



Bodmin Flyer



New Cessna 172M on the flightline

Here's G-EGLA, our 'new' Cessna 172M, resplendent in livery designed by Tony Knowles, and finally on the flight line at Bodmin after three years of sometimes difficult negotiations and odd experiences. If you've flown her, I'm sure you'll agree she behaves beautifully, climbing strongly and trimming out perfectly – unlike her predecessor G-BCZM, who only flew straight if you were out of balance.

Some of you will have followed the ups and downs of the acquisition of LA, but it's worth telling the full story of how she got here, why she wasn't here last year, and how the Club now comes to have an asset worth significantly more than we paid for her. ZM was much-loved, but she was old and frail, her engine was coming to the end of its days, and Rod Bellamy was of the opinion that the Club would spend more than she was worth putting her back into airworthy condition.

The search began for a replacement C172M, later models being heavier and less capable of dealing confidently with short, sticky grass runways. Graham Newby and Rod Bellamy, among others, were involved in the hunt, and eventually they zeroed in on an N-registered C172M that had been imported from the States, only to lie unused in a hangar at Little Gransden for seven years. It was devoid of CAA paperwork, but the price was attractive – returning her to service would cost £55,000, according to the engineers at Little Gransden. In a deal brokered by Andy Twemlow of AT Aviation, the owners, No. 1 Engineering, agreed to bring her to airworthy condition for this sum. The Board, keen to get going, paid a proportion up front, but soon afterwards No. 1 Engineering seems to have realised that their

estimate of the cost of fixing up the aircraft was hopelessly ambitious and began backtracking. Despite the fact that they'd taken the Club's money through AT Aviation, they denied they had any contract with the Club and would deal only with AT. The £55,000 sum had only been agreed by email, but No. 1 Engineering had in fact cashed a later cheque sent directly to them by CFC, so it was clear they had a *de facto* contract with us. Court action loomed, and with Andy Twemlow paying half CFCs legal bills, we managed to get legal title to the hull.



When Darren Fern took over as Chairman his two main agenda points were first, to sort out the C172 imbroglio, and second, to address issues surrounding the future of our engineering company Cornwall Aviation Services. (See separate story). CFC was not unsympathetic to No. 1 Engineering's situation – no other bidder would handle the job for such a low fixed price, given the uncertainties of the job. At various Club meetings and the AGM it was agreed to flex the price upwards by up to £30,000, which would still make the finished article worth substantially more than we'd paid. Rod Bellamy and the Board kept close tabs on the work as it proceeded at Little Gransden, and the relationship between CFC and No. 1 became quite helpful and positive. CFC began work on the documentation – we knew the CAA had accepted the aircraft would go onto the G register, but while the CAA engineers and inspectors were helpful, CAA headquarters were obstinate. The LAMPs were disappearing, the plane's maintenance programme had lapsed and there were all sorts of problems. It took six months of sometimes discordial exchanges between Little Gransden and Gatwick, but eventually a full suite of documents was in the hands of CFC. Flight tests at Little Gransden threw up a few extra issues to be addressed, but the final cost came in at £5,000 less than the estimate, and despite the delays and the legal rancour we've ended up with an excellent aircraft at an enviable price. She's docile and forgiving but capable, 8.33 compliant, and has place on the panel for your iPad mini, a real bonus. So the door closes on a sometimes unhappy but ultimately positive experience. Get LA in your log-book – you'll love her.

Engineering the future at CAS

One of Darren Fern's priorities when he took over as Chairman of CFC was to address the future of Cornwall Aviation Services, our engineering company. It was a nettle which needed to be grasped. CAS had not washed its face since it started, and was kept afloat by inter-company loans from CFC. It was an integral part of the Bodmin management operation and the loans were largely an accounting device, but the convenience of having an engineer at the airfield came at a price. Rod Bellamy inherited the loans when he took over, and after 15 years they had grown to some £100,000.

The Board knew CAS was incapable of paying back the loans, but it had to become financially viable and cease being such a significant drain on CFC. There were other issues; Rod and John Blick work for rates that are seriously advantageous to CFC and are not in the first bloom of youth; if anyone wanted to take the engineering on, they'd have to be willing to treat it as a hobby. Given its fundamentals, the prospects of selling CAS seemed poor.



Rod Bellamy and John Blick at CAS

The urgency was alleviated by maintenance work from AT Aviation; a dozen annuals a year at £2,500 each transformed the business and made it just about viable, although it still couldn't pay some basics like the rates on the hangar. A long-term solution had to be found. Coincidentally, Dunkeswell-based AT Aviation wanted to build a chain of engineering shops – it has recently bought a facility at Lydd for servicing top-end piston aircraft and business jets. It is also establishing a maintenance facility at Dunkeswell and is looking for other opportunities. AT Aviation approached Rod Bellamy with a view to taking over CAS, which they reason could work largely on their vintage, tailwheel and ragwing fleet – aircraft for which they don't have licences and paperwork. Not only would AT Aviation pay all the company's overheads, they would buy the goodwill for £40,000.

All the members were involved in decision-making, and in two separate polls, 75 percent of the members voted to sell CAS to AT Aviation. Now CAS is no longer a drain on CFC, a significant cash sum has changed hands, and the headache of finding a long-term viability strategy falls to others. AT Aviation understands that Cornish engineering rates are not what they are up country, and the Club gets a 30% discount on its engineering work. As a member, you are entitled to 10% discount on maintenance. Their commitment to the facility is already in evidence with a new engineer, Adam, adding to the team. In retrospect, it's hard to see how things could have worked out better.

Chairman's notes

By **Darren Fern**

The last few months have been difficult for the club, its staff and the Board. Fundamental problems with airfield management and divisions between factions within the club have been exposed. The Board, a group of amateur volunteer members, have sought professional advice from the club's solicitors and the CAA GA Unit throughout this difficult period.

Our core business as a loosely regulated Registered Training Facility will change as we become a Designated Training Organisation in the next few months; we can expect regular scrutiny from the CAA, and we have to put our house in order. Many of the changes will be in the background, and most members will not notice a difference in the 'front face' of our club activities.

We cannot ignore these changes, we cannot fight these changes, so we need to accept them and find ways to minimise their impact on what members and the general public see. Our Microlight Instructor was expelled from the club, and one of our managers accepted a redundancy package that is subject to an agreed confidentiality contract.

Our CFI, Matt Culverhouse, was on long term sick leave for many months, and has been considering his options over the past six weeks. The Board have encouraged Matt to return to work, offering a flexible 'return to work' timetable, and offering support in dealing with the undoubted stresses that he expressed concern about. We are grateful for the help and support offered by club members, particularly Kevin Riley, in trying to achieve our goal of having Matt back as CFI.

Unfortunately, Matt has announced that he has resigned as CFI with immediate effect, and we must respect his decision. Matt has served the club well over many years, and the Board and fellow members have no doubts about the enormous efforts that he has made over the years to keep our club going. We all wish him well for the future.

The Board has appointed Bruce Abbott to the post of Interim CFI. Bruce has provided a brief summary of his career that is attached to the Newsletter. He is expected to start as Part-Time CFI in May, and will lead a full team of instructors: Rod Bellamy, Terry Earl, Kevin Jones, Nick Chittenden, Ollie Smith, Gary Perry.

I/F pilots: Howard Fawkes, John Blick, Lloyd Edwards and Pete Chapman.

Back on track

Whilst the events of the past six months are at the forefront of most people's minds, we shouldn't forget the successful activities that have gone on despite the turmoil. We have a 'brand new' 172 in full club livery delivered at lower cost than anticipated, we have refurbished our 152s, and have successfully secured the future of the on site maintenance facility. We have a growing pool of Instructors and trained Introductory Flight pilots, and despite the worst winter for many years, we



CFC Chairman Darren Fern

have maintained flying activity with minimal damage to the field. We need to get back on track with the core development of the club as agreed at previous Open Meetings. There are two vacant positions on the Board, and it is now time to seek volunteers to join the Board. Joining the Board isn't a 'Merit Award'... the job carries legal responsibilities and obligations that sometimes create conflict with personal opinions. The Board's job primarily is to manage a business with a £350,000 turnover within all legislative frameworks, and accept responsibility as individuals if we fail to do so. Our secondary role is to ensure that these obligations have as little impact on the friendly, social club that we all wish to see. If you are willing to commit to volunteering considerable amounts of time and energy to the task, the club and the current Board welcome you.

If you are interested in becoming a Board member, please forward a brief personal statement indicating your experience and aspirations to the Chair, accompanied by the names of a Proposer and Secunder. These will be posted on the club notice Board, and distributed electronically by 5th May. A ballot of members will take place two weeks later, using the BallotBin system. Candidates must achieve a minimum 50% positive vote to be considered, and the two highest scoring members will be elected.

The BallotBin system was introduced by a resolution at the AGM of 2017; it has resulted in active engagement of three quarters of club members in key votes. This level of engagement produces a decision in keeping with the views of the members, and is more representative than a 'show of hands' by the small core of members who attend club meetings. Every member has paid for the right to vote, and it is our duty to ensure that their voice is heard.

For the sake of clarity, the BallotBin system works as follows:

A question is defined by the vote administrator, and is sent to the BallotBin. BallotBin distribute the question to a list of eligible voters email addresses supplied by the club.

The names of members who have responded (but not their choices) is made available to the administrator when the ballot is closed.

The ballot result is announced to all members and the administrators as soon as the vote is closed. The administrator cannot access or change the result of the ballot.

Anyone wishing to vote by mail or directly by email (neither of which are encouraged) should submit their response to the Club

Manager and preferably copy it to the administrator.

These additional responses will be attached to the BallotBin statement of results and will be included in the final statement issued by the administrator and club manager.

Data protection

New legislation (GDPR) covering data protection comes into force very soon; we will soon contact you all by email and **will require a response** from you all as to how we can communicate with you in future. In essence, we need your specific permission to contact you electronically, to receive electronic emails on club business, to receive newsletter updates, or to receive notifications from third parties.

If you do not give us permission to contact you, we will not be allowed to send any further information from the club, and could receive a large fine if we do so.

Finally, I would like to thank Pat Malone for taking on the task of compiling the newsletter, and Martin Parker for taking on the role as website and communications administrator.

These roles are crucial for communication, and we value their efforts.

Two feet of rain



By **Jay Gates**

Well, what a winter that was! A lot of the talk in the clubhouse, and around the

patch, was about how dreadful the weather has been throughout the winter, and how little flying has been achieved as a result. It has been reported by the Met Office that the south west had one of the wettest winters in many a year, as the statistics certainly indicate when comparing the winter of 2016-2017 with that of 2017-2018.

Between December 2016 and March 2017, the Cardinham Weather Station, which is located on the airfield, recorded 371mm (or 14.6") of rain. The weather station at Newquay Airport recorded only 238mm (9.4") of rain in the same period. The difference in rainfall between a coastal and an upper moorland location

can be expected. However, between December 2017 and March 2018 the airfield weather station recorded a huge 606mm (23.9") of rain, compared to 409mm (16.1") at Newquay. This is a 63% increase in rainfall on the figure of the previous year. In this 'wet' period it rained on 110 out of the 121 days recorded, which compares to the 30-year n' was that the airfield water table remained high and the ability of the airfield to drain rapidly after sustained rainfall was not as good as it could have been under more normal circumstances. Trying to manage the tricky safety balance between opening the airfield for use by members and visitors, and keeping it closed due to daily changing surface conditions proved quite a challenge at times. This all translated into being able to fly, sometimes under marginal surface conditions, for only 54 days (or 44%) of the 121 days of this period. The worst month of the period was January, where only 5 days out of 31 were deemed suitable for making the airfield available for flying and only 28 flights (training, club members and visitors) were recorded in the whole month of January. The whole period of December to March saw a total of 386 flights taking place, which only equates to an average of 7 flights per day. throughout this whole period. A good percentage of these flights did not raise much, if any, revenue for the



Obviously mistook us for St Mawgan – C130

Club which made for a difficult financial period.

Even with very limited availability throughout the winter, Bodmin is still an airfield that people want to visit and we continued to see visitors flying in to visit us from other parts of the kingdom through the winter. This included visitors arriving for a day trip from as far east as Daedalus, Lower Upham and Barton Ashes in Hampshire and from as far north as Shobdon in Herefordshire, Wing Farm in Wiltshire and Kemble in Gloucestershire. As well as the usual GA traffic passing through, we also had frequent visits of rotary traffic from FAA Merlins and Sea Kings out of RNAS Culdrose, and the MCA S-92 SAR helicopter and the CAAT MD902 HEMS helicopter out of Newquay. Two 'star' visitors were an RAF A400M Atlas and a C-130J Hercules, both out of RAF Brize Norton, who made a low approach and early go-around to 'wow' the few spectators who were around to witness it.

Despite a poor winter, and associated difficulties, we have still attracted a number of new members, some of whom are returning members, and which includes ten flying members, four of whom have relocated here from Dunkeswell. They are all Microlight Pilots and their move to Bodmin was enforced by Dunkeswell who raised their hangar rent to an unsustainable level, and made it untenable for almost all microlights to remain in situ. There are another two microlight pilots who are discussing making the move to Bodmin.

Our profile on Social Media, especially on the specialist aviation group pages on Facebook, continues to be pushed hard, despite little to report on over the winter, and the evidence continues to show that our efforts are both being positively received and bearing fruit, with lots more hits, likes and positive comments on the many specialist and forum sites we are active in.



Corinne Dennis and Pete White with Horrbridge School children

Horrbridge School visit

We were contacted early in the year by Horrbridge Primary School, in Devon, to ask if the Year 1 and Year 2 pupils could visit the airfield as part of a year long project on 'travel' they were undertaking. Two very successful visits were arranged by Pete White under the FOG Umbrella. On both occasions, a great day out was had by all, especially by the total of 59 young children who visited, plus their class teachers and assistants, and thanks once more to those club members who volunteered their time and showed all of the children aspects of aviation and airfield management that made both days such a grand occasion for them all.

Airfield maintenance

The airfield maintenance programme over the winter included the preparation of new Runway End Marker Boards for Runway 13, to replace the existing ones which have rotted, and the replacement of the windsock and mast at the Runway 13 location, which was completely

destroyed by the successive winter storms of 'Ophelia' and 'Brian'. The existing mast had corroded badly over the years and the pole finally succumbed to the onslaught of continuous gale force winds. The windsock at Runway 31 had the traces replaced, also due to corrosion. The 'Beast from the East' also left its mark on the clubhouse and airfield structures with an astonishing total of 50 split pipes, burst joints or blown connectors of the plumbing system. It took a good period of time to get the whole plumbing system replaced and put back into service, and for that we have to thank Colin Dukes, Gary Perry, Howard Fawkes and, especially, Steve Farnell for all the hard work and days given in affecting the needed 'emergency' repairs. More thanks go to Steve Farnell, who also provided his professional 'chippy' skills in sourcing and replacing the rotting 'interior' door at the back entrance of the Clubhouse with a sturdy 'exterior' door. The large mole colony who inhabit the common land to the west of the airfield finally made it under the lane off the A30,

and molehills started appearing down at the corner of the airfield close to Runway 13. One particular individual began a slow march up to the runway threshold. Thanks to the efforts of our professional mole catcher, Colin Best, who was called in to eradicate this particular set of moles and deal with any others who have appeared on the airfield. A total of 12 moles were caught over a three week period, and Colin reported that no further mole activity had occurred over a 10 day period after the last mole was caught in any location, which indicated that the moles have now all been removed. We will continue to monitor for further mole activity and will call Colin in should further molehills appear on the airfield. Under very trying circumstances, both operationally and administratively, and despite the often dreadful weather, it was not an entirely unsuccessful winter and, as always,

great thanks go to those club members who went out of their way to assist with maintenance. It warrants naming these members for their generous offers of time, energy and, in some cases, money towards maintaining, improving and supporting the airfield – members such as Roger Davis, Pete Chapman, Richard Saw, Howard Fawkes, Pete White, Martin Parker and Corinne Dennis. Apologies for any missing names! These are all people who irrespective of adversity or difficult times have helped out over a hard winter, and who deserve more thanks and plaudits than the club is able to give them! This is also true of Carol and Steve in Diner 31, who continued to provide for all and sundry, to ensure that our visitors and members were catered for throughout a dire season which could not have been easy for them to endure. You are both a great asset. Well done!

Time to revive the Cornwall LAA Strut?

By **Pete White**

Some of you may remember that a few years ago we had a PFA Cornwall Strut successfully operating and using the Victoria Inn at Roche as the venue for meetings. Eventually when the Cornwall Strut closed, the Devon Strut took *Cornwall* under its wing and things progressed very satisfactorily under the expertise of successive members of the Devon Strut committee. For the last two years I have been frequently asked, could we reform the Cornwall Strut, as Cornwall is geographically a long way from the centre of operations for the Devon Strut and the meetings held during the winter evenings?

I understand the situation especially if you are based in the west of the county and I feel that Cornwall warrants a LAA Strut of its own, but working closely with its neighbours. As a central point for the 'new' Cornwall Strut, I feel that Bodmin Airfield would be an ideal base, as it is popular with several LAA-based aircraft and has good facilities. I have talked to the LAA and after consultation with committee members of the Devon Strut and with their blessing, I have decided that a mail shot to LAA members in Cornwall and West Devon would be the first stage, so I can get the feel of the feasibility of this project.

Existing LAA members will be fully aware of the many advantages of being a part of the Light Aircraft Association, and by reforming our Cornish branch it will make the benefits more accessible.

You may question as to whether you need to join another Strut, but the choice is yours. I am happy being a member of Bristol, Devon and Wessex Struts and find it is well worth the money to stay in touch with our neighbours.

If you're an LAA member (or would like to become one) send your views and any questions to pete@aeronca.co.uk. You may also wish to suggest how you might help to make a success of the return of the Cornwall Strut.



Royal Institute of Navigation

TopNav 2018

12 May

Weather Reserve: 19 May

**Peterborough Conington (North) | White Waltham
Bodmin (West) | Lee-on-Solent (South)
North Moor | Compton Abbas**

Categories:

- ♥ Aeroplane
 - ♥ Helicopter
 - ♥ Microlight
 - ♥ SLMG
- + Special Youth and Military entries

TopNav is...

- ♥ Competitive & inclusive
- ♥ A great learning experience
- ♥ The chance to practice visual navigation without satellite assistance
- ♥ Fun!

**For more info and registration details visit:
www.rin.org.uk/Events/5107/TopNav-2018**



Upcoming events

There's a packed programme of events at Bodmin airfield this flying season. Here **Pete White** sets out some of the headliners:

Sat May 5th. ACTION STATIONS 2018. The ROYAL AIR FORCE is 100 years old and we are celebrating with a **Military Wings & Wheels Day**. During the day the **Feet Off The Ground (FOG)** charity will be organising flights for disabled ex-military veterans in conjunction with Help4Heroes. No landing fees for military marked aircraft.

Sat May 12th RIN TOP NAV Competition. Come and join us at this prestigious navigation event, open to pilots of all ages. Loads of fun using the basic skills we were all taught when in training. *(Bodmin Airfield has brought home a trophy in 2015, 2016 & 2017, so come and have a go!)*

Sat June 23rd Pasty & Ice Cream Fly-in. Enjoy the culinary delights of Cornwall while watching aircraft flying in from all over the UK. Come and enjoy the fun!

July 4th & 5th Wing Walking at Bodmin. After the successful event in 2017 we are back to give you the chance of a lifetime to soar above Cornwall on the wing of a Boeing Stearman biplane.

Sun July 29th LUNDY ISLAND FLY-IN The Lundy Team bring you 'Lundy Sunday', an event that is well-supported by our local flyers as well as pilots from around the UK, Ireland and the Channel Islands. PPR essential.

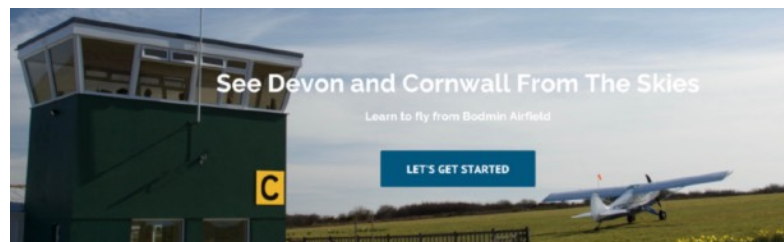
Sat & Sun August 11th & 12th. Summer Vintage Wings & Wheels. Our special quests for 2018 are The Vintage Aircraft Club and local Classic Car Clubs.



Website upgraded

The Bodmin Airfield website has been updated building on the great job done in the past, courtesy of Martin Parker (G-BSDW) and Pete White (G-IVOR).

See: <http://bodminairfield.com>



The Events page is a great way to see photos of previous events and stay abreast of forthcoming events – and what a full schedule we have, with four events in May alone. Take a look at:

<http://bodminairfield.com/events/>

Webcams

When planning your flight you check the NOTAMS, METARS, TAFs and Royal Flights for your route, but you need one final check before you set off – there's no substitute for a quick look out of the window at the weather. The Club's two webcams have updates every minute, with time and date capture information displayed in the top left. On the home page, hover over the AIRFIELD box and you'll see a list appear. Choose Webcams or go directly there by entering:

<http://bodminairfield.com/webcams/>

Meet the CFI:

Bruce Abbott B.SC (Hons) P.G.C.E., Dip. CBH



On my left, our new CFI Bruce Abbott as he was before he took a life-changing sabbatical from a stellar aviation career. On my right, Bruce as you will meet him today at the Club; closer to nature, a stranger to the razor, but still one of the most accomplished and impressive aviators and flying instructors you will ever have the good fortune to meet. Here, Bruce sets out his qualifications and explains his philosophy:



“I am empathetic, fit, healthy, intelligent, energetic, inspire others, a lifelong learner, a manager, an innovator, can think laterally, a team player but also a leader. I have been involved in education and aviation all my adult life. I have many interests including music, space exploration, astrophysics and psychology. I became interested in psychology about 25 years ago and obtained a formal qualification in CBT in 2013.

In round figures I have about 17,400 hours logged time in SEP and MEP aircraft. Of that time, about 1100 hours are in MEP. Since my appointment as a flight examiner I have conducted about 1,000 flight tests. I obtained an AFI rating (equivalent to the present FI(R) at 300 hours and most of my flying since then has been instruction and flight tests. I passed the assessment process to become an FIC instructor but did not follow through. My instructor rating is unrestricted – I can teach SEP, MEP, Night, IR and Aerobatics. I have extensive experience in complex aircraft, tailwheel aircraft, vintage aircraft, mountain flying and formation flying. I have run PPL Theory ground school courses since 1990.

Thought my careers in aviation I have introduced and implemented new systems and managed, inspired, encouraged and steered others to success. I love teaching. Three years ago I designed and launched a web-based learning course for PPL theoretical knowledge requirements – www.thepplgroundschool.com. I took the site down as I did not have time during my sabbatical to maintain it. I will restore it as soon as I can. My own website is www.bateleuraviation.com.

I have eight daughters ranging in ages from 41 to 3. I need endless energy for them, and that spills over into everything I do. Age is not an issue. An exhaustive medical examination three years ago determined that my chronological age is far greater than my biological age.

I have taken a sabbatical in the last 16 months to travel in the southern hemisphere and to manage a project near Crediton, Devon, to convert a Grade II listed cob barn into a dwelling. I am now ready to return to work. During my sabbatical I returned to nature, so my appearance has changed; I also took a sabbatical from haircuts and shaving. My hair is a little longer.

I have many friends and associates in aviation, education and the medical profession. I am an enthusiast, and an advocate of lifelong learning.”

Bruce Abbott

LUNDY SUNDAY FLY-IN

Sunday 29th July 2018



www.bodminairfield.com PPR Essential

Pete White 01752 406660 / 07805 805679

