

# Bodmin Flyer



June 2018

## Running a tighter ship

The new full-strength CFC Board met for the first time in May, and indicated that the Club is to be run on more tightly-organised lines in future – and for that we need the support of the membership. The *ad hoc* approach has not necessarily produced the best results in the past, and systems will be put in place to improve efficiency and formalise arrangements. This will cover everything from staff leave to operating hours and training records.

Newly-elected Board members Kevin Riley and Pat Malone were joined by two co-opted members, engineer Rod Bellamy and website manager Martin Parker, so we were ten in total – plus CFI Bruce Abbott, Airfield Manager Jay Gates, and Daniel Parker, who helped Martin give us a presentation on the new EU data protection laws. (They don't affect us much, but they do affect us, and certain steps will have to be taken; Club members shouldn't notice much difference. The Board and staff have received training and guidance on the new laws.) Nick Chittenden was absent, having injured himself in a fall.

Chairman Darren Fern began by reporting that Kevin Riley had been unable to persuade Matt Culverhouse to come back as CFI, and Matt's resignation had reluctantly been accepted. Bruce Abbott has taken over, and now heads a roster of experienced instructors.

The workload placed on the shoulders of Airfield Manager Jay Gates is onerous and cannot sustain for the long term. The first part of the solution is to promulgate hours for the airfield which would relieve him of the burden of always being the last person out. The airfield will be open as it is now, but the tower may not be manned at all times. This will mean operating on a blind-call system at certain times, and Bruce Abbott will ensure members are acquainted with the RT procedures, while Jay will ensure the AIP and Pooleys make it clear that anyone arriving after 1800 hours may find the tower unmanned. Expect an update in the next newsletter.

We also discussed selling the Land Rover, which is on its last legs, and Pete White was asked to do a deal if he could win a good price. Members may know that we were advised by the Fire Brigade, who attended the C182 accident, that our emergency response service should be limited to life-saving, and we should not attempt to fight fires. External advice is to be taken as to precisely what our obligations are.

There's a continuing problem with foreign object damage, a risk of collision with aircraft and damage to the tarmac around the hangars as a result of cars driving right up to the tower, and we've decided that unless they're unloading at the Clubhouse or the kitchen, everyone should use the car park. Corinne Dennis has swept the entire area around the hangars, only to find that cars spread gravel over the tarmac as soon as the job was finished and the FOD danger persisted. In addition, members may not know that they are uninsured unless they have a specific airside policy, and a collision with an aircraft could be ruinous for them. If you really need to get through the gate, talk to the Duty Manager, and it could be arranged.

Our finances are looking healthy, Corinne Dennis reported – even without taking the sale of CAS into account the Club made more profit last year than the year before. Jay Gates added that the good weather had led to an upsurge in activity. We need to make up for an appalling winter – in the four winter months we had only 386 movements at Bodmin, and we've doubled that in the first three weekends of May. Pete

White's report on Club events was also very positive; in particular, the TopNav competition had been a great success, with nine crews entering – more than any other airfield in England. The possibility of allowing pilots to use Club aircraft at cost for events like the Children's Hospice flights was discussed, and it was agreed that this should be done. FOG events are such an important part of what general aviation gives to Cornwall, and the Board would like to suggest that members who cannot fly children at these events consider underwriting some of the expenses. A few pounds here and there could make all the difference. Contact Pete White. On the flying front, Bruce Abbott is starting to put together a training manual to standardise the instruction and is going through the Flying Order Book to make sure it is fit for purposes. Training notes will be improved and standardised, and all instructors will sing from the same hymn sheet.

Rod Bellamy reported that CAS remains fairly busy under the aegis of AT Aviation, and the Club 172 and a 152 both need work on fuel systems. Safety Officer Richard Saw said that pleasingly, there had been no incidents, and the final AAIB report on the 182 over-run highlighted no issues for the airfield of the Club to address. Finally, at Kevin Riley's suggestion we will make available disposal vessels for pilots doing fuel checks – throwing fuel samples on the ground is no longer environmentally acceptable. –  
*Pat Malone*

## Chairman's report

Better weather is finally with us, and has been kind for the recent RIN TopNav competition, and the return of the Tigers. Activity at the airfield has increased substantially, and has aided cash flow after a difficult winter.

Our preliminary end-of-year finance report has shown a significant improvement in 2017-18 compared to the previous year, with profits increased by more than 250%, and at similar levels to 2016-17. This has been achieved by good financial management and despite the unusual expenses associated with legal fees and staff costs over the past eight months. Full Accounts are in preparation for distribution to members soon.

Our new CFI, Bruce Abbott has started work, and we have received very positive feedback from students, staff and members. Bruce and Nick Chittenden will be meeting all instructors in the next few weeks to ensure that there is a cohesive strategy for flight training in place, and that all activity meets current regulations, with safety and quality of the service being paramount.

Board elections to two vacant places were held this month, with 52 members voting using the BallotBin. The ballot showed that Pat Malone and Kevin Riley had overwhelming support from the members, and the Board are delighted to have such committed and qualified new members joining them. The full Board will now be able to concentrate on the agreed development plan for the airfield. Relocating the fuel bay remains a high priority, both to aid the flow of aircraft on the site, and to reduce the need to lease the Trago hangar. The two primary goals for leasing the hangar were to increase the number of club-based aircraft, and to protect unrestricted access to the area around the current fuel bay. Despite welcoming new members from Dunkeswell, the low door height has meant that we cannot get as many microlights into the hangar as envisaged. The escalating rental payments demanded by our landlord meant that realistically, we could only keep the hangar for three years before it became a financial burden; the dilemma that we have to deal with now is to decide at what point keeping it as a hangar and preventing its alternative use as a warehouse becomes economically unviable. None of us wish to see it used as a warehouse, with subsequent heavy lorry access past the current fuel bay. If we can move the fuel bay to a new location, these concerns disappear.

Finally, I need to share some thoughts on the ‘wellbeing’ of our club; I have had numerous emails commenting on the ‘vastly improved atmosphere’ recently, and also heard indirectly that a group within the club complain of the ‘dreadful atmosphere’. Clearly, perceptions are different between members. The atmosphere within the clubhouse is created by the people in it at the time, and not by the Board, the clubhouse, or the staff. We all want our club to succeed, and we will achieve our goals if we all move forward together, despite differences in opinion. If you visit the club with an expectation of a poor atmosphere, it becomes a self-fulfilling prophecy.

We should not lose sight of the positive things going on at the club; a new CFI invigorating the training, a new Cessna 172, two newly refurbished 152s, new members joining the club bringing more aircraft to the site, a recovery of our financial position, and a clear plan for the future that will be delivered by a full Board. We have been through a difficult time, but that phase is now over... it’s time to move forward together. – *Darren Fern*

# Airfield activity update

By **Jay Gates**

Well, what a difference a month makes! In the last newsletter we reported about how wet, miserable and frequently unusable the airfield was. This dreadful weather pattern continued into Easter, which was a virtual washout and which impacted quite severely on our holiday period income with virtually no landing, fuel or training income coming out of the long four-day weekend. And then came May and the Mayday Bank Holiday long weekend! When you consider that, as per the previous report, the airfield handled only 386 movements over a four month period between December 2017 and March 2018 – 121 days – in the first three weekends of May 2018 a total of exactly 400 movements took place over a six-day period. Bear in



mind that a movement constitutes only a take-off at the start of a flight, or a full-stop landing, i.e. any training ‘touch and go’ does not count towards that total.

For the Mayday Bank Holiday weekend there were 244 movements alone, recorded over the three days of the holiday. This all translates into much-needed income from landing fees, fuel sales and training flights for the club. As always, it is a great feeling to know that Bodmin still attracts 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 two in this latest period, namely aircraft from Slawston Airfield in Leicestershire, and the wonderfully named Boarhunt Airfield in Hampshire. We continue to receive visitors from all around the usual airfield in the south west, and from slightly further afield, including Denham, White Waltham, Finmere, Turweston, Sywell, Bruntingthorpe and Tatenhill

Other notable visitors included one aircraft arriving from Little Gransden in Bedfordshire, the airfield that gave us our own Cessna C172M, G-EGLA. More of her later! The aircraft from furthest north came from



**An increasingly rare sight – visiting Sea King**

Sherburn-in-Elmet in Yorkshire, from furthest west was our own Martin Parker returning from Waterford in the Republic of Ireland, and from furthest east was a lovely Beech Bonanza arriving from Stuttgart in Germany, who had flown over for a one-night-only stop in Fowey to take in the Literary Festival before returning home to Germany the very next day, via an en-route fuel stop in Jersey.



**Morane Saulnier MS.315E D2 visiting for Action Stations. On her way home that day, she made the now-famous forced landing on Jacob's Ladder beach near Sidmouth. Congratulations to pilot Zac Rockey**

The warming and dry weather brought the need for a little airfield maintenance and Pete Chapman ran two volunteer days of maintenance, which included repairing the taxiway edge tarmac that was damaged in the winter when we received almost 100 lorries in one week, bringing in landfill soil.

As always, one volunteer is worth more than ten pressed men, and our great thanks also go to Roger Davis, Richard Saw, Pat Malone, Pete White, Corinne Dennis, Howard Fawkes and Colin Dukes for kindly giving up their precious time to assist Pete Chapman in getting some much-needed work done. There is still much to be done, including edging and painting the runway centrelines, refreshing some runway end marker boards, weeding the signal square and painting the signal square and primary windsock edging blocks. Volunteer workers are welcome on any day; you don't have to wait for a volunteer day request, and you are guaranteed a free, good, lunch in return for your efforts. A special mention should be made of Sam Quarmby, Ed Quarmby's 15-year-old son, who has again continued his cleaning and painting for us over a number of days as part of the voluntary work he is logging in pursuit of his Duke of Edinburgh Scheme Bronze Award.

The warm weather has also given that much-needed spurt to the grass on the airfield and after a good initial runway and taxiway cut by our local farmer, Pete Best, using his industrial sized topper and flail, the airfield started to look quite presentable. This was improved to almost picture perfect condition when Roger Davis, aided by Howard Fawkes, spent two days with the mowing gangs going over the airfield layout to make the airfield look magnificent, both from the ground and from the air.

The tidying up was completed with Richard Saw taking to the hand mower and the strimmer, also over two days, to complete the edges along the pathway bank and around the signal square.

We continue to push our profile on Social Media, especially on the specialist aviation group pages on Facebook, which allows Bodmin Airfield to reach a much wider audience and the outcome of all this activity is that we expect to see more first time visitors as the Spring runs into Summer and the days get even longer. It is certainly paying dividends with increasing viewings and positive comments to our own Facebook page and Website.

The last report brought mention of visits, but not landings, of Royal Air Force Atlas and Hercules aircraft. This has now been supplemented in April and May by visits from Fleet Air Arm Merlin HM.2, Sea King ASaC.7 and Wildcat HMA.2 helicopters, and also the former DHFS Search and Rescue Training Unit AW139 helicopter, which is now based at Newquay with Cobham and is providing aircrew training for UK, European and international military and civilian personnel. All of these helicopters requested to come to Bodmin to conduct flight training and winch handling for their crews, which is a great 'thumbs up' for us. They have all said they will continue to request training visits to Bodmin throughout the coming summer.

We have already held three airfield events at the airfield since the weather improved, namely Action Stations, Tiger Moth Experience and TopNav, all of which were very successful and attracted many people to the airfield. Thanks go to Peter White and his FOG team for organising these and the forthcoming events. These events also bring great footfall into the Clubhouse and benefit our own 'Diner 31', which is what we all like to see and wish to continue. Carol and Steve also arranged a Sunday lunch drive in from the Cornwall Military Land Rover Owners Club. They had a great time, and a great roast lunch, and the Chairman of their club even made an offer on our own Land Rover!



Some of the crews who entered TopNav

# TopNav triumph

Bodmin has become the jewel in the crown of the Royal Institute of Navigation's TopNav competition, mustering nine crews this year – more than any of the other six English airfields taking part. Once again the event here was organised by Pete White, who brought it to Bodmin four years ago after meeting the RIN's John Cairns – a former Shackleton navigator – at a youth education conference at Brooklands. In the three previous years Bodmin has won a trophy, with crews travelling to London to pick up their awards from the Duke of Edinburgh. This year, however, more than 40 crews had entered across the country, and as TopNav gets more popular, so the competition gets stiffer.

We might have had ten crews but one mixed up the dates and came the following day. Luckily it didn't matter so much because the competition at Compton Abbas (it's flown at White Waltham, Conington, Lee-on-Solent and North Moor too) had to be run a week later than all the others as the RIN didn't have enough satellite trackers to go round. TopNav attracted not just the numbers, but the quality... and I'm not talking about myself and my navigator, Group Captain Simon Coy. The first pilot we ran into on the day was Nick Willey, who has



thousands of hours on fast jets including Lightnings and Hunters, and was a Hawk instructor at RAF Valley. He ought to be able to find his way around, we thought... but even more impressive was Graham Andrews, who was wearing a blue flying suit dating back to 1960; Graham was a test pilot at Boscombe Down and for Rolls Royce and Shorts and has 13,000 hours on 177 different types of aircraft. He's tested everything from the P1127, the forerunner of the Kestrel and Harrier, to the Tucano, and now lives in quiet retirement in Exmouth. During their stellar careers these military fellows never did a single flight



It was the day of the Ten Tors Challenge and there was a Notam about helicopter activity, but we were just outside the fringe of it. We set off at five minute intervals, fastest (John Watts) first; the sub-80kt aircraft had a separate, shorter route to fly. Coy and I were in the CFC C172 which, it's important to note, has an ASI that's calibrated in MPH, with knots barely visible on the inner scale – don't get confused (like me).

Richard Saw came with us to take pictures. The course began a couple of miles west of the airfield on the edge of Bodmin, then took us almost due east to Morwellham on the Tamar. Apart from accurate navigation, the RIN is looking for good airmanship, flying at appropriate heights, avoiding obstacles by an adequate margin and not just sticking blindly to a course.



We flew on to Bolt Head via a waypoint where the railway crosses the River Yealm near Ivybridge, then to the Brixham Light, and slightly west of north up to a point near Whiddon Down where a minor road crossed a minor river. Finally, it was back to Bodmin via the Roadford dam. Our elapsed time was 1 hr 50mins, EGLA to EGLA, at a declared speed of 95.58 knots – or 110 mph on the clock.

It will be some time before we get the results, but really, we don't care about winning, it's the taking

that wasn't a serious learning experience, and the idea of doing what most general aviation pilots do – boring holes in the sky to make up hours – is alien to them. Present them with a challenge like TopNav, and they're in their element. It's a rare privilege to rub shoulders with them.

We were briefed by the Royal Institute of Navigation's John Cairns, who stressed that while the aim of TopNav is to keep alive skills that are atrophying alarmingly, it's also important to have fun. He gave us our lats and longs, and a brief physical description of each waypoint.



## Buy and Sell

At the suggestion of new Board member Kevin Riley, the newsletter will henceforth carry adverts on behalf of members who have something aviation-related to sell. Aircraft, shares, kit – anything goes. Send your material to Pat Malone, [editor@hotmail.com](mailto:editor@hotmail.com)

# Foggy memories for CHWS kids

By Pete White



Firstly a big thank you to all the FOG pilots, ground crew and the vintage vehicle volunteers for pulling off a minor miracle and providing a fantastic Fly Fun Day for our Little Harbour Children's Hospice guests, just before the rain descended on Bodmin Airfield.

To witness the smiles and joy of the youngsters and the gratitude of their parents and carers more than covers the worry and sometimes panic of the planning of these events for all concerned. For a magic moment in our lives, time stops and we are all as one and joined with one aim... to help those less fortunate than ourselves.



Oooh! I do love these events, so thank you all so much for what you do. You know who you are, but I'll name names anyway – special thanks to John Colgate, who acted as Safety Officer; to pilots Colin Dukes, Richard Saw, Sandy Wilkinson, Gary Perry and Martin Parker; and to volunteer helpers Anthea Colgate, Jay Gates, Jacky Lavender, Mandy Boyle, Bob and Margaret Maddock, and Mike Grigg; to photographer Derek Boyce, whose pictures can be seen here:

[www.flickr.com/photos/16090262@N06/albums/72157667394206487](http://www.flickr.com/photos/16090262@N06/albums/72157667394206487)

As most of you know, FOG – Feet off the Ground – is a small charity predominantly based at



Bodmin Airfield which provides aviation experiences for mainly disabled and disadvantaged young people in the south west. While some of our members have been flying flights of this nature for some 30 years, it is ideal to have a locally-based charity for these operations and for the past eight years FOG has fit the criteria well.

To date we have worked with The Children's Hospice South West (CHSW), Bader Braves (DBF), Country Holidays for Inner City Kids (CHICKS), Cornwall Accessible Activities Programme (CAAP), Schools, Colleges, The Scouting Association, The British Legion and Help 4 Heroes.



# Action Stations!

Thank you all for helping and supporting our 2018 Action Stations event at Bodmin on Saturday 5<sup>th</sup> May. You all did an amazing job but my special thanks must go to the weather gods... thank you.



Our Fun Fly Days and Scout Aerocamps are operated by volunteer teams who give generously of their time and expertise to ensure that our visitors leave with memories to last a lifetime, and a very large smile. We also have visitors from schools and scout groups who are too young to fly with us but enjoy an aeronautical day at the airfield with us but enjoy an aeronautical day at the airfield being looked after by FOG volunteers.



Thanks, too, to our pilots, Martin Parker, John Doswell, John Colgate, Andy Phillips, Colin Dukes and Peter Chapman who kindly flew 18 visitors from Help 4 Heroes.

We had a great and varied selection of visiting aircraft and military vehicles on show and our guest re-enactors soldered on in their authentic but very warm costumes providing us all with a true military ambience despite the warmer than normal conditions. Anthea Colgate was assisted by Jackki Lavender at the booking-in station whilst Martin Ryan, Bob and Margaret Maddock assisted by young Ben Holten looked after the ground crew requirements.



We are always looking for new volunteers who may wish to join our team to share the joy that we all experience at our FOG events. If you have access to an aircraft, or if you wish to join the ground crew so we can continue to help our young people, please contact me...

Pete White, Chairman, Feet Off  
The Ground – [pete@aeronca.co.uk](mailto:pete@aeronca.co.uk)  
01752 406660 or 07805 805679





Our tower duties were professionally executed by Jay Gates and Sandy Wilkinson.

Corinne Dennis once again wowed the crowds with a stunning aerobatic display... with smoke! And Derek Boyce took a wonderful selection of photographs, which you can see here:

<https://www.flickr.com/photos/16090262@N06/albums/72157666627430257/with/28059633048/>

Although the water was cut off due to a water main problem for most of the weekend, Carol, Steve and crew did a fantastic job of providing food and beverages for all of our visitors... thank you, you're stars!



Sorry if I have inadvertently missed anyone of the list but a mighty thank you to you all. – *Pete White*

## Cornwall LAA Strut

The first meeting of the proposed Cornwall LAA Strut will be held on Wednesday 13<sup>th</sup> June at 19.00. As I mentioned previously Cornwall is geographically a long way The first meeting to discuss the reforming of the Cornwall Strut will be at Bodmin Airfield on from the centre of operations for the Devon Strut and the meetings held during the winter evenings, so I feel that Cornwall warrants a LAA Strut of its own, working closely with its Devon neighbours.

Bodmin Airfield would be an ideal base for the 'new' Cornwall Strut as it is a popular site with several LAA based aircraft and has good facilities.

If you are an existing LAA member you are 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. If you are not a member you may be curious enough to attend and find out more about what goes on in the LAA world. Please let me know if you are attending.

*Pete White*

## FOR SALE



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# Upcoming Events

Saturday June 23rd:

## Pasty & Ice Cream Fly-in

Enjoy the culinary delights of Cornwall whilst watching aircraft flying in from all over the UK. Come and enjoy the fun!



July 4th and 5th

## Wing Walking at Bodmin

After the successful event in 2017 we're back to give you the chance of a lifetime to soar above Cornwall on the wing of a Boeing Stearman biplane. *Contact details below if you want to have a go*

Sunday 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



August 11th & 12th:

## Vintage Wings & Wheels

Our special guests for the summer 2018 are the Vintage Aircraft Club and local Classic Car Clubs. TMT Nostalgic Flight Tiger Moths will be in action on both days.



September 15th & 16th

## Cornwall Strut Fly-in

Join us for the rebirth of the Cornwall Strut of the Light Aircraft Association

All are welcome – we have the **Diner 31** cafe available for food and beverages

Contact Pete White on 01752 406660 or 07805 805679

