

Perranporth 14th June 2003

After a wait while reality set in, preventing the planned trip to Granville, Perranporth was chosen as an alternative destination. With Paul Dewey as P1 and David Evans in the P2 seat, I sat in the back of SZ on the outbound leg. Three other club aircraft, a Warrior, a Cherokee and an Arrow, set off with us. Visibility was very good, and there was plenty of time on the 90 minute flight to spot Yeovil, Exeter, Okehampton, and the Eden Project glass domes near St Austell and its many abandoned china clay pits. Then it was time to manoeuvre between Newquay/St Mawgan and its occasional airliner, out to sea for the approach to 05 on the cliff top. Very unforgiving if low, this one.



Perranporth airfield was a small friendly place with an owner/operator who was as helpful and friendly as you could hope for though a bit less cheery when at the end of the day he thought he may be waiting late for us all to leave. The wartime origins of the field are clear with a few bunkers and the old perimeter road still evident in places.

After settling landing fees we all set off on foot, at different paces, to St Agnes via a cliff path of some real beauty with lovely views along the cliffs.



After a minor scramble over rocks, Julian and Paul and I made it into a dark and welcoming pub for a few pints of Diet Coke and some good locally caught Sea Bass, which we were able to find space



to eat outside in what had become a hot and sunny day. Others in the group found an excellent restaurant with views across the bay.

After a walk the long way round back to the airfield, and sitting beneath the wing while some Microlights landed and were

folded, pitched and fastened down, and some laconic flight planning completed, the whole group gathered and chatted until we realised we were getting close to the closing time, and some rapid re-fuelling and walk rounds were completed.

Flying the home leg, with David Evans to look after me, as I had not then completed my PPL training and with Des in the back, was a pretty lengthy affair with a brakes to brakes time of 1 hour 55 minutes as we flew into a 15 knot head wind. Flying VFR and with the sun still pretty high, waypoints at Okehampton and Blandford were easy to find. As only St Mawgan, Exeter LARS and eventually Solent Control would talk to us, time was spent working with the OBS and DME, making cross cuts to confirm what we could see from the chart and the view from the cockpit.

The day had been hot in Hampshire too, so it was lumpy for the last few miles over the higher ground of the Forest. After a standard entry via Romsey we were told to report right base for 20, and made a pretty ordinary approach, though after nearly two hours at the controls the landing was probably a bit definite for the liking of the CFI but we all walked away, and so did SZ, so lets call it another landing!

Another good day in the air!