

Bodmin Flyer

July 2018



Some of the 40 visiting aircraft we welcomed to Bodmin on our busiest weekend – and we sold three pasties for every aircraft!

‘Just what our little airfield needs...’

By **Pete White**

What a superb weekend we had!

Firstly a friendly invasion of the Fly-UK microlights, followed by the CFC Pasty & Ice Cream Fly-in – just what our little airfield needs.

We had over 40 visiting aircraft, with many first time visitors to Bodmin airfield, all going home with happy faces and promises to return and visit us again... excellent.

The Diner 31 team, Carol, Steve, Margaret and Margaret M, worked flat-out producing sustenance for all, and I hear that at least 120 pasties and over 100 ice creams were dispensed.

Various people assisted on the food front and worked the bar when needed – thanks to you guys also...

The airfield was fully manned, with the marshalling team headed by John Colgate while the booking-in was expertly handled by his wife Anthea.

Our photographer Derek Boyce quietly stalked the visiting aircraft to produce a stunning record of the day's event. For Fly-UK see here:

<https://www.flickr.com/photos/16090262@N06/albums/72157696654718611>

And for the Pasty & Ice Cream Fly-in see here:

<https://www.flickr.com/photos/16090262@N06/albums/72157668425311257>

Our airfield manager, Jay Gates, kept the tower and logistics operating despite a catastrophic



Fuel, sir? Form an orderly queue...

computer failure, and he was ably assisted by young Hector Chittenden whose radio work was impeccably delivered.

The day's team, engaged in marshalling, meeting and greeting, and general duties were John Colgate, Anthea Colgate, Derek Boyce, Mike Grigg, Bob Maddock, Margaret Maddock, Ian Dunn, Richard Saw, Dave Parker, Bruce Keeping and Martin Pengelly. Thank you all for your hard work, dedication and loyalty.



Scouts get their feet off the ground

Cornwall Flying Club again played host to Devon Scouts early in June, and it's safe to say they had an experience none of them will ever forget. Who knows, we may have turned some of them into the aviators of the future.

As usual the event was staged under the auspices of the commendable charity Feet Off the Ground, and an enormous amount of preparatory work was done to ensure the weekend went smoothly. On the whole, the weather co-operated, and it was possible to complete the entire programme, which entitled the scouts to their aviation badges.

Having set everything they'd learned in their navigation theory down in a flight plan, it remained only to fly the route to test their assumptions and show them how theory was turned into practice in the air. A risk assessment had been undertaken, and pilots were given a comprehensive safety briefing. As usual, FOG was in league with Newquay Radar, and those with transponders simply had to set the FOG code and listen out. We flew 24 scouts, and each wore a Go-Pro on a headband so they'd have a video record of the flight. Incidentally, this also served as protection for both youth and pilot – the Scout Associations are so jumpy about the protection of their charges that without the video cameras it would have been virtually impossible to fly. As it happened we had two four-seaters, the Club C172 and Martin Parker's C182, so we were able to

take a helper with each scout – and some of the adults enjoyed the experience even more than the youngsters.

The pilots were Pete White in the Aeronca G-IVOR; Richard Saw in the Auster G-AIGD; Martin Parker (*pictured right*) in C182 G-BSDW; John Doswell (*pictured below*) in the Skyrainger G-DOZZ; Chris Burton in the Aeronca Champ; Sandy Wilkinson and myself in G-EGLA. I flew six scouts, none of whom had been in a light aircraft before; four had never flown in an aircraft of any sort. Some were more trepidatious than others. One confessed he'd been looking forward to this moment for months, and it fully justified his expectations. Only one behaved nervously and needed special care, but everyone agreed the experience was “awesome”, in the overworked superlative of the hour.

The visibility was excellent for a navex. While it was safe enough to fly, it was impossible to see landmarks more than a few kilometres away – especially when flying into the sun – so getting to the turning points was very much a matter of following a predetermined course and relying on your watch for distance, which was just what the exercise was all about.

I soon realised that the Scouts had all made their calculations according to the 70-knot cruising speed of the Auster and Aeronca – now a speed at which the C172 can comfortably be flown – so I mentioned the fact that their timing was going to be out because they were in a faster aircraft. Some of them absorbed the information, but for most, the novelty of flying in the air took up most of their cerebral bandwidth, and recalculating timing was too much to ask.

Our turning points were at the A38 bridge at Wadebridge and the Eden Project. Newquay radar was fully briefed and we didn't have to speak to them; we were given a discrete squawk during the briefing and listened out on 133.4. The only conversation I had with Newquay was when they alerted me to the fact that I was catching up with the aircraft in front.



Because of the Royal Cornwall Show, where parachuting was notamed, we diverted around the town once the scout had identified the bridge and picked up a track of around 155 for Eden – none of them differed by more than two or three degrees, so their instruction had clearly been comprehensive. The A30 abeam Innis Downs provided a useful halfway marker on that leg, and they were uniformly surprised when the geodesic domes of the Eden Project

popped up in its quarry to the right, left, or in one case, directly beneath the aircraft. The homeward leg allowed a chance to give the scout a feel of the controls.

It was clear that every scout was enraptured by the flight, and if they live to be 100 they will never forget what they did on that day at Bodmin Airfield. That's hugely rewarding for the pilot. When you've helped raise the sights of a youth who'd never left the ground before, who knows what the results might be?

Many thanks to CFC for making the 172 available at cost. If you want to fly on Pete White's charity events you can use G-EGLA for just £55 an hour. Talk to Pete (*pictured at right with satisfied customer*) for details. – Pat Malone



Hats off to the Golden Nuggets

Are you a Golden Nugget? That's Airfield Manager Jay Gates' characterisation of the small corps of indefatigable volunteers who've held back the tide of dilapidation that has threatened to overwhelm the airfield in recent times – people like Pete Chapman, Richard Saw and Sandy Wilkinson, Howard Fawkes, Roger Davis and Colin Dukes, who've spent hundreds of hours doing vital volunteer work without which all about us would be falling down. The CFC Board has been working out how we can all give them more help – sometimes, perhaps, without even turning up... read on.

We've got a little bit of money for repairs but we have to prioritise. The first job is to fix the hangar doors before they do somebody an injury. Obviously that's not something volunteers can tackle – in fact it's proving quite hard to find a company to do it, but we persevere. Then we'll have to finish excavating around the hangar to cure the water ingress problems once and for all, and for this we have access to *ad hoc* labour at £15 an hour. This raises interesting possibilities. We know that most members have families, jobs and other commitments and your time is precious, but could you help pay for somebody else's? While we'd love to have the entire membership marching up the A30 brandishing tools like happy singing night-soil collectors in Mao's China, it's not going to happen. Could you

make a cash contribution to help fund the work volunteers can't do?

The prime concern of the Board is to get the Club's finances back onto an even keel and to create a sustainable foundation for the long term. That means stemming all financial leakage and squeezing every coin until it squeaks. While we'd love to find money right now for desperately-needed repairs that have been sorely neglected down the years, we can't. So if you're unable to volunteer, perhaps you could chip in for the work of others? Think about it – talk to Jay, talk to any Board member. Think not what your Club can do for you... We also need ideas for promotion as well as renovation. At the June committee meeting the suggestion was made that people might individually sponsor a panel for the Land Rover shed roof, for instance. What do you think? We also discussed where and how we direct our advertising, particularly with a view to luring non-flyers off the A30 and into Carol's diner. Strokes of genius are needed to go with the hard work and the money – all (workable) suggestions welcome.

June's meeting covered a lot of territory, most of it, directly or

obliquely, aimed at increasing activity and improving cash flow. Some things are small but important. For instance, somebody's not playing the game with the tea and coffee in the kitchen; coffee goes out, but there's no money in the honesty pot. Even worse, there's a Mauritian rupee or a washer in the jar. Sometimes we barely cover the cost of the milk. So we've decided that when the café is open, the 'help-yourself' kitchen will be closed. Carol will be taking responsibility for it; when she's not there, things will be as they are now – but let's try to ensure the self-help kitchen covers its costs. Carol, incidentally, is going to be around more than usual, relieving Jay of some straightforward work to free him up for time-consuming management functions – the sort of reporting we've not had in the past.

Expect to hear more about hog-roasts, barbecues and evening events, fly-ins and fly-outs, free landing promotions, to encourage both pilots and members of the public into the airfield. (*On June 21st a man came into the Club to book a flight for his 70th birthday; born in Bodmin, he'd spent his whole life in the town but had never been to the airfield and was only vaguely aware of its existence. What does that tell you?*) With Pete White looking after events on the airfield, Kevin Riley is taking responsibility for co-ordinating fly-outs, so look out for emails – Riley's Tours could take you to places you've always meant to visit, but never had someone to make all the arrangements for you. We're also studying some of the successes of other airfields. As Pete Chapman pointed out, Compton Abbas makes more money from food than from flying. We're going to lay on more events for local groups, Blisland Young Farmers, the Devon & Cornwall police charity, several more were mentioned – can you add to the list? Perranporth and Davidstow flyers will be flying in – come and say hello. Taking our cue from TopNav, we may have a local Treasure Hunt-cum-navigation competition; details to follow.

Our Treasurer Corinne Dennis reported that May had been a busy flying month and we'd turned a decent profit, although more might have been expected; regular accountancy reports are now coming through and we'll have a clearer picture of the detailed financial situation. Jay Gates set out the positives and negatives of airfield operation during May; this meeting came in the days before the Fly UK microlight weekend, which promised much. On the outflow side, we've got a refurbished AH coming for EGLA, but she also needs a sender for a fuel gauge. Some fire extinguishers have been refilled, a job neglected in some cases for five years, and the rest are being done. The tractor engine has arrived, we've got the new Freelander (a bargain at £350) and a maintenance schedule is planned for the vehicles. We're also setting up a purchase order system for jobs to be done by the engineers, to obviate any problems deciding who if anyone authorised what work.

On the instructor side, Nick Chittenden outlined a computer booking system which has the advantage of making student record-keeping easier and which may be adopted; the absent Bruce Abbott has been working on standardisation documents for instruction, which Chairman Darren Fern commented were very impressive, and which, Nick Chittenden added, reflected the experience of Bruce's 17,000 hours as an instructor.

As Safety Officer Richard Saw reported we'd had an incident-free month, and that's about it for the June meeting. Everything's moving in the right direction, and the more help we get, the faster we can move and the better the work. Think about making a contribution – and of course, we invite you all to Diner 31, where you can do your bit in the nicest possible way!

Chairman's report

The busy summer season has arrived and glorious weather has favoured the events held by the club this month. CHSW and Aerocamp meetings went well, thanks to the goodwill of the many members who supported the events.

Last weekend saw the returning invasion of 40 microlights on Friday and Saturday, keeping the bar and cafe busy throughout the weekend. The pilots were so impressed, once again, by our hospitality that they are coming again next year.



The Chairman – not at Bodmin

The Pasty and Ice Cream event was well supported... all 120 Pasties disappeared in short order!

Aircraft from all over the country flew in to enjoy Cornwall at its finest. A group of local pilots 'scrambled' to Garston Farm for the day, before returning in the evening.

Wing Walking takes place on 4th and 5th July, so please come and watch the intrepid (and perhaps slightly bonkers) people strap themselves to scaffolding on top of a previously aerodynamic aeroplane, and buzz around the moors for fun!

The committee agreed that we should organise more social events and encourage mid-week flying; a list of events will be emailed to you all shortly.

We have a BBQ on Wednesday 11th July and will be joined by fellow pilots from Perranporth, Davidstow and other local strips.

Martin Pengelly is arranging another St Neots community day on Sunday 22nd July; if you can help by providing 'cost-sharing' flights, please join us. The more people that we get in the air, the better.

Building good community links is essential for our club.

Carol's cafe has become the heart of the clubhouse, and it was good to see a lot of activity over the weekend. We need to ensure that the facilities are used more, and so we are encouraging local community groups to drop in and use the club as a meeting area. Building links, and keeping the cafe open are

essential. Carol will be spending a few mornings each week helping Jay in the tower before opening the cafe at 11am. This will ensure that Jay has time to do the business expansion, promoting the airfield and building these essential community links.

The airfield is looking great at the moment, but we still have essential maintenance tasks to do. A stalwart group of regular volunteers is struggling to keep pace with the volume of work required, and have appealed for help. The help from members can either come from volunteering time, or from small donations to a maintenance fund so that we can pay someone to help with the jobs. We have repairs of the hangar doors as a priority, but its proving difficult to find a company to do the work. The ground areas around the back of the hangar need clearing, and we have agreed to fund this so that we can tackle the issue of water leakage through the walls. The fire truck roof needs to be covered, or at least repainted. Anyone fancy sponsoring a roof panel?

We have a new airfield support vehicle, procured for the cost of a couple of hours flying in the 172; the tractor engine is being renovated and will be back in action soon, and we also have a prospective purchaser for the old Land Rover. Kevin Riley has taken on the role of 'Scramble Leader'... if anyone wants to be notified of club fly-outs planned at short notice to take advantage of the weather, please contact him with your email address.

It's been a great month... please use the club as much as possible and support our forthcoming events. – *Darren Fern*

It's getting better and better...

By Jay Gates

The airfield continues to improve in every statistical sense as the year progresses and the completion of what was reported, in the last newsletter, to be a promising month of May ended with some quite impressive statistics to report back to the board and the membership.

A total of 950 aircraft movements were recorded for the month of May, with the single busiest day being Saturday 5th May (Action Stations) with a 104 recorded movements. This level of movements always translates into much needed





Visiting aircraft parked outside the tower

income from landing fees, parking fees and fuel uplifts. Bodmin Airfield dispensed over 8,300 litres of avgas in May, which compares very favourably with the previous month when just over 3,700 litres were dispensed.

The long-awaited and prolonged good weather that was spread across the month also meant that the flight training programme could get traction, and our students and instructors could almost guarantee that their flying lessons would not be cancelled or curtailed due to the inclement weather that marked the months prior to May. The club aircraft flew 124 hours in May, which is an impressive total and brought in more revenue. Huge thanks must go to our squad of very flexible instructors who do their best to ensure that the training programme is both covered and completed, even it does mean the last flight only landing close to 8pm sometimes! So thanks are due to Bruce Abbott, Kevin Jones, Nick Chittenden, Rod Bellamy and Terry Earl. Equally, we have to thank our Introductory Flight Pilots, Howard Fawkes and Sandy Wilkinson, who completed 30 such flights in May for some very happy voucher holders.

All of the above, from home-based aircraft, visiting aircraft, event days, training, introductory flying and public footfall from the local area meant that Carol in Diner 31 received a welcome boost to her income, which was hit severely from the prolonged and atrocious winter that we all had to endure.

So with May being declared a success, we moved in to June with some positive expectation. We only have basic statistics up to 24th of the month thus far, and despite a poor week in the middle of the month, again down to unseasonable weather, with prolonged low cloud and mist at the airfield, the month of June is showing great promise. Up to the close of play on the 24th we recorded a total of

Our visitor from Kitty Hawk, a beautiful Luscombe 8F



760 movements, which is extremely pleasing from an income point of view. We may even have broken a recent movement record, having recorded a huge 152 movements on just one day, namely Saturday 23rd June. This was due to two events crossing each other, with the Fly-UK Microlight tour departing in the morning and the 'Cornish Pasty and Ice Cream Fly-in' flourishing throughout the day. This level of movements has also kept the fuel dispensing level at a good rate, with just over 5,800 litres of avgas provided up to the 24th June.

Our major events this month are reported in more detail in his report, but the Devon Scout Aerocamp was a great success with all of the 24 scouts completing their Flying Navex thanks to the volunteer CFC pilot squad of Pete White, Richard Saw, Martin Parker, Pat Malone, Sandy Wilkinson and Chris Burton, plus a great FOG stalwart in Cargreen based John Doswell.

The Cornish Pasty and Ice Cream fly-in could not have happened on a nicer weekend, weather wise. A total of 40 aircraft requested PPR to fly in from places as far away as Shobdon, Abergavenny, Old Warden, White Waltham and Sywell. The day was so successful that Carol provided 120 pasties and almost ran out of the delicious Kellys Cornish Ice Cream provided from our local Bodmin ice cream maker in 4 superlative flavours. The annual Charity raising Fly-UK

Microlight Tour of 2018 once more asked if they could conduct their penultimate night stopover at Bodmin. As always, we went out of our way to provide them with a 'home for the night' with Carol putting a welcoming and delicious evening meal for them all, and a departure breakfast the following morning. Whilst about 40 microlighters were expected, poor weather in the north of the country in the preceding week had scattered the fleet and only 29 made it to Bodmin. They were provided with facilities to camp, recharge and replenish, and thanks go to Gary Perry, Richard Saw, Pete Chapman, Michael Footitt, Martin Pengelly, Sandy Wilkinson and Derek Boyce for ensuring that a good time was had by all our visitors prior to their final day's flying out to Sandown on the Isle of Wight.

As always, Bodmin continues to attract visitors from all over the country, and it is always a thrill to welcome a new arrival from an airfield that we have not recorded before. We got another three in this latest period, namely aircraft from Caunton Airfield in Nottinghamshire, Ebrington Airfield in Gloucestershire and one of the newest airfields in the country, the splendidly named Kitty Hawk Airfield in East Sussex.

A while back Nick Sherratt, a former work colleague of Martin Pengelly, and someone who is both a skilled welder and sheet metal worker said he would make up a new Cornwall Flying Club sign for the clubhouse, to replace the current one above the front of the clubhouse

door. True to his word, he delivered the magnificent laser-cut sign on the Pasty and Ice Cream Fly-In day. It will be going up shortly, and the old sign will be given a gentle overhaul before going back up in another suitable location.

A special event occurred when a local lady approached me and asked if her father, a local aviation enthusiast and a former RAF National Serviceman, could have his ashes scattered on the airfield. We were only too pleased to assist her in this loving endeavour and Raymond Knott,

Nick Sherratt with our new metal sign



affectionately known as 'Grandy', was finally laid to rest on our airfield on June 23rd with Pete White and John Colgate providing the escort for the family group who came down to the airfield to fulfil her father's wishes on the Pasty and Ice Cream Fly-in Day.

The need for volunteer airfield workers is never ending and your generous offers are always welcome. As stated before, one volunteer is worth more than ten pressed men, and our great thanks must go to our regular 'volunteers' for kindly giving up their precious time to assist in getting some much needed work done. The airfield is looking almost pristine with the runways, taxiways and parking areas almost good enough to play cricket or rounders on them! This condition is down to sterling efforts by Roger Davis and Richard Saw with the mowing gangs. Mowing is also improved markedly by the fact that we are now the owners of a lovely Land Rover Freelander that tows the mowing gangs with ease while offering superior comfort and less noise than the old Land Rover. Thanks go to Richard Footitt for sourcing and providing the new vehicle for such a good price. Finally, a new rotary visitor to Bodmin for training was the new Isles of Scilly Helicopter AW169 shuttle helicopter, G-SASX, which came twice to conduct extensive circuit and handling training at the airfield. The operating crews all



Raymond Knott, in his RAF uniform

mentioned what a great facility the airfield was and they intended coming here more often for training. Both the Navy, with their Sea King ASaC.7 and Cobham with their Search and Rescue Training Unit AW139 helicopter continued to visit throughout the month to provide their own much needed aircrew training at Bodmin. Lastly, on the rotary front, we also got a special call from the Devon & Cornwall Police EC135 helicopter that dropped in for a cuppa and a bacon roll when en-route back from Bodmin to Exeter. Operated by the National Police Air Service (NPAS), it is a very impressive machine, both inside and out.



Don't worry, it's a social call...

Things to come



Room for one more on top

Wing-walking, July 4th and 5th

The flight of your life awaits – on the upper wing of a Boeing Stearman. Can you pass up this opportunity? No – so call Pete White on **01752 406660** or email pete@aeronca.co.uk

Do it now – the chance may not come again



July 29th: Lundy Sunday fly-in run by The Lundy Team, Pete White, John Colgate, Derek Boyce, Reg McComish and Alan Crutcher. Not strictly a Bodmin event but always included in the event list as it is managed by a predominately Bodmin team. A verbal PPR is essential if you have not flown in to the event



before and even if you have, PPR is still mandatory – a tricky strip, and a brief is essential to save any embarrassing problems. The island is idyllic and the experience is not to be missed; Even though I have been flying in for 20 years it still holds a special magic for me.

August 4th: FOG fly Bader Braves.

Organised by the Douglas Bader Foundation in conjunction with FOG. We have worked

together for several years in Wales and the West Country giving disabled young people the opportunity to experience the joys of flight.

August 11th & 12th: Summer Vintage Wings & Wheels.

As it says on the label, we invite local classic & vintage vehicle clubs to Bodmin to enjoy the splendour of visiting aircraft flying in from around the country This year's special guests are the Vintage Aircraft Club, an organisation that has a large membership flying mainly vintage aircraft.

To further enhance the weekend we have two Tiger Moths from TMT who will be flying fare-paying passengers around the Cornish landscape. Bookings are coming on well already, but we still have spaces.

September 15th: Cornwall Strut

Fly-in. The rebirth of the Cornwall Strut, an LAA regional club now based at Bodmin Airfield. This event is open to all visitors and will mark the beginning of yet another aeronautically based club for those based in the west.

September 21st-23rd FOG Cornwall

Aerocamp. It's the turn of Cornish scouts to earn their aviation badges and experience flying in a light aircraft from Bodmin Airfield.