, in a safe environment.

If you ever need to do a forced landing... you will know what is possible!

Contact Bodmin Airfield on 01208 821419 or email admin@cornwallflyingclub.com for more information



EGLA Bodmin Airfield

BODMIN AIRFIELD

Saturday 26th August 2017

ACTION! STATIONS

Military Wings & Wheels Event



Hangar Dance

featuring the Liberty Sisters



Join us for a Military Wings and Wheels event with a Hangar Dance as our evening entertainment. Among our Fly-in guests will be members of Help for Heroes (H4H) who will be flying with pilots from FOG.

No landing fees for military marked aircraft.

Food all day
from



PPR & Hangar Dance tickets 01208 821419

For further details contact Pete White 07805 805679, pete@aeronca.co.uk

www.bodminairfield.com

