



## Give us back our money!

Airfield Manager Jay Gates has discovered that Bodmin has been paying massively over the odds for its radio licence for the last three years and has persuaded the CAA to grant us a £3,150 rebate for 2018/19.

The Authority is, however, refusing to rebate the overpayment for previous years, and Chairman Darren Fern is writing to the All Party Parliamentary Group on General Aviation to seek support in getting our money back.

The mistake has its roots in a hideously complicated system for calculating radio licence fees which was introduced by Ofcom, the quango that regulates electronic communications. The 'illustrative model of bespoke fee derivation process' (see next page) for making a fee calculation gives an idea of the problems a small airfield faces in trying to work out how much they're supposed to be paying the CAA for a frequency.

A recalculation as a result of the imposition of an 8.33 kHz frequency on our airfield indicated that where the CAA was demanding £3,350 a year, we should be paying just £200. Jay says: "With help from John Wood at Perranporth, to whom I am eternally grateful, I managed to put together a case which I presented to the CAA, saying that

the fee they proposed to charge was wildly in excess of what it should be. Ultimately, and after a lot of procrastination and a certain amount of buck-passing, they agreed that the correct fee should be £200, rescinded their original invoice and issued a new one for the lower sum."

In his submission to the CAA Jay wrote:

"The airfield has a circuit zone that is 1.5 nm in diameter and not above 1500 ft. Newquay Radar controls all airspace outside this area. Bodmin Radio as an A/G station therefore only operates out to a radius of under 10nm and below 3,000 ft and is responsible only for passing airfield arrival information or airfield departure information to any traffic that requests such information, and which may be using Bodmin Airfield for departures or arrivals. We do not provide anything other than an air/ground service.

"Our Circular DOC, as per your illustrative model of bespoke fee derivation process, should only be considered as C-10/30 and, as we are converting this year to an 8.33 kHz channel, this should attract a capped license fee of only £200. However, we have received one of £3,350, which is a full £3,150 over the cost of what it should be." After a month of chasing the issue around the CAA at Kingsway and Gatwick, we received a

**Illustrative model of bespoke fee derivation process**

For Circular and Broadcast service types, insert DOC in cells B8 and B11. (Also see Note 1 below where radius has 3 digits)  
 For Polygonal/Area services, calculate area of service area (square nautical miles) and insert in cell F14

	Circular	DOC	Bandwidth	Radius	Height	Test 1 area	Test 2 area	Sterilised area applied	% Reference Unit	Unadjusted fee	Fee capped at £9900 per 25 kHz	Adjustment for bandwidth	Capped fee rounded down to £50
7		C-10/30	25	10	30	3848	4701	4701	6.6	653.4	653.4	653.4	650
10	Broadcast	DOC	Bandwidth	Radius	Height	Area calculated	Cell not used	Area applied	% Reference Unit	Unadjusted fee	Fee capped at £9900 per 25 kHz	Adjustment for bandwidth	Capped fee rounded down to £50
11		B-50/60	25	50	60	66303	n/a	66303	93.4	9246.6	9246.6	9246.6	9200
13	Polygonal/ Area	DOC	Bandwidth	Radius	Height	Size of service area	Cell not used	Sterilised area	% Reference Unit	Unadjusted fee	Fee capped at £9900 per 25 kHz	Adjustment for bandwidth	Capped fee rounded down to £50
14		A-60	25	56	60	9999	n/a	72289	101.8	10078.2	9900	9900	9900

**Note 1**  
 In the case of Circular and Broadcast services, if the service radius included in the DOC (column B) is greater than 99 nautical miles, the formulae in columns D and E, used to extract the radius and the operating height from the overall DOC, need to be changed to enable the model to accommodate a 3 digit radius. Cell D8 then reads "=MID(B8,3,3)", cell D11 reads "=MID(B11,3,3)", cell E8 reads "=(MID, B8,7,3)" and cell E11 reads "=MID(B11,7,3)".

**Above: The CAA's explanation of how to calculate a radio licence fee**

confirmation from the Radio Licensing Department just four days before the payment deadline that the new calculation was correct and the demand for £3,350 was withdrawn. However, the CAA said it was unable to refund overpaid fees for previous years. The Club is taking steps to bring pressure to bear on the CAA to give us our money back.

Because up to now we have had a 25 kHz frequency, we believe the radio fee should in the past have been £650 a year. If we can get full redress, the Club will benefit to the tune of £2,700 for every year an overpayment was made.

Club Chairman Darren Fern says: "It's not tenable for the CAA to say that the original miscalculation was not their doing, so they won't pay us back. The system for calculating the fee is unreasonably complicated and explanations of terms used are inadequate. It should have been obvious to the CAA personnel who were handling these licence applications every day that a small grass airfield with an air-ground service should not have been paying a £3,350 annual fee. We will be pressing strongly for a positive conclusion to this issue."

aircraft not using an ATC service, and unaware of the change, is given the new channel on first contact.

From October 1<sup>st</sup> onwards, could I please ask you to ensure that any pilot intending to fly from or to Bodmin is made aware of the new frequency.

Several emails reminding all pilots, struts, airfields, aero clubs, flying schools, ATC units and operators of this impending frequency change have been sent out as the changeover date approached, but we expect it will be some time before everyone gets the message.

\*The Perranporth frequency has now changed to **119.755**

# Come to the AGM!

## RIP 122.7 – hello 120.33

By **Jay Gates**

On October 1st Bodmin's radio frequency changed to 120.33 and our old frequency, 122.7, passed into history. This means we are now on an 8.33 kHz frequency. The change was due to be promulgated in the October AIP supplement, due out on September 27th, but Bodmin Radio will continue to monitor the old frequency after this date to ensure that any

The Club AGM will be held on Monday October 22nd, and we hope as many members as possible will attend. There is much to discuss. Results of the Board elections will be announced at the AGM. There are six candidates for election or re-election, and their details have been sent to you in a personal email. Some email browsers may not show details of all six, so please ensure you've downloaded all six attachments before you vote.

Details of how to vote by Ballotbin will be sent out shortly, again in a personal email.

# Thoughts from the hot seat

Michelle once asked me: “Why on earth would anyone want be the Chairman?” I keep asking myself the same question!

This may be my last opportunity to communicate with you all, so I thought I’d write down a few thoughts as we lead up to the AGM.

The principal roles of the Chair are to appoint a General Manager or CEO, and to ensure that a business operates within the law, and any current regulations that govern it. A large part of the role seems to be about managing the aspirations and ambitions of the Board members (and by definition, the membership who elected them) and to achieve a consensus view on dealing with issues that can evoke great emotion. Consensus often means disappointment for some, and perhaps unnecessary jubilation for others; over the past two years, I have rarely had the need to cast my vote as the consensus has been clear. I have yet to use a casting vote to decide the outcome of a debate, even if the outcome isn’t what I desired. I believe that this is democracy at work.

The Board’s action plan for the past year was scuppered by the unfortunate events that commenced shortly after the last AGM. Fortunately, the club is recovering well, and we have grown to a club with 156 full flying members, as well as growing numbers of social members. We need to maintain this momentum over the coming years.

The introduction of new General Data Protection Regulations potentially impacted our ability to disseminate detailed accounts as they contain information identifiable to individuals. We sought appropriate advice and are now in a position to send the detailed accounts electronically or via post. You may have noticed that the format of the detailed accounts has changed; this is due to a change in regulations governing accountancy services, and is not controlled by the Board. I apologise that the date of the AGM was disseminated before this potential issue was resolved. We have moved the AGM to 22nd October and I look forward to meeting as many of you as possible.

We have two Board positions available for election this year; I had decided to stand down, but was asked to seek re-election for one more year as the club evolves. Bob Harris has accepted a great opportunity to work abroad for a while, but has indicated that he

would like to stay involved. Being a Board member from such a distance, and being unable to attend regular meetings is a situation that the Articles didn’t really address; with good communications, I don’t believe that this is an insurmountable problem, but we both feel that the members should be given the option to decide. If re-elected, the Board would be able to make it work. We have four other members who have put themselves forward to join the Board, and it is encouraging that there is so much interest in participating. One of the issues that I have raised for the AGM is the future of the ‘Trago Hangar’. In the past, the acquisition of the hangar for club use was felt to be of supreme importance and would allow the club to grow; sadly, this has not proved to be the case. We do not have the option to purchase the hangar, and the escalating rental costs charged by our landlord are worrying. Whilst initially there were enough interested parties to fill the hangar, the delay in refurbishment meant that many of these potential members found hangarage elsewhere. As we approach the start of the third year of use, and despite having seven microlights in residence, the hangarage fees alone are insufficient to cover the rental costs, even if all hangars were full.

The dilemma that I ask you to consider is this: How much are we willing to pay to limit access to the airfield site (and particularly the fuel bay area) to prevent the hangar being used as a warehouse (with a massive increase in commercial vehicle traffic past the fuel bay)? There is a good financial argument to terminate our rental agreement and to use the money saved to fund a mortgage to build a new fuel bay at a different site. We have agreements in place with suppliers to fund the necessary fuel equipment, but we do need to fund the groundworks and infrastructure. On a lighter note, the new Cornwall LAA strut meeting was a resounding success, many visitors experienced the delights of the Tiger flights, and we have a full list of participants for both the wing walking and Tiger flights next year. One of our visitors commented that Bodmin has “the smoothest grass runway that I have ever operated from”, and another visitor commented that “Bodmin airfield is a model that other airfields should aspire to”. So despite some patches of gloom, many aspects of our club are outstanding.

**Darren Fern**



# Where did the summer go?

By **Jay Gates**

Well, what a contrast September was, with the month providing us with our first extended period of little or no flying activity due to adverse weather. It seems that whilst the Autumn Equinox is generally considered to be the 21<sup>st</sup> September, the Meteorological Autumn begins on 1<sup>st</sup> September, and it is the Metman who gets it this year. The majority of September was marginal for flying purposes, with one or two short periods of good weather, and before the equinox was reached the airfield had already felt the force of not one, not two, but three named storms. First up was ex-hurricane Helene, followed shortly by storm Ali and finished off a day later with storm Bronagh. I think we can safely say summer is officially over.

For August, with its poor weather, a total of 690 aircraft movements were recorded, which was well short of the July total and the impressive totals recorded for May and June. The busiest single day in August, a Saturday, recorded 86 movements. August was also the first month of the summer where we had one day where for the first time in the season no movements were recorded. This slowdown of movements was mirrored in the fuel sales for the month where just over 6,200 litres of avgas was dispensed.

As September draws to a close we have seen a further drop in movements, and fuel sales. Up to September 21<sup>st</sup> we recorded 538 movements and dispensed just under 5,000 litres of avgas. Our busiest day in the month was the Cornwall Strut fly-in event on 15<sup>th</sup> September, where we recorded an impressive 124 movements. Again, as a comparison to the month before, August 21<sup>st</sup> had recorded a running total of 412 movements and just under 4,200 litres of fuel dispensed. However, to keep it in context, in September 2017 only 353 movements were recorded for the whole month, with a total of 3,400 litres of avgas dispensed, so

we are ahead in terms of both a month by month and an annual comparison.

Despite the weather challenges, the club flight training programme continued, with more good hours run up by the club aircraft, and a total of 115 hours were flown in August.



September fly-in – our busiest day

This is an impressive total, and brought in much-needed revenue for the club. Only 61 hours were flown in September 2017. The training programme also produced yet another licensed pilot at CFC when Brian Clews passed his Microlight GST with Lothar Berger. Well done, Brian. Unfortunately, Brian is camera-averse and despite our efforts to persuade him otherwise, we have no photo to record the great event!

Our magnificent team of Introductory Flight pilots completed just under 30 such flights in August, resulting in many folk leaving Bodmin with extremely happy memories. As always, we are on the lookout for more volunteers who would like to join the Introductory Flight team, so if you are interested, please do get in touch.

As a small regional GA airfield, we continue to attract visitors from all over the

country. The superb weather on September 15<sup>th</sup> allowed both the initial Cornwall Strut fly-in to take place, while the delayed Tiger Moth flights were also completed. However, that day brought aircraft in from all points east and we received



Don't worry, it's one of ours

visitors that day not only from the three other local Strut areas (Devon, Bristol and Wessex), but from as far afield as Derby, Netherthorpe in Nottinghamshire, Popham in Hampshire, and Headcorn and Laddingford in Kent, the last-named airfield being one that we have not recorded before.

It is always great to see classic as well as vintage aircraft arriving for a visit. September was a month where we got a good share of both types. A lovely set of vintage biplanes arrived through the month, with the elder statesman being a 1930-built DH Gypsy Moth, in from Gloucester, and the youngster being a 1951 CASA Jungmann in from Henstridge. Straddling these two were a 1935 DH Tiger Moth from Henstridge and a 1937 Boeing Stearman from Gloucester. The Tiger Moth and the Jungmann were here for the fly-in event. These beautiful vintage aircraft were complemented by a bevy of monowing classics, with a 1946 Cessna 120 from Slinfold in West Sussex (another new airfield for us), a 1951 DHC-1 Chipmunk from St. Merryn and a 1962 Cessna 185 from Abergavenny in South Wales. It is amazing to think that with the spread of manufacture dates ranging from 1930 through to

1962, that the oldest aircraft is 88 years young, whilst the youngest is actually 56 years old!

Rotary visitors to Bodmin are always a welcome change and September brought us a few, all with different requirements. Just up the road from Bodmin, outside Liskeard on the A38, is the home of Castle Air. We are all familiar with their helicopters as we see one on TV every time the BBC change programmes and show a helicopter heading out over the sea towards an offshore lighthouse. We very rarely see them here as they operate a fleet of turbine helicopters, mostly variants of the Italian made Agusta A109. However, we had a request from them to use the airfield to carry out a full compass check for one of their A109E machines, G-LEXS, operating under the callsign 'Castle 2'. We

also had one of our own members' helicopters, namely Matt Lugg's Robinson R44, G-OESP, flown by another member Kevin Foster, who is also a helicopter instructor, using the airfield to enable one of his student pilots to undertake his rotary GST for his PPL(H) under the eyes of a



Robinson R22 from Gloucester

visiting CAA FE(H) who arrived earlier in the day in a Robinson R22 from Gloucester.

However, the most special of all rotary visitors in September were the two Royal Navy Seaking ASaC.7 helicopters of 849 NAS from RNAS Culdrose, ZE420 and ZA126, who flew through on 19<sup>th</sup> September. This was the last-ever public flight by Sea King helicopters from any branch of the British Armed Forces, at the end of



an operational history that began when the first Sea King entered Naval Squadron service in August 1969. After a career that spanned almost 50 years, it was an immensely proud moment when we were informed that 849 NAS wanted to include Bodmin Airfield in their final tour route, as a way of saying 'thank you' for all the help and



assistance they have received from Bodmin, where we've allowed them to conduct day general handling training and night specialised NVG training. Bodmin was the only GA airfield chosen to receive this honour, and we will not hear a 'Guardian' callsign now for at least a year – the replacement helicopters will enter service in mid-2019. The aircraft flew into retirement and storage on the 26<sup>th</sup> September and 849 NAS, commonly known as the 'Baggers', was stood down as an operational squadron at month end. To cap it all, officers from 849 NAS arrived at Bodmin the next day, by car, and presented us with a magnificent signed and framed print of one of their Sea King ASaC.7 helicopters. Watch the clubhouse wallspace!

Work around the airfield is never-ending with the long-awaited repair to the hangar front beams and door channel supports, all thanks to the hard work of Roger Davis. Last month mention was made of the work going on to the secondary windsock and mast. The old mast was lowered and brought into the workshop where it was rubbed down to bare metal. Then a coat of red oxide, followed by a single white undercoat and then two coats of

gloss were applied, complete with ICAO compliant orange and white hoops for improved visibility. Howard Fawkes produced a new top swivel and boom, and a new compliant windsock was procured. Previously, the old windsock mast had a magnificent model of a Robin aircraft mounted atop the boom, complete with spinning propeller, beautifully crafted by Pete Chapman. Keen observers will note that the new boom has a lug attached. This will take the new 'top piece' that Pete is creating, in order to carry out the tradition of an aircraft on the boom. As to what the model will be... not necessarily a GA option, but it will look fabulous in a 'nose up, wing down' attitude. Once more, watch this space!

The airfield remains in great condition with the runways, taxiways and parking areas continuing to be maintained with regular cuts, and good enough to play ball games on. Once

more we received some praise for the condition of the airfield, this time from Annabelle Burroughs, who flies the visiting event Tiger Moths, telling me that the runway had the smoothest surface she had had ever flown from with the Tiger Moths at any airfield. This is praise indeed, and the ongoing condition is down to the



sterling efforts of Roger Davis, Sandy Wilkinson and Richard Saw with the mowing gangs. The time of year came around when the 'outfield' needed its annual cut and we arranged for the local farmer, Pete Best, to come in and conduct the grass cut, turn, rake and bale of the field over

a three-day period. Pre-cut discussions with the farmer, and an onsite meeting with the cutting and baling equipment drivers, ensured that no part of the flying programme was affected during the whole of the operation. This included ensuring that all bales were grouped and moved away from the runway strips, and were removed as soon as weather conditions allowed. This has now been completed and the airfield looks splendid. A visiting pilot on September 15<sup>th</sup> took a beautiful photo of the airfield



1937 Stearman from Gloucester

with the last of the bales waiting for collection, which shows how good Bodmin currently looks from the air – that’s the picture on page 4. The pub quiz question being ‘how many aircraft can you count in the picture’? The answer should be 32. Lastly, and from a non-aviation perspective, we are pleased to say that Carol is recovering

nicely from her medical issues of last month and her health improves daily. With winter approaching and flying activity slowing down, we continue to seek more ways to get more people off the local roads and into Diner 31. As reported last month, the local team of Keith and Dotty Elderkin held the first of what are planned to be regular monthly breakfast meets for local ‘petrolheads’ who enjoy classic American Hotrods and American Street Cars. The second one was just as successful, with some magnificent vehicles on display. One of our own

members, Dekker Vermeulen, joined in as he is the owner of an equally magnificent Pontiac Trans-Am street car. This continues to be the kind of ‘fringe’ non-aviation activity that will assist the club, and more importantly Carol, through the quieter winter months and bring a broader clientele into the airfield.



Windssock before...



Windssock after



# Five go to St Athan

By Kevin Riley

How did we pick St Athan for a fly-out? Well, using my RNLI Operations Manager's head, and having worked with the Coastguard helicopters from Newquay and occasionally St Athan, I decided to chance my arm and use a bit of in-house sweet talking – or snivelling.

Exmouth Lifeboat crew had a training exercise with the S92 on August 15<sup>th</sup>, so I was already talking to the base. I chatted with Captain Kevin Drodge, an ex-RN SAR pilot who is now a Training Captain with HMCG based at St Athan,

needed an official host – that was fun organising – and it being an active airfield we needed transport. At this stage I was beginning to wonder what I had let myself in for. Thankfully the SAR Flight allowed the use of their minibus to collect and deliver us, then return us to the apron. John Sparks at Horizon Air then offered to host us after Paula in ATC had a 'gentle' chat with him.

We picked August 16<sup>th</sup>, giving less than a weeks notice, but the weather seemed promising – the forecast was for 22C, wall to wall blue skies and gentle breezes. As the date got closer, changes started to appear in the forecast, and we had a pretty grotty front come through, travelling west to east but its line was SW to NE, which caused a few to cancel at the last minute.

I asked for an email to be sent out covering the duties for booking in at St Athan ATC as well as plates of the airfield and Cardiff airspace. This also included an invitation to members of the Cornwall and Devon Struts. Always a good idea to ask, I think – cements relationships and gets aircraft to visit CFC, and the hand of friendship is always reciprocated. I was a bit lost for words (unusual I know) to find out we had 10 aircraft wanting to come. Back to HMCG, St Athan and Horizon Air for more wheeling and dealing; thankfully our numbers were accepted.

We had two Aeroncas – G-IVOR piloted by John Colgate, the other from

Cardiff; a Tiger Moth from Cardiff, Steve Leach and Bob Harris in the RV-9 G-IOSL and Reg and myself in G BYNK. Sadly, due to the weather the others had to cancel. John Kempton waited with his Jodel at Bolt Head, then tried but failed to get through, beaten by low cloud – thanks for trying, next time John. John Watts and Sandy Wilkinson had radio problems as they were carrying out their run-up checks and had to cancel.

We eventually got away an hour and 15 minutes late, and routed along the north coast



Fly-in guests and hosts at St Athan

about the idea of a visit for members of Cornwall Flying Club. He was more than happy to help, but obviously there would be some constraints – we could only visit before or after the operational handover between crews, and if they were launched on task, that was a chance we had to take. But he agreed it was also good for me, as Ops Manager Exmouth RNLI, to establish personal relationships for our mutual benefit.

St Athan is still under RAF control so insurance requirements needed to be met. We



with a cloudbase of 3000ft, plenty of sunshine and a great tail wind, coasting out around Lynton in North Devon. Having contacted Cardiff ATC, we were given a squawk and told to route to St Athan via Nash Point VRP – St Athan has told them to expect us. The runway at St Athan is more than a mile long but sadly I was again caught out camera-

nitty gritty bit, which as aviators we all really wanted to see – the AW139, soon to be replaced by the AW189. For this we were split into two groups, Capt. Droge taking one and a winchman-paramedics Richard (Simmo) Symonds and Marvin De Jong the other.

During a complete external tour of the helicopter we were shown her equipment from thermal imaging cameras to searchlights, two winches, flotation bags and liferafts, while we were briefed on the flight characteristics and capabilities. An awesome machine. We heard about methods of ditching or landing on the sea, and how they get out if it inverts. During my years of involvement with the RNLI and helicopter operations, I have seen some of the skills and the teamwork of these crews as they work to save lives, and I am always amazed at their humility.

Then we swapped over for 25-30 minutes in the back, and what

an eye-opener! You need to chat to the club members who came, or better still, harass me to coordinate another visit. We heard how the pilots and the crewman make their plan to approach to the scene, decide mutually on the way to execute the insertion of the winchman,



Harrier being restored – will she fly again?

wise and never got a picture. We were warned of turbulence on runway 25, but all five aircraft arrived safely. The SAR flight was on handover and maintenance checks, so we had a great time looking around Horizon Air's massive hangar, containing BAe Hawks, Hunters, Strikemasters and Harriers to name a few – even our old friend ZM, now fully refurbished, re-registered G-NEEE and flying with a syndicate. And very smart she is.

We were collected by minibus and escorted to a briefing room where Capt. Kevin Droge very professionally gave us a presentation of his career and the formation of the SAR Flight, along with mind-boggling video clips of some of their rescues and the courage of the guy on the end of the wire. When visiting the RN SAR Flight at RNAS Culdrose years ago, the pilots called them the 'dope on the rope,' but their jokes mask a deep and respectful appreciation.

We had a tour of the building – all 10 SAR bases are built identically and shown the Ops room, and how they respond when a launch request comes in, who does what, how they do it and their decision-making process. Their equipment – immersion suits, lifejackets, personal flares and PLBs were explained. Then came the



G-BYNK and Aeronca on the ground at St Athan

carry out the task then extricate and treat the casualties, both on scene in the aircraft and during the handover at the hospital. What particularly fascinated me was how they insert fluids into a casualty if they cannot find a vein – I shall always be reminded whenever I visit the

electrical tools department of B&Q. Looking at my watch I realised we had been there nearly three hours – no-one had moaned about the lack of food. I called time, much to the relief of our hosts, I think, as they had a training exercise scheduled. We said our thanks, presented our hosts with a bottle of wine each and a big box of biscuits for the crew room, and we were transported back to Horizon Air and the custody of John Sparks. There, fuel was sorted, landing fees paid and we said goodbye to John and his team with a promise to return and have a proper tour of the hangar – they hope to have two Harriers flying in 2019.

The return flight was fairly straight forward; we contacted Cardiff for the Bristol Channel crossing, then London Info or Exeter and



Gary congratulates Simon on his first solo



Workings of AW139 winches explained

Newquay. Hats off to John Colgate in G-IVOR, who had a 1hr 40min trip back to Bodmin.

The visit increased our admiration for those helicopter crews even further, if such a thing were possible, and all of us would definitely go again. I would urge anyone who gets the chance to visit SAR at St Athan, and I am happy to coordinate a visit in 2019 over a brew at the club; a small amount of bribery may be all it takes. I may or may not be able to go with you; a gentle comment by a G BYNK group member was that if I keep organising and using our aircraft, they don't get the opportunity to go. So I will coordinate, and hand over to a willing party once organised. Honest. Call me Pinocchio.

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## Aviation firsts

Under Gary Perry's guidance, Simon Maddock flew his first solo in September, the culmination of a 20-year dream – he was over the moon. He and Jeff Nudd took three of their five ground exams together, and both passed Air Law, Aircraft General Knowledge and Principles of Flight with high pass marks – congratulations to both. As Jay Gates mentions in his airfield report, the camera-shy Brian Clews passed his GST for his Microlight Licence, another success for Gary's instruction skills. Brian has a Kitfox taildragger in the Trago hangar – one for Nick Chittenden to get his teeth into as he has been dying to do some taildragger instruction!

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## Auntie Kath drops in

By Jay Gates

Female pilots make up less than 4% of our membership total, and the figure is probably similar across the nation. It's always a great pleasure to welcome lady pilots to Bodmin, but we recently welcomed an aircraft being flown by a pilot who is truly inspirational, one who has made it to the top of the flying tree – none other than Kath Burnham, or 'Auntie Kath' to her many professional students. Kath is not only an instructor but an examiner – both a Class Rating Examiner and a Type Rating





Auntie Kath with Jay in the Tower

flown with Air Atlantique and with the British Antarctic Survey (BAS). Kath was previously a DHC-6 Twin Otter Captain with (BAS) and Head of Training with Air Atlantique. She also holds a CRE(A) rating for the DHC-6 and trained Nick on both the DC-3 and the DHC-6, and Olly on the DHC-6 and other aircraft of the Air Atlantique 'Classic Air Force' display fleet.

Kath brought her pristine Piper PA-18 Super Cub, G-BKJB to Cornwall for a holiday with her sister, and after a leisurely stop for a refuel and some cake and coffee, they departed for Lands End. In fact, at the moment Kath is in Calgary, Alberta, where she is checking out the BAS pilots on the Twin Otter – among them Olly, who will be flying a Twotter all the way

to Antarctica. When I was General Manager at Coventry Airport I held regular meetings with Kath to

Examiner. If one reads through the CAA's approved lists one will see just how special she is. On the CRE(A) list there are just over 100 listed examiners in the UK, and only three are female. Out of over 1,000 listed TRE(A), around a dozen are female. There is only one examiner for the venerable Douglas DC-3 Dakota, and that is Kath Burnham.

Kath taught Ewan McGregor's brother Colin – a former RAF Tornado pilot – to fly the DC-3 for the BBC documentary Bomber Boys. He needed to gain experience on a heavy, tail-dragging, piston engined propeller aircraft prior to him converting onto the Lancaster in order to understand what life was like for the young men of Bomber Command in the 1940s. And Kath has an unusual connection with Bodmin – our instructors Nick Chittenden and Olly Smith have



BAS Twotter in Antarctica

discuss operational and flight safety issues. It was great to see her again. She now operates professionally out of East Midlands Airport, where she will be kept busy leading up to the 'Daks Over Normandy 2019' flying programme next June, when more than 50 DC-3 and C-47 aircraft are expected to be involved in the 75<sup>th</sup> anniversary commemorative parachute drop over the D-Day battlefields of Normandy. Here's one for the pub quiz.

Q. What was Colin McGregor's call-sign when he was a GR4 Tornado Pilot in the RAF?

A. Obi-Two

I am sure you all know what the reason for this call-sign is!



Kath in the DC-3 cockpit



# Cornwall Strut fly-in



The Cornwall Strut is up and running

By **Pete White**

My sincere thanks to the team for all of the hard work put in to create such a superb event on Saturday 15<sup>th</sup> September for our inaugural Cornwall Strut Fly-in.

As aircraft arrived from all corners of the UK, and once the pilots had booked in with Anthea on the desk they took advantage of our great little food facility, Diner 31, and this kept Carol and Steve with their team busy all day. It was so good to see most of the Club members mixing and helping when they could and this hospitality was certainly noticed by several of our visitors... thank you.

The buzz of a busy Clubhouse and patio, with smiles all round, is nothing but magic to me plus we are making

money for the airfield but more importantly we are really enjoying our recreation time and meeting up with old friends and making new ones.

This first Cornwall Strut fly-in event, coincidentally on Battle of Britain Day, was a great success with more than 35 visiting aircraft, plus a hard working 1935 vintage Tiger Moth from TMT Henstridge working all day giving delighted customers the thrill of flying in a vintage open cockpit aircraft.

Derek Boyce has kindly allowed us to see his photos – some are reproduced here, others



All smiles on the patio



We welcomed more than 35 visiting aircraft

are accessible using the links at the bottom of the page.

Our team comprised myself, John and Anthea Colgate, Derek Boyce, Nigel Ramsay, Howard Fawkes, Mike Grigg, Bob Maddock, Laurence and Viv Souter, Alva Cornell, John Peters, Bill Thirtle, John Wood, Chris Matthews, Chris Burton, Peter Gibbs and Martin Woods – I apologise if I have left anyone off the list, and I thank you all profusely.

<https://www.flickr.com/photos/16090262@N06/albums/72157671335959737>

<https://www.flickr.com/photos/16090262@N06/albums/72157701126203114>



# Out of hours flying, and general flight safety

CFI **Bruce Abbott** sets out what pilots need to know about using airfields out of hours.

General rules for out of hours flying are simple: Do you have permission from the airfield operator?

Do you know the correct RT phraseology?

Do you know the correct flight procedures?

Is it safe?

Who would know if you didn't arrive safely?

Are your expectations of the services you expect to be given realistic?

A club member submitted a written report of a flight that terminated with a landing at our aerodrome. That member wrote: "Please may I request that this incident and thankfully not an accident be investigated and the necessary actions be taken and procedures put in place to prevent a repeat of what happened to me." That member has spoken to me. We discussed a few but by no means all the points raised. I am very thankful to that member for giving me permission to use the report to refresh all our memories on landings at our aerodrome when the tower isn't manned or when landing "out of hours" and to enhance flight safety. Hopefully the description of this flight and my professional, unprejudiced commentary will prevent other members from experiencing the same level of discomfort. I will respect the member's anonymity and to that end have omitted the point of departure and excluded dates.

Out of hours operations and SAFETYCOM RT procedures and terminology when a ground station is unmanned can be found in the latest CAP413 Edition 22 (May 2016), Chapter 4: Aerodrome Phraseology section pages 69 to 71, actual pages 163 to 165. This section gives clear guidelines for communication with other aircraft within 10nm and up to 1000 feet above the aerodrome circuit height (this means 1800 on the QNH at Bodmin; use the Newquay QNH)

At Bodmin, the duty manager usually sits in the tower and has many duties to perform. The duty manager provides an Air/Ground service only when not performing other duties outside the tower. The signal square is there for the times the radio is not manned. Be aware of the accuracy of the signal square information outside published aerodrome hours of operation. I would advise a precautionary landing procedure is used. After an overhead join into the circuit this involves an

initial fly-by along the line of the runway at 500' followed by another at 200'.

Out of hours communications follows the same format as SAFETYCOM. However, as we have a published frequency at Bodmin you must use 120.330 not 135.475.

A few paraphrased excerpts from CAP 413:

"Radiotelephony Reports at Unattended Aerodromes" will help (Unattended Aerodromes includes unattended aerodrome radio):

4.161 Where an aeronautical communications frequency is allocated for use at a United Kingdom aerodrome, all RTF communications are to be conducted on the allocated frequency. A common frequency (135.475 MHz) known as 'SAFETYCOM' is made available for use at aerodromes where no other frequency is allocated.

4.162 At some UK aerodromes, air traffic movements may occur outside the promulgated hours of watch of Air Traffic Services. At these aerodromes, pilots should broadcast information of their intentions to other aircraft.

4.164 All transmissions at unattended aerodromes shall be addressed to '(Aerodrome name) Traffic'. *i.e. "Bodmin Traffic"*

4.165 Pilot reports are described for a Standard Overhead Join. This procedure will allow pilots to determine the runway in use and to orientate themselves with the circuit direction and other traffic. *(so, at Bodmin, I would always recommend this method of joining when no communication has been established with the ground station)*

4.167 Monitoring of unattended aerodrome reports is not a substitute for visual observation and pilots must maintain traffic awareness and lookout even when making such calls, as not all aircraft may be monitoring radio broadcasts.

4.168 Transmission of unattended aerodrome reports does not confer any right-of-way.

4.169 Pilots shall comply at all times with the Rules of the Air Regulations, in particular the rules for avoiding aerial collisions.

4.171 SAFETYCOM is a single common frequency and pilots should be aware of the possibility of congestion and breakthrough. It is worth refreshing our memories on Air to Ground communications procedures and terminology to understand what we can and cannot expect. Please look in the latest CAP413 (Edition 22, May 2016), Chapter 4: Aerodrome Phraseology section pages 59-65 actual pages

153 to 159. This section shows the limited information an airfield operator can legally give over the radio; essentially this is limited to runway in use, pressure settings, safety messages appertaining to potential conflict with other aircraft and the surface wind. No one should expect more. The ground station operator has no obligation to maintain a listening watch.

Precise RT communication adds to flight safety. Regardless of any agency providing any type of service in aviation the captain, i.e. the pilot in command – that is, whoever is logging P1 – is solely responsible for the safety of their aircraft, all passengers carried, not putting other aircraft in danger and ensuring no one and no property on the ground is put in danger. **If you are the captain, the buck stops with you!**

Airmanship covers all aspects of flight from the moment a flight is considered to talking about it in the bar when it is over. As an examiner I am expected to assess a candidate's airmanship, and lack of airmanship constitutes a fail. Before discussing the club member's written report it is worth remembering that it states in aviation law that all pilots must:

1. Avail themselves of all the latest data regarding weather, NOTAMS and hazards en-route (this includes all airspace) and carry the latest charts.
2. Ensure their aircraft is properly documented and fit for flight in the type of airspace in which the flight is intended.
3. Only fly in conditions and airspace that is within the privileges of their licence, e.g. in VFR the minimum visibility permitted below 3000', clear of cloud, in sight of the surface and at an indicated airspeed of 140 knots or less is 1500m but, does your licence privilege allow you to legally fly in such reduced visibility? Unless you have an IMC/IR/IRR, it does not! Would you want to fly in such reduced visibility? After all, we fly for fun.
4. Not knowingly take any action or commence any flight that contravenes the regulations.
5. Not knowingly put anyone, any aircraft or any property in danger.
6. Book in and book out. Even at airstrips this means ensuring a responsible person is aware of your intended flight.

Member's flight description (*my comments in italics*):

"On planning my return" from an aerodrome in the Midlands "I called Bodmin by telephone at

15.27 local to enquire about the local weather conditions only to be informed of the low cloud, approximately 600ft cloud base but, the recent drizzle had stopped and it seems to be brightening up and improving.

"Dunkeswell had good weather so I decided to go there refuel and call Bodmin for a weather update. I touched down at Dunkeswell at 18.09 local, upon parking I again called Bodmin for a update at 18.15 local, to be told that the weather had improved to approximate 800ft, and was improving all the time I told the duty manager that I would get fuel and call back for a further weather update.

"Having uplifted fuel I called Bodmin at 18.32 local to be told its clear to the east and getting brighter all the time and it should be ok to get in safely at Bodmin. With that information I decided the set off informing the duty manager of my flight time that should be around 30 to 40 mins. He replied by giving me the QFE of 999 and the runway in use 13 R telling me that he might not in the tower when I call as he might be putting aircraft away."

*Comment 1: All pilots are aware that the weather is fickle and changes on a whim, particularly in our part of the world.*

- *With a last reported cloud base of 800', putting the cloud base at an altitude of 1450' and well below the Maximum Elevation data on the charts and high ground to the east of the destination, would you have commenced the flight?*
- *the weather information was given by an unofficial observer;*
- *weather sometimes covers a wide area but varies considerably locally, partly depending on the geography, particularly on our peninsula;*
- *detailed weather reports were available on the Met office website, other web sites, aviation weather apps and local aerodromes such as Newquay and Exeter (see the earlier section on pilots' responsibilities);*
- *The weather had been changeable. If you are aware the weather is changeable and want to fly home rather than complete the journey with ground transportation, would you cling to "improving" even though logic says "changeable"? One of the key factors in decision making in Human Factors is to take in ALL the available information, not only that which would lead to the decision you would prefer to make, i.e. not to exclude any data, particularly that which is unfavourable.*
- *Am I flying into a "fool's hole"?*



- *What diversions are planned? Would turning back be an option or is the weather closing in behind? Is there a general deterioration in the weather?*
- *How would you fare with an engine failure with less than 1000' clearance above the surface.*
- *What risk factor would you be happy to take to "press on". Hopefully none.*
- *Would you fly in "marginal" conditions". I don't believe there is any such condition as "marginal"; it is either safe or it is not.*

"I immediately got in the aircraft, started up and commenced taxiing to the hold, I was airborne at 18.41 local. The inflight conditions were good at this point and remained good till the latter stages of the flight. I was in the Launceston area when Newquay called me and advise of their local weather, stating they had 200/300 ft in drizzle but not sure of the weather conditions at Bodmin. I was abeam of Launceston 28 minutes into my flight so it was 19:09, At that point I asked Newquay if they would kindly call Bodmin and find out the actual weather conditions at EGLA They tried but nobody answered the call!!"

*Comment 2:*

- *When no local weather report was available from Bodmin, and considering the general synopsis, would you have continued the flight?*
- *Sometimes, but not always, Newquay can be in fog and we are in the clear or vice versa.*
- *Based on the weather build up and changeability till that point, what decision would you have made?*

"I pressed on recalling what had been said, that it was getting better all the time and the Airfield Manager maybe putting aircraft away. Setting the QFE and descending down to approximately 700ft I could still not make out Colliford Reservoir."

*Comment 3:*

- *How much credence would you give to an historical weather report given by an unofficial observer?*
- *What do your eyes tell you?*
- *QFE should ONLY be set when the destination aerodrome is in sight, otherwise there is no quick and safe way to be aware of terrain clearance as all obstacle and high ground spot heights are given amsl, i.e. QNH*
- *The best decisions to divert or carry out a precautionary landing are early ones. We live to talk about it and we feel good!*

"I called Bodmin but got no response so returned to Newquay on 133.40. Now having to taking a more northerly track away from the higher ground and to follow the A30 at about 300ft to maintain VMC"

*Comment 4: I assume the descent to remain clear of cloud or the increased elevation of the ground was not sudden.*

- *Changing frequency back to Newquay was a positive step. Newquay could have given vectors and helped provide navigation assistance to divert to Exeter or Swansea or Cardiff or anywhere else in the clear and in range of the fuel reserves. There are many methods for calculating fuel reserves. I favour one hour for en-route to a diversion field plus 20 minutes for holding and circuits. On arrival at a planned aerodrome there should be a minimum of one hour's usable fuel in the tanks.*
- *Flying IFR (I Follow Roads) can be a ticket out of a tight spot but if your clearance above the ground at cloud base is reducing when should you turn around?*
- *What chance would you have if your engine failed with only 300' terrain clearance? Your options would be very limited and the outcome highly likely to result in damage, injury or death.*
- *Armed forces rotary traffic often takes advantage of adverse weather conditions for low level training. How soon would you see another aircraft? Could you manoeuvre safely in the limited airspace available to take avoiding action once the hazard had been seen?*
- *Tethered balloons such as those used on occasion to promote shops or events could be hidden in the cloud. Their tethers would be impossible to see.*

"I managed to find the airfield and joined a tight left base and made a successful, though stressful safe landing at 19.19 local."

*Comment 5: Because of the conditions the recommended procedure for joining and landing at aerodromes with unattended radios was not followed. This added to the risk. Regardless of radio or not, there may be non-radio aircraft in the air at any time.*

"Only to find that the airfield was closed and locked up!! The duty manager knew I was en route and the weather was marginal at best, surely as the Airfield manager he had a Duty Of Care to a club member or any inbound Pilot to stay at the airfield to inform me/them of

the conditions on arrival or at worse case scenario to call the emergency services in the event of an accident. Not at any time did he call Newquay to find out if I was on frequency he had left the airfield with what I feel was no apparent concern of the safety of an aircraft or the pilot en route to EGLA.”

*Comment 6:*

- *Can we assume that the duty manager has no other duties to perform or no appointments to attend to?*
- *Who should take full responsibility for all aspects of the flight including the arrival? According to Air Law it is **ONLY** the captain, even at fully controlled airports.*

*I have omitted the remainder of the member's letter as it is not pertinent to the flight.*

*I know of no experienced pilot who has not had a flight that involved a change of pants after landing. Often after such experiences we may race through a series of emotions including fear (what might have happened?), embarrassment (how could I be that stupid?), relief (Wow, I'm alive!) and others including anger. Why anger? It is a natural defence mechanism and we may direct it internally or towards others. My advice is, be humble, no one forced you to fly, learn from it and share it so others may learn from it too and hopefully avoid it. No doubt the club member felt or still feels some or all of the mentioned emotions so I praise his courage at sharing his experience with us all.*

It is worth mentioning the angle from which I am writing this article. I was one of those selected by the CAA to give recommendations regarding the retraining, the possible licence suspension and prosecution of those who had come to their attention. Many people were directed to me and I heard many stories. I was given Damocles sword! I only had to bring it down once. In general, most incidents were as a result of poor planning, navigation errors, poor initial training and inexperience. Apart from the one beheading, all in question accepted their follies, wanted to learn from them, were concerned by the “what ifs?” and wanted to avoid being in such a position again. Flying is all about having the right attitude: the one we set to give us the performance we want at the chosen power setting and configuration and the attitude in our head.

Safe flying!

**Bruce Abbott**



## CFC Aeroclub: forthcoming events

by **Pete White**

With shrinking daylight hours curtailing flying, the Club now moves into its winter programme of Aeroclub evening meetings. Here's what's on the events agenda for the rest of the year:

October 17th: **Graham Andrews** – ‘In the National Interest’. A test pilot's story

November 28th: **Steve Slater**, LAA CEO – ‘Welcome to the Light Aircraft Association’

December 2nd: **Diner 31 Seasonal Dining** – Our Club Christmas meal

December 9th: **Diner 31 Seasonal Dining** – Our Club Christmas meal

December 12th: **Graham Hurley** (writer, producer) ‘The Grace Spitfire and more’.

December 16th: **Diner 31 Seasonal Dining** – Our Club Christmas meal.

Events for 2019 will be announced in upcoming newsletters.

Bodmin Airfield is also the meeting place for the new Cornwall Strut and will hold meetings throughout the year on the last Wednesday of the month.

All are welcome to attend, and Strut members are welcome to come along to the CFC Aeroclub evening meetings.

A range of speakers with a varied selection of subjects will be on offer, so please make your choice and attend whichever suits your interests. Can I request that you contact me – [pete@aeronca.co.uk](mailto:pete@aeronca.co.uk), 07805 805679 – so we have an idea of numbers for catering etc.

# Wing Walking At Bodmin

## Airfield!

## 2019



Percival Phillips and his flying circus thrilled crowds in our region in the mid 1920's and 30's and introduced Wing Walking to the West Country.

This unique Wing Walking Experience is now available at Bodmin Airfield on 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup> & 11<sup>th</sup> July 2019.

The pilot, Mike Dentith, flies the Boeing Stearman used for this special event and is an extremely experienced wing walking and display pilot.

They have both featured on television on several occasions including when Phillip Schofield walked aloft for the Duke of Edinburgh Awards Challenge programme.

Charity sponsored flights are welcome.

For more details please contact;

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