



Passenger services from Bodmin? Dream on...

Membership: fantastic savings!

It's that time of year again – membership fees are due. The Club is holding the price down to the 2016 level of £150 and is repeating last year's special offer by which people who pay before the end of the year are charged only £135! That's a significant carrot to encourage prompt payment, which obviously helps the Club by generating cash flow at an otherwise quiet time.

There's a bit of stick to go with the carrot. The Board has decided to introduce a £20 joining fee. The final deadline for membership payments is January 14th, on which date the membership of those who have not paid will lapse. Thereafter, people will have to pay the joining fee on top of their annual membership. To be clear – pay your

membership by December 31st and it costs £135. Pay between January 1st and January 14th and it costs £150. Leave it until after January 14th and it will cost £170. Social membership stays at £30. So to help the Club, and save yourself a significant sum, please pay by BACS transfer to the Club's HSBC account number 41017411, sort code 40-12-22, and put something like '2019 membership' in the notes field. Please also email bodminairfield@gmail.com to say you've done so. Of course, you can also send a cheque (remember them?) and you'll get the discount as long as it's received by December 31st. Cash is also perfectly acceptable. Thanks in advance for your help.

Got an idea to improve the Club? We've introduced a suggestion box, and in keeping with our new digital persona, it's electronic! Email the Chairman at suggestionbox@cornwallflyingclub.com

If you missed the AGM...



Bodmin Airfield
Home of Cornwall Flying Club

The Annual General Meeting of Cornwall Flying Club Ltd, held on November 12th, was very well attended, with more than 60 members coming to hear at first-hand how matters stood. The answer in general was that we're in a fairly good place, and it would be even better if we could put the problems of the recent past behind us and get on with the work that desperately needs to be done.

The Chairman Pat Malone said the Club had gone through a year of unprecedented trauma, with an independent tribunal having led to the departure of the manager. A tiny clique had refused to come to terms with what had happened and had ultimately led the former Chairman Darren Fern to resign. The AGM, said the new Chairman, was an opportunity to put all those matters behind us, and it was an opportunity that had to be grasped.

The first order of business, he went on, was to rewrite the Club's Articles of Association, which had already been condemned by members as out of date and unfit for purpose. Work on that was to begin immediately. The turmoil of 2018 had, however, had profoundly beneficial effects. Historic deals that were buried in the accounts had been combed out and dealt with, increasing long-term profitability. The accounting system had been overhauled and simplified to the extent that our accountants had reduced their fees by £1,000. The long-running saga of the C172 had been resolved, largely through the efforts of Darren Fern, and G-EGLA is now a hard-working, profit-making aircraft that's worth more than we paid for it. In Jay Gates we now have the most professional manager ever, whose diligence is smoothing out our entire operation and saving us money. The future is as bright as it's ever been, if we can leave the tribulations of the past behind.

The money

Treasurer Corinne Dennis reported that during year ending 2018 CFC Ltd had turned a £15,000 profit. The number of debtors had been reduced, as had the number of creditors, both as the result of good management. Historic loans had been reduced, a programme that was continuing. Gross profit margin was 56 percent, the second best of the last five years. Although turnover and landing fees were down, profitability is up, which is an indication of the improving financial health of the Club and is down to good management.

The airfield

Airfield Manager Jay Gates looked back over a lousy flying winter and a great flying summer. Having fought our way through three wet months, capped by the infamous Beast from the East, we'd ended up seeing more action than in the previous year. A total of 6,731 movements were recorded, with almost half of them taking place in May, June and July. The three club aircraft flew 1,025 hours during the year, even though G-EGLA was only on line for eight



G-EGLA, the jewel in the crown

months. Gary Perry's C42 flew another 400 hours and he put five students through the NPPL(M), while Group A instructors Bruce Abbott, Terry Earl, Nick Chittenden, Rod Bellamy, Ollie Smith and Kevin Jones saw five students through LAPL/PPL(A) courses. Introductory flights had improved utilisation thanks to pilots Sandy Wilkinson, Bob Harris, Lloyd Edwards, Howard Fawkes and Pete Chapman. On the regulatory front we have converted our radio to 8.33 kHz, and had been able to get our radio licence fee reduced from £3,150 to £200. Our fuel system had a Petroleum Regulation audit this year, and a few deficiencies which require rectifying will be sorted by January. The clubhouse fire and smoke alarm system had not been surveyed since completion and does not meet regulatory requirements; that too is being attended to.

Flight training

CFI Bruce Abbott looked ahead to the possibility of developing a wider range of training courses, including IR(R), night flying, aerobatics and tailwheel conversions, if the right aircraft could be attracted to the Club. He plans to remodel the briefing rooms to

create an additional room, and intends to get rid of out-of-date briefing materials.

Airfield safety

Safety Officer Richard Saw reported that we had a very good year; there had been no reportable accidents involving Club members or aircraft. One accident involving a visitor had been investigated by the AAIB, but there had been no criticism of the Club or its procedures or facilities. A new fire truck had been acquired thanks to Michael Footitt, and had been restored to good condition by John Blick. We had successfully undergone a Fire Brigade inspection.

Days to remember

Events Director Pete White reviewed a year of successful events ranging from Action Stations to the Tiger Moth flights, TopNav and the jewel in the crown, the wing-walking weekend. In the RIN's TopNav competition Bodmin had entered nine teams, more than any other airfield in the country. Wing-walking had struck a chord with the public, and in 2019 it was being extended to six days, with 79 people having registered to take part. Aeroclub evenings had started with a fascinating talk from former Rolls Royce chief test pilot Graham Andrew. The Cornwall Strut had been resurrected, while the Feet Off the Ground (FOG) charity programme had continued its work.



A great place for fly-ins

engineering work that means the sticking hangar doors can now be pushed open with one hand; Roger has also been all over the roof fixing leaks, doing some drainage work around the hangars, upgrading our CCTV, installing our new aerials – the list goes on. Where would we be without him?

Others who deserve special mention are **Martin Parker**, who keeps our noses clean on the General Data Protection Regulations and looks after our web and email platforms, and who does a huge amount of work, often unseen and unappreciated; **Richard Saw** and **Pete White**, who man the Tower on Jay's days off; thanks also **Pete Chapman, Hector Chittenden, Colin Dukes, Steve Farnell, Bruce Bryan, Nick Sharratt, Howard Fawkes**, and all those we've forgotten.

Any other business

Pete Chapman proposed that we start a fund for urgent repairs to the Clubhouse, and the AGM voted to support the idea, with no votes against. A Ballotbin referendum of all members will establish how much we should each contribute.

Members also decided we should continue to lease the Trago hangar, despite the fact that it loses us about £120 a month. Attempts will continue to attract more microlights, while the Board seeks to renegotiate terms with the landlord. Work to re-site the fuel bay will also resume.



Wing-walking - 79 takers!

The volunteers

All speakers made multiple mentions of the volunteers who work tirelessly for the benefit of all of us, and while there are too many to mention, some have done so much for the Club that our gratitude cannot go unrecorded. Chief among them is **Roger Davis**, who was responsible for the maior

Cometh the hour, cometh the man

The process of bringing our Articles of Association into the modern world has begun. Our current Articles are almost 30 years old, pre-date the internet and the digital era, and in some respects may even be illegal.

We are supremely fortunate to have in membership Leith Whittington, whose experience in business makes him the perfect man to guide



Leith Whittington

us in this matter. Leith has a Master's Degree in Business Administration, awarded in 1990 following sponsorship by his then-employer British Caledonian Airways – he was a VC-10 navigator – and following their acquisition, by BA. He was later employed at Racal Avionics as General Manager of the Aeronautical Services Group. While there he was co-opted into the Business Development section of the parent company, Racal Electronics, which dealt with mergers, acquisition and disposals as well as high-level business development projects. His speciality was compliance with the Companies Act, corporate structure and corporate

governance, which involved examination and consultation on the Memoranda and Articles of target companies.

In his working life and in retirement he has written, rewritten or modified several sets of Articles for commercial organisations and those in the voluntary, charities and sports club sector, including the Dartmoor Gliding Society, of which he is a member.

Leith has volunteered to produce for the Board a framework document with sections which can be populated and modified to suit the Club's requirements. Chairman Pat Malone said: "We're profoundly grateful to Leith for undertaking this work. There can be few people better-qualified than he to do the job. I'm also grateful to other members who have offered to help, and their assistance may be called upon as necessary before our Articles are finalised."

Fuel price – and hangar rash

We're going to raise the avgas price from January 1st, but the new rates – £1.75 for members, £1.85 for non-members – mean our price will still be the lowest in Cornwall and most of Devon.

The CFC Board meeting on November 21st heard that the Club has held the selling price steady while the buying price has risen by almost 20p a litre, and the situation couldn't be sustained.

The Board also discussed problems of damage to aircraft in the main hangar. There have been two instances of 'hangar rash' in the past few months, and although they would both be covered by our insurance, the excess on the policy and the cost of losing our no-claims discount means we have to think carefully about how they will be paid for.

The Board decided that if damage is not reported to the Airfield Manager or Duty Manager as soon as it happens, the person responsible will be required to pay the excess. Anyone causing damage to an aircraft, however slight, who does not report it within 24 hours faces a bill of at least £500 and probably more – the excess is graded. It goes without saying that all damage should be reported immediately. However slight it seems, you can't be sure there's been no structural damage that might compromise safety.

The CCTV in the hangar has now been extended to give cover for 30 days. And it's a Club rule that at least two people are required to move aircraft.

New Board

Former CFC Chairman Darren Fern topped the poll in the 2018 Board elections with a remarkable 83% approval rating from members voting. Also re-elected were Pete White and Nick Chittenden, while Terry Earl joined the Board in the fourth vacant seat.

The Board now comprises Pat Malone (Chairman), Corinne Dennis (Treasurer) Darren Fern (Secretary), Pete White, Richard Saw, Nick Chittenden, Terry Earl and Kevin Riley.

At the first meeting of the new Board, held on November 21st, the Chairman welcomed the new member and the returning members, and said that Darren Fern's winning margin represented a resounding endorsement of Darren's term as Chairman and his handling of recent difficulties. There could be no doubt as to where the support of the membership lay.



Chris gets his wings

Chris Gresham is congratulated by Terry Earl after passing his LAPL skills test on November 5th. Chris's training has been stop-start at various places and he has suffered more than his share of reverses along the way, which makes his success all the sweeter. Well done, Chris!



The face of Captain Edward Hain on Porthmeor beach

Ode of Remembrance

“They shall grow not old, as we that are left grow old:

Age shall not weary them, nor the years condemn.

At the going down of the sun, and in the morning,

We will remember them.”

How many of us know that these lines taken from the poem ‘For the Fallen’, and written over 100 years ago by the poet Laurence Binyon, were penned by him just over 10 miles away from here, while he was sitting on the cliffs at Pentire Point, just north of Polzeath? Cornwall lost over 6,300 brave souls in the Great War, and Devon lost just over 11,000, and every year, at the eleventh hour on the eleventh day of the eleventh month, at

remembrance services throughout the country these lines are read out to remember those who gave their lives in the service of their country. One hundred years on from the end of the Great War in 1918, on the 11th November 2018, great celebrations and commemorative projects were being planned around the country to mark the



Enter G-PIXX, complete with poppy decals

centenary of this momentous date. These projects were co-ordinated by the national organisation '14-18 Now – WW1 Centenary Art Commissions', based at the Imperial War Museum. One of those projects was being arranged by the great British film director Danny Boyle, who directed such films as 'Trainspotting', 'The Beach' and 'Slumdog Millionaire'.

Danny Boyle's commemoration was to be called 'Pages of the Sea' and involved 32 sandy beaches around the coast of the British Isles. On each beach the face of a local man who never returned would be laid out in the sand at low tide. As the tide came in it would slowly wash the face away, giving local people an opportunity to say 'thank you' and 'goodbye' to the fallen. Four Cornish beaches were nominated: East Looe (Captain Kenneth Grigson 1918), Perranporth (Archie Jewell 1917), Porthmeor (Captain Edward Hain 1915) and Porthcurno (Lieutenant Richard Graves-Sawle 1914), with one beach in Devon at Saunton Sands (Captain Ralph Cumine-Robson 1914). Before Remembrance Day the aerial filming company Flying TV contacted the Airfield Manager and asked if Bodmin could be used by their film helicopter for refuelling stops throughout the day, and for their mobile broadcast transmission studio to be based in our car park. Naturally, full PPR was granted for anything that they required.

On November 10th Flying TV's film helicopter, a Robinson R44 registered G-PIXX, complete with a beautiful 'Flanders Poppy' design, arrived at Bodmin for a refuel, then positioned to a private site in advance of the filming requirements of the following day. On the morning of the 11th the mobile broadcast unit set up in our car park while the helicopter set out to film all of the nominated Cornish beaches.

Fortunately low tide fell between 13:06 and 13:50 on Cornwall's beaches on the 11th November, with high tide falling between 18:42 and 19:35. This meant that the poignant faces would be visible on the sands throughout the day, allowing people to come and savour the occasion, and for the filming to take place in optimum light conditions. The helicopter returned



Broadcast truck

to Bodmin Airfield in the early afternoon of November 11th after filming all of the Cornish beaches, and downlinking their film to the broadcast unit in the car park, from where it was rebroadcast directly to studios in London via their huge satellite dish. News programmes broadcast their footage as it was received to

show the nation in real time what was happening around our coasts as the 'Pages of the Sea' project unfolded.

After refuelling, G-PIXX departed for Saunton Sands to film the Devon beach. Saunton Sands high tide was the latest of the day at 20:08, which allowed the helicopter to downlink its film to the broadcast unit, then continue on to Bournemouth Airport prior to returning to their operating base at Denham.

Many of us must have seen footage of this fabulously artistic project on the news that day, including our own beaches on local BBC and ITV news programmes. Bodmin was honoured to be chosen as the base to assist the filming operation in its entirety.

Throughout the length and breadth of the United Kingdom almost every town, village and hamlet lost a son in the Great War. Only 32 villages in the country were blessed to have had no losses, and these became known as 'Thankful Villages'. Devon, sadly, had no such villages. Cornwall had just one – Herodsfoot, which happens to be home to one of our Instructors and Directors, Nick Chittenden.



***Captain Edward Hain, the face of Porthmeor beach, died while serving with the 1st Devon Yeomanry at Gallipoli. Capt Hain was heir to the St Ives-based Hain Line shipping empire; his heartbroken father Sir Edward Hain died two years after his only son was killed, and the company fell into the hands of P&O.**

Indian summer – then winter strikes

By Jay Gates

The Indian summer of late October allowed us to produce an extremely creditable 606 movements for the month, compared to only 360 movements in October 2017. This was despite the loss of seven days flying due to adverse weather. Fuel sales mirrored the good month, with almost 5,400 litres of avgas dispensed. November, however, put the brakes on all of that.

As the month progressed, the slow decline into winter was reflected in the movement and fuel sale statistics. Up to November 27th we've only reached a total of 251 movements for the month, a result of reduced daylight hours, poor weather and an expected fall-off of visiting aircraft. Whereas in October we recorded 15 days with more than 20 movements, this dropped to only four days in November. Our best day in the month was Remembrance Sunday with 33 movements. Poor weather cost us seven days flying, and this figure will increase, as the last days of the month will be wet and windy. Fuel sales are also down, with just under 2,600 litres of avgas dispensed thus far. Despite the weather and loss of flying days the flight training programme continued, with more good hours run up by the club aircraft – a total of 105 hours were flown in October. This compares well with October 2017 when only 51 hours were flown. We also continue to produce new pilots; it was heart-warming to add Chris Gresham to the list when he passed his LAPL (A) GST on November 5th. We are now approaching a round dozen students who have received their licenses in the past year, a credit to our loyal team of instructors. Our team of Introductory Flight pilots completed 26 flights in October, another impressive total for this time of year. As always, we are on the lookout for more volunteers to join the Introductory Flight team, so if you are interested, please get in touch. It's always nice when rotary-wing visitors drop in to Bodmin. In November, due to the dark evenings, we have seen an increase in visitors from RNAS Culdrose conducting Night Vision Goggles training with their Merlin HM.2s. We also had an unusual daytime visitor from RNAS Yeovilton, an olive green 'Junglie' Merlin HC.3 from the Commando Helicopter Force. Apart from the Flying TV R44 mentioned above, we received a visit from another R44, G-CDCV, of 3GRCOMM based in Gloucester,

whose helicopter is equipped with LIDAR ground mapping equipment used to conduct terrain mapping and topographical surveys for mobile communications and power transmission companies. The last interesting rotary visitor was Eurocopter EC135, G-WPDA, which conducts powerline inspections for Western Power Distribution and called



G-CV with LIDAR beneath

in to make a crew change prior to continuing their inspection flight back to Bristol. Maintenance work around the airfield is never ending, and Roger Davis finished off upgrading the hangar CCTV system with a memory capable of continuous recording for more than a fortnight, and more than a month when used in 'motion sensor' mode. Pete Chapman is busy replacing the old lino in the Gents. Due to the requirement to completely dry out the floor underneath the old lino, before fitting the new lino, the toilet will be out of use for a number of days until it is



G-DA, in for a crew change

bone dry. So, anybody caught short in the clubhouse is asked to use the outside disabled toilet until the Gents is back on line. This does not affect the Ladies, which remains fully operational. Howard Fawkes and Martin Woods are busy installing the additional alarms, flashers, sirens and wiring required to bring our clubhouse into compliance with Fire Safety legislation. Sandy Wilkinson will be giving the Topper a minor service so that it can once more be put to good use behind our 'brand new' David

Brown tractor. Richard Saw has done a splendid job cutting and splitting our timber stock for the log burner in the clubhouse. We have a lot to thank these grand people for – they are truly the Salt of the Earth.

The change to our 8.33 kHz channel of 120.33 went smoothly and the vast majority of visiting pilots make initial contact on the new frequency. Our decision to continue to monitor the old 122.7 frequency remains a sound one. We're still getting calls on it, despite official correspondence and NOTAMS showing our change. Surprisingly, the majority of the erroneous calls have come from 'official' aircraft – air ambulance, military and police, with the odd 'non 8.33 kHz equipped' aircraft who cannot use 120.33 yet! We persevere with the message, and hopefully, when the 2019 Pooleys Flight Guide is published and the MoD update their AIDU publications, we will see these erroneous calls to our old frequency disappear.



I want one of those...

The American Street Car owners continue to visit once a month, and their November Breakfast meet produced almost 20 splendid vehicles and filled the clubhouse with visitors. It was a great day for Carol and Steve and this looks like being a fruitful relationship with the Airfield. The Street Car organisers Keith and Dotty Elderkin of Cardinham had a chat about assisting at future events, and a meeting with Pete White has been set up to see where the synergies lie. The thought of the wonderful children at Pete's events being driven around the back lanes of Cardinham Woods in a hot-rod which looks like it came straight out of 'American Graffiti' will bring a smile to any face.

Helping our big cousin out west



Kath and Ben with Skybus Islander

As Cornwall Flying Club, we provide a great deal of the ab-initio flight training for student pilots throughout Cornwall and Devon. In fact, as those who were at the AGM know, we completed over 1,000 hours of flight training over the last year in our own club aircraft, and even more when you include the microlight training hours flown by Gary Perry in his C42.

On the pilots licence front, once you go beyond the PPL and CPL levels you end up at the flying pinnacle with an ATPL, which usually means you are flying for an airline or a large corporate AOC operator. This is the dream of many students when they start their flight training. But at the top level, who conducts your ongoing flight training or your initial type rating on a large, complex commercial aircraft?

Most, but not all, airlines have captains on their flight crew lists who are tasked with conducting internal flight training with company line pilots, on the aircraft they will operate, on advanced 3-axis simulators, or on flight line training itself. We are fortunate to have instructors at the club who did or still do this kind of training. A look at the CAA database shows instructors who can conduct type

ratings or flight training, and shows the aircraft types on which they are licensed to instruct or examine. Skybus is an airline that conducts all training on an in-house basis, using their own flight instructors. Recently one of their training captains retired, and another is due to retire within the next year, so they needed to nominate another captain to take on the same role. Luckily they had Captain Ben Woodward, who had a lapsed Instructor Rating and was happy to take on the mantle of Training Captain for Skybus.

However, he first needed to renew his Instructor Rating, and for that Skybus needed a suitable training aircraft, which they did not have. So Ben contacted Cornwall Flying Club to see if Skybus could hire one of our Cessna 152s for a minimum number of days to get the required renewal training completed. The most suitable aircraft for their needs was G-CEYH. Details of the hire were agreed with the Airfield Manager, and dates in late November were arranged where Ben, with his 'instructor', would take the aircraft to Lands End to conduct the training. On completion, YH would be returned to Bodmin. On Wednesday November 21st, Ben arrived at Bodmin at 09:00 to collect YH,

accompanied by his instructor – none other than Kath Burnham, who had come down from East Midlands Airport to conduct his renewal. Kath had recently returned from Calgary in Canada, where she had conducted the annual flight training requirements for the captains of the British Antarctic Survey, including our own Ollie Smith. Ben informed the Airfield Manager that on completion of his training he would fly G-CEYH back to Bodmin and a Skybus Britten-Norman BN-2 Islander would collect him for return to Lands End.

The training obviously went very well as just over three days later, on Friday November 23rd, and after just over six instructional flight hours, G-CEYH flew back into Bodmin at 1400 with Ben and Kath on board. Ten minutes later Skybus BN-2 Islander G-BUBN landed at Bodmin, and for a period of about 10 minutes the airfield was 'Bodmin International' with a scheduled airliner parked outside the 'terminal' awaiting its passengers. Ben and Kath boarded G-BUBN and the Islander departed for to Lands End at 1420.

It is always great when something unusual arrives at Bodmin. What is even greater is that a well-known local commercial airline contacted Cornwall Flying Club to seek our assistance in helping them with a flight training task. It is something that we can be very proud of. For those who are interested, there is yet another Bodmin link to this story as Ben Woodward still has to complete his MEP Instructor flight test, and this is scheduled to take place in early December at Lands End on a Skybus Islander, with our own Piers Smerdon conducting the examination.

Showtime at Bodmin

Bodmin Airfield will be featuring the comedy show *Those Magnificent Men* on 29th June 2019 as part of a rather off-beam way of commemorating the first non-stop transatlantic flight by Alcock and Brown one hundred years ago.

This is a travelling show revived for this special occasion by The Foundry Group, whose original production was critically acclaimed and won multiple awards. They are assisted in their endeavours by the BBC4 sketch group the Ornate Johnsons.

June 13th and 14th 2019 marks the centenary of Capt. John Alcock and Lt. Arthur Whitten Brown's



courageous, exhilarating and historic first-ever non-stop flight across the Atlantic, which took them from Newfoundland to Clifden in County Galway, Ireland. The Foundry Group's very funny and hugely popular two-man show features a "cast of thousands" and an "action replay" of that epoch-making flight, but how they manage to pull it off with some cardboard, two chairs and a few leftover props will be revealed on the night. As any flying geek will tell you it was one of the great adventures of the aviation era, with the pair's Vickers Vimy staying in the air only because Brown got out and walked along the wing to hack off the ice, something he did several times, luckily during periods when the aircraft was not upside down. While the company is presenting the show at lots of different venues, they are particularly keen to take the play to as many airfields as possible. The Foundry Group's David Mountfield says: "It always goes down a storm with aviation enthusiasts and the general public alike, and we have had many warm and detailed conversations with pilots and ground staff of several generations along the way. We can perform the thing virtually anywhere too, as long as there's a couple of plugs."

Well, consider it plugged! For more details, and to be relieved of money for a ticket, see Pete White.

*Wonderfully entertaining... has the makings of a West-End hit.' – *The Times*

*An up, up and away fringe hit! Spiffing perfection. – *The Daily Telegraph*

Dates for your 2019 diary

Only three weeks until the sun turns round and starts heading back our way, and four weeks to 2019 – you need to start planning now for the new flying season!

Events Director Pete White already has some crowd-pullers in the diary, including the phenomenally successful Wing Walking days, which next year will cover six, days, by popular demand! Here are some of 2019's prime attractions – get them in that new diary Santa's going to put in your stocking (or if you're under 40, your iPhone):

May 4th (Sat) LADIES DAY FLY-IN, a day upon which we encourage ladies to fly-in, drive in, cycle in, walk in or what ever mode of transport suits you and enjoy the ambience of our little airfield nestled on the side of Bodmin Moor.

May 18th (Sat) RIN TOP NAV Competition--- Come and join us at this prestigious navigation event which is open to pilots of all ages. Loads of fun using just the basic skills we were all taught when in training. 2018 saw 10 crews taking part, so come along and help grow that number!

June 29th (Sat) Theatre Night! To celebrate the 100 year anniversary of the 1st non-stop Atlantic crossing by Alcock and Brown in June 1919. We have invited The Foundry Group, a superb national touring company, with their '*The Magnificent Men in their Flying Machines*' to Bodmin Airfield for just the one night so book your seat soon! Food and a Bar will be available.

July 2nd, 3rd, 4th, 9th, 10th & 11th Wing Walking at Bodmin. After the very successful wing walking events in 2017 and 2018 we are back to give you the chance of a lifetime to soar above Cornwall on the wing of a Boeing Stearman Biplane. This is becoming very popular, especially for charities, and we already have over 75 people booked so please use the contact details below if you want to join us and have a go...



July 20th (Sat) Action Stations. For our annual Action Stations event at the airfield we have invited military aircraft, military vehicles and re-enactors to join us to celebrate the 75th anniversary of D-Day and the Normandy landings. Plus our special guests are **Help4Heroes**.

August 4th (Sun) LUNDY ISLAND FLY-OUT The annual '*Lundy Sunday*' event is well supported by our local flyers as well as pilots from around the UK, Ireland and the Channel Islands.

PPR is essential from Pete White 01752 406660 or 07805 805679.

September 7th (Sat) The 2019 Cornwall Strut Fly-in. The first Cornwall Strut fly-in was a great success and we once again invite all to join us including classic and vintage vehicles. TMT Nostalgic Flight Tiger Moths will be in action in 2019 and the dates will be released as soon as they available.

All are welcome – and remember, we have the *Diner 31* cafe available for food and beverages.
Pete White – Events Director, AEROCLUB & Events Organiser 01752 406660 -- 07805 805679 --[pete@aeronca.co.uk](mailto:pete@ aeronca.co.uk)



Cornwall Strut fly-in

Aeroclub evenings



The Grace Spitfire

Wednesday December 12:

Graham Hurley

TV Producer and novelist

Graham Hurley gives an account of his life-long love affair with flying. This epic begins with his dad, a navigator on Beaufighters during the Second World War, and takes in his first experiences of flying – de Havilland Rapide, Vickers Viking, DC-3, de Havilland Dove (flown by ex ATA jockeyess Jackie Moggeridge, about whom Graham was to later make a film). Then his plunge into TV with *The Perfect Lady* – the story of Nick Grace's Spitfire Mk 9 rebuild; *Going Solo* – his widow Carolyn's battle to learn to fly the beast after his death; plus a host of ITV documentaries, one of which – *When the Shooting Starts* – found him in the rear seat of a Jaguar at zero feet and 600 mph in snow clouds over the Ruhr. Then the inside story on the Royal International Air Tattoo, the brainchild of a very good friend of his, and then the biggest train set in the world – and finally the commitment of his love affair to the page in the shape of a succession of novels.

Graham will bring discounted copies of *Aurore* and *Permissible Limits*, which features a Bomber Command crew and they will be for sale after the talk.

AEROCLUB talks start in the Clubhouse at 19:30, and dinner is available after 18:00 – please contact Jay on 01208 821419 if you'd like to book a pre-talk meal from Diner 31.

For more information on the speakers please contact Pete White on 01752 406660 or 07805 805679, or via pete@aeronca.co.uk

Wednesday February 13:

Leith Whittington

Navigator extraordinaire

Leith Whittington's talk is entitled "Post-war airliners needed navigators!" and covers his career as a navigator on VC-10s for British Caledonian and British Airways. Before satellites, before even INS, skilled men with sextants, sun tables and star charts could find their way unerringly to any point on the planet. If you told that to t'young folk today...



Where are we again?

STOP PRESS: New Newquay frequency 133.405
(introduced from November 30th 2018)