

IBM Flying Club Newsletter - June 2000



Clear Prop - Dave Thomas

As you will see from this edition, the 'event' season is getting under way; with the East Kirkby visit having been a great success (many thanks Bob), and plenty more events to come. Come and join in the fun - the usual faces always appear, it would be great to see some new faces and perhaps some of our longer standing club members who we haven't seen for a long time. If your own plane is out of action or otherwise booked, contact the event organiser, who will do his/her best to find you a seat; there are usually some spare seats.

Coming back to East Kirkby, the funniest sight for me during the day was seeing a car driving along the runway, towing a trailer on which was an ancient sofa occupied by two men with a rope attached to a hanglider; the car accelerates, the hanglider soars and eventually the 'pilot' lets go of the rope and glides back to earth. Meanwhile the car has turned around and returned to the end of the runway ready for a repeat - shades of 'Puppet on a String'!

Everyone who managed to get to East Kirkby had a great day as you can see from the two articles, but more importantly, it was really pleasing to see how many pilots made sensible decisions and diverted because of the weather. Four of us ended up at Peterborough (Conington) for lunch and waited until the weather improved before being able to continue to East Kirkby. Jim Hull returned to Popham and John King diverted to Leicester for lunch. Good planning, smart thinking, and no sign of any 'get there at any cost-itis'. If only more pilots displayed the same common sense, there would be far fewer tragic items reported in Gasil etc. Let's keep it that way.

Many of you will have noticed that Tom Dawes-Gamble's web page has been replaced by AvBrief (www.avbrief.co.uk). The site itself is a considerable improvement over the old TMDG pages, and offers enhanced facilities such as Form 214 (spot wind charts), and Form 215 (Interpreted synoptic charts) for a fee. Avbrief are intending to provide access to the chargeable pages for flying clubs such as ourselves but have yet to determine their Terms and Conditions. In the meantime, they have offered us access at no charge for our members. If anyone wants access, then please register as standard, and then let me know your id so that I can register you as a member of the IBM Flying Club group. Please note that this is only available to club members, and not to everyone who receives/reads this newsletter. If the Ts and Cs prove to be too onerous, we may lose this privilege, but I suggest that you take a look at the site anyway, so that if you take advantage of this privilege, you are in a position to determine if you would wish to pay for this as an individual. Both Clare and I find the site invaluable as a means of gaining a picture of the day's weather around the country, access to TAFs and METARs, and synoptic charts giving you a picture of the weather to come over the next few days. A great aid to planning and ultimately, safety.

Light relief - David Limb

"Squawks" are problems noted by U. S. Air Force pilots and left for maintenance crews to fix before the next flight. Here are some actual maintenance complaints logged by those Air Force pilots and the replies from the maintenance crews.

P = Problem

S = Solution

- (P) Left inside main tire almost needs replacement.
- (S) Almost replaced left inside main tire.

- (P) Test flight OK, except auto land very rough.
- (S) Auto land not installed on this aircraft.

- (P) # 2 propeller seeping prop fluid.
- (S) # 2 propeller seepage normal - # 1, # 3, and # 4 propellers lack normal seepage.

- (P) Something loose in cockpit.
- (S) Something tightened in cockpit.

- (P) Evidence of leak on right main landing gear.
- (S) Evidence removed.

- (P) DME volume unbelievably loud.
- (S) Volume set to more believable level.

- (P) Dead bugs on windshield.
- (S) Live bugs on order.

- (P) Autopilot in altitude hold mode produces a 200 fpm descent.
- (S) Cannot reproduce problems on ground.

- (P) IFF inoperative.
- (S) IFF always inoperative in OFF mode.

- (P) Friction locks cause throttle levers to stick.
- (S) That's what they're there for.

- (P) Number three engine missing.
- (S) Engine found on right wing after brief search.

- (P) Aircraft handles funny.
- (S) Aircraft warned to straighten up, "fly right," and be serious.

- (P) Target Radar hums.
- (S) Reprogrammed Target Radar with the words.



An invitation for Ewe - Brain Mellor

I have received the following invitation, which is open to all.

"The sheep of the Aero Club des Greves du Mont St Michel request the pleasure of your company to graze at their international party taking place on 24th and 25th June 2000 in fancy dress (aeronautical if possible).

Customs will be on the field (in their usual fancy dress) on Saturday from 12:00 to 20:00 and on Sunday from 10:00 to 18:00 GMT.

Our grounds may be used for sleeping purposes or take your bleatings to our sheperdess to get alternate sheep pens.

For better organisation, it would be nice to give the number of sheep joining us at our party. If there were a hitch, remember to cancel your bookings.

*Contact the secretary/sheperdess, Sylvie Hardy, sfcrd@liberty.surf.fr
Club tel/fax 00 33 2 33 58 02 91"*

Now, I can tell you that I went to one of these a couple of years ago, and it was GOOD FUN. The main event is the banquet on Saturday evening, in the hangar. The food was excellent, and the atmosphere was brilliant. Everyone is provided with a pea-shooter and some ammunition (lightweight paper balls), and you soon find out who your friends/enemies are. If you are not into camping, hotels are available, and coach transport is provided to and from the airfield.

Highly recommended.

Brian



Fuel Drawback - Dave Ashford

Do you claim Hydrocarbon Fuel Drawback on the fuel you export when you fly abroad? If so, then the HM Customs & Excise site on the Web may be of interest as it has the latest drawback rate, if you know where to look. Go to <http://www.hmce.gov.uk/bus/info/index.htm> and select the Budget 2000 document. Scan down for "Hydrocarbon Oils: Increased excise duties" and there is a link that will take you to a page (<http://www.hmce.gov.uk/notices/bn62-00.htm>) which contains the information for Aviation gasoline. At the bottom of the same document is the information on when the new rate becomes active. The other way to find out the latest rate is to phone the HC department in Newcastle on 0191-2011 747.

As from 21 Mar 2000 the rate is £0.2734 per litre.



Another aircraft in the club "Fleet" - Dave Sawdon

I've just bought (with someone else) an ex-Hong Kong Bulldog: G-BULL, as soon as the CAA have sorted the paperwork it will be available for hire through Old Sarum. It's equipped with King avionics (2xCom, Nav, ADF, DME, Txpdr), twin panel (2xA/H, 2xASI, 2xCDI/ILS, 2xDI(slaved), 2xAlt, 2xRBI), parachutes and lights.

If you haven't flown a Bulldog yet you really ought to treat yourself: superb handling, 200HP C/S prop. Read the recent Pilot mag for more info (you'll even find a picture of BULL in the article!). Give me (or OSFC) a call if you want to try it or get checked out.



A chance to learn close formation flying - Dave Sawdon

In July I've arranged to do a formal close formation course with David Scouller at Old Sarum, I don't know who the other instructor will be yet but he/she will have the appropriate skills and probably be ex-military - we need another student. I've done a little formation flying but the aim of this course is to reach solo standard. I need to either find someone who wants to do a complete course or several people who just want to "have a go". The aircraft will be Bulldogs - BULL and BCUV - both of which are very smart and tidy aircraft.

Give me a call if you might be interested.

U.S. MILITARY STOPS DEGRADING GLOBAL



POSITIONING SYSTEM ACCURACY... - Dave Sawdon

With the "flick of a switch" at the Air Force Space Command this week (*Ed. Dates refer to a few weeks ago*), your GPS navigation box just got better. As of midnight GMT on Monday, the Department of Defense turned off selective availability (SA), the intentional degradation of the GPS signal that has been supplied to civilian users worldwide. Instead of a 300-foot accuracy, civil GPS users can now expect accuracy to within 100 feet or better. No changes are necessary in anyone's GPS nav boxes to take advantage of the improved signal. Immediate benefits to aviation users include better situational awareness on the ground at airports while taxiing, and more reliable performance from GPS-based terrain avoidance systems while in the approach and landing phase.

..."SA" TURNED OFF, BUT THEY CAN TURN IT BACK ON FOR THE BAD GUYS...

The discontinuation of SA was made possible by the development of techniques that allow the military to restore the intentional "dithering" of the timing signal on a regional basis, when required by national security concerns. This would effectively deny the increased GPS accuracy to unfriendly users in that particular area. Arthur Money, assistant secretary of defense, was intentionally vague about how the regional degradation system would work in times of crisis, but did say that if the improved GPS signal were denied to a region such as the Balkans, that users in Athens or Frankfurt would not be affected.

...SO, WHITHER THE WAAS?

It would be nice if we could all start flying precision GPS approaches this week, but the newly improved satellite signal is still not enough to get us there. Basically, the removal of SA has no immediate effect on the FAA's agonizingly slow progress toward boosting GPS performance with its technically controversial and over-budget local-area and wide-area augmentation systems (LAAS and WAAS). While SA signal degradation is the single largest source of error for GPS, there are other sources, including satellite orbit errors, GPS clock variations and atmospheric effects. The FAA would like to have accuracy down to about 10 feet or better for precision approaches.



East Kirkby - Paul Eathorne

Having looked forward to the E Kirkby trip to visit the Flying Farmers Lancaster for over a year, it was a relief to see Friday's rain and clag transformed on Saturday morning into high pressure with a front that was rapidly (although not quite rapidly enough as it would turn out) moving away to the North, leaving clear blue skies with a bit of scattered stuff behind it, just the ticket!

John & Barbara together with Andrew, a pal of mine who normally sails Thames barges, builds steamboats and collects the odd railway number had PORK for the day. My JAR currency had lapsed, not having flown for just over 90 days (*Ed. Good thinking - how many of you does this apply to?*) So I'd slipped down to Southampton early one morning during the week to get in 3 take offs & landings (my memory jogged by Irvs checklist...which incidentally is also the only place I've found the MOD weather state colour codes explained) Picked a great day...the one when a twin had a brake failure and slid off the turning pan for 20 and into the grass, or green mud, closing the airport for an hour while it was jacked up and towed out. Looking up at the stacking flights made it seem like Heathrow!

The slick professionals in ZERO were of course first away while our less current crew set about reminding ourselves what an aeroplane was and what all the moving bits did. John did his usual thing of searching the apron for washers and other bits to repair cars. Of course the truly experienced captain was still abed, proclaiming as ever that we never go anywhere until after 11:00! (I hate it, 'Bobs Law', he is always right!)

Barbara always lets me fly first and so it was this time. After passing Benson, we had to start dropping down as the cloud began to slowly thicken. By the time we got near Peterborough, we heard ZERO just ahead, up above the clouds at some nose bleed flight level trying to call but getting nil response from Cottesmore. Jon heard us, down amongst the weeds and asked for the cloudbase. By this time we were down to 1400' and being pushed lower. Just after Peterborough, we ran into the back of the weather and a quick 180 was needed to keep us out of the clag. Jon and the boys kept going, hoping to find a small hole (that's the ZERO boys for you...) while we diverted, following the railway line to Peterborough Conington for tea and sausage sandwiches while we waited for the weather to clear to the North. It wasn't long before we heard the rest of the fleet coming in to join us. Incidentally, the initial warm welcome at Conington was ruined by an officious guy who hauled Bob out of the hangar for looking at his Auster, maybe he didn't like your *Englands Barmy Army* hat Bob! Still, shame, I wouldn't rush back there. (good place in the days of steam though, don't you reckon Neale...?)

Eventually boredom started to set in, someone managed to get through to a lady at E Kirkby and asked for the weather. 'Its a bit misty' was the vague response, still we'd exhausted the pleasures of Conington and so we set off, WD up front, PORK in the rear. E Kirkby was not so far away, we'd had an idea that the airfield might not be too easy to see so had planned a timed approach on the stopwatch from an initial approach point 10 miles out, glad I did too because a large blob of cloud blocked out the sun and made features on the ground hard to see and even with a lot of staring the strip was not easy to spot. Luckily, the others were landing up ahead, testing the runway for dead sheep and potholes. On the way to E Kirkby, we heard the BoB flight Spitfire get airborne from Conningsby, which seemed quite fitting as we were going to visit the Lanc. After landing we taxied right to the end of E Kirkby's long east - west runway which is actually in reasonable nick and used by gliders. Before we could shut down Dave T came across and asked us to back track the runway, turn right and follow the perimeter track to the end. 'That will be right by the bomb disposal unit then' said a voice from behind (I hadn't noticed this when we landed but sure enough there was a

bomb disposal device parked just off the runway ...land mines a big problem in Lincolnshire it would seem..) Following the peri track we started to suspect a wind up from Dave, it was like a cart track with a field of tall crops on one side, big bales of hay on the other and some dodgy potholes in the middle...and it went on forever! The end of it was hidden by the curvature of the Earth!! When we saw a bird scarer in the way, we decided we'd gone far enough so pulled in to let Brian in the Cherokee Land Rover pass by, giving us a puzzled look which said, why have you parked by a pile of hay bales in the middle of no-where?

The three tigers RK, DX, & RO shut down and we set off on foot for a fair old hike to meet up with Brian. A phone call to the museum which is on the far side of what must have been an enormous airfield brought the promise of transport. A short time later, an old WW2 aircraft transporter (identified by Neale as a Queen Mary, he already had the number...) arrived, driven by one of the farming brothers who have re-built the Lanc, to take us the last mile.

Sadly we'd missed the Lancaster engine run but the rest of the place is excellent, although the beautifully maintained Lanc is the star of the show, there is lots to see. The old watch tower has been preserved as it was in the days when 'Silksheen' was home to 2 bomber squadrons. In sheds nearby there is an escape museum and the home of a long term project to rebuild a Hampden. The two brothers are real gentlemen and were a pleasure to meet. They talked to all of us about how they obtained the Lanc from RAF Scampton, telling us stories they've told many times before with great enthusiasm. We were very sorry to leave, could have spent a lot longer there.

My lasting memory of the visit is when Andrew and I climbed up to look in the open cockpit window of the Lancaster. You wonder what it might have been like to take off at dusk and fly across a blacked out Continent. One pilot, with not too many nav aids, concentrating on flying an accurate course, maybe in bad weather, with icing. Then back home to find East Kirkby in an early morning mist. Seems amazing to me anyone finished a tour.

A great day out, looking forward to Yeovilton now



East Kirkby - Clare Grange

Firstly, many thanks to Bob for organising such a lovely day out in spite of the weather giving us a bit of trouble.

Dave T and I with Arndt Eade (our talking baggage) met the WD crew (Brian, Bob, and Neale) at Southampton Airport. PORK was already on its way with Paul E, Barbara and John Flint, and ZERO manned by James, Dave A and Jon Butts.

The viz in East Anglia that particular day was very poor which a phone call to RAF Waddington confirmed. A couple more phone calls later we discovered Peterborough Conington was OK so we headed off. Coincidentally both ZERO and PORK were at Conington when DX and WD arrived - I call that either very good planning or ESP! DT flew DX into Conington and made a jolly good job of it (*Ed honest - the script says that!*). We had lunch and then found the weather was just about on for East Kirkby so off we went. DT spotted the field and I have to say I was not convinced and nor was he after we'd landed! We honestly thought we'd made a real faux-pas! Meanwhile ZERO went around in view of our confusion! DT soon confirmed with a couple of the 'locals' that we were in the correct place and ZERO landed followed by PORK and WD. We had to park the planes on a taxiway and had quite a long walk to the end of the airfield. Bob provided me with the museum phone number and very shortly after one of the two brothers arrived driving an articulated lorry with a very

long trailer which would easily have carried 50 people. We all piled on board.

The atmosphere at the museum was very relaxing and quite unique. We could easily have stayed there all day. The museum's main attraction is the Avro Lancaster which the two farmers (Fred and Harold Panton) purchased many years ago (*Ed: the club has a video outlining the history of the Lancaster*). It certainly looked in pristine condition and has obviously been very well looked after. We were able to climb some steps and look into the cockpit. It made me feel that we modern day aviators are very lucky. Consider alone all the avionics we tend to take for granted and our nice comfortable warm aeroplanes (*Ed: Obviously this excludes Chris in LG*). It must have been a very cold hell for those bomber pilots. Having said all that the Lancaster was a magnificent machine.

Neale Fray bought Dave T and I an ice cream (which I didn't really want, but Neale was insistent!) because I'd lent him a pound earlier (*Ed: I lent Paul a pound and he didn't buy me an ice cream!*). Shortly after 17:00 we were rounded up back to the trailer for transport to our aircraft. Two people were missing - Brian and James! DT took charge and went in search of the errant twosome. Brian was quickly located, but James Eventually he appeared muttering something about radio valves! Needless to say we were all laughing at his expense. It's just as well he's got a good sense of humour.

The flight back was uneventful and those of us from Southampton met up for a drink afterwards.

All in all we had an excellent day out and thoroughly enjoyed ourselves.

Thanks again, Bob.

Pre-flight briefing - Robert Brink (DX syndicate member)

The CAA requires me to brief passengers before taking off:

"You have the right to remain silent. If you give up your right to remain silent anything you say can and will be used against you". Oh wait, wrong speech!

Please keep your seatbelt and shoulder harness securely fastened during the takeoff and climb to cruise altitude. After we reach our cruising altitude of just above the treetops it is a good idea to keep your seat belt fastened but you are free to move about the cabin or in this case wiggle a little bit if you need to.

The exit is clearly marked by the claw marks on the canopy latch. It is easier to open the canopy first before exiting the aircraft. In the case of a water evacuation you can use your seat bottom as a flotation device..but it really doesn't float so I wouldn't if I was you. If you brought any carry-on luggage aboard it must be properly stored someplace in your shirt pocket.

This will be a non-smoking flight, at least if that oil leak is fixed.

In the event of an in-flight emergency I will notify you by screaming as loud as I can! It is best to synchronise your screaming along with me. It sounds more convincing to air traffic control that way! Lets practice "I WANT MY MOMMY!!!"

So sit back and enjoy your trip, you have absolutely nothing to worry about. Now if I could just remember how to start this thing!!!



Clutton Hill Farm field - Simon Lever

Simon has received the following letter. Please read the letter and take action 'as appropriate'.

Dear colleague

Please can you help with our airfield - Clutton Hill Airfield (7m E of Bristol EGGD) has been operational since 1973 providing an attractive grass airfield for GA. We are now faced with possible closure due to a couple of newcomers in the area, to be brief with have had various planning applications and a public enquiry over the last two years and are now having a second final public enquiry to decide the airfields future, we need as many letters of support from the aviation community as possible.

Please help stop the closure of another airfield before it's too late.

EVERY SINGLE LETTER OF SUPPORT DOES HELP - we need to show that pilots & owners do care about small airfields.

I would be most grateful if you could also pass this appeal to any of your aviation colleagues.

Below you will find a sample letter of support, please take the time you return it via the following means:

by email to cluttonappeal@rv6.co.uk

by fax to 01761-472016

or by post to Clutton Appeal, c/o Avon Technical Services, Greyfield road,
High Littleton, Somerset BS39 6XX tel: 01761-471675

Further details are available at www.rv6.co.uk/Clutton.htm

Many thanks

Barry Clifford PPL

a downloadable sample letter is available at www.rv6.co/appeal.doc in word format

Sample letter:

Clutton Hill Airfield Appeal

I support the application to retain Clutton Hill Airfield.

This is a popular and suitable recreational activity enjoyed in the greenbelt.

Name: -----

Address: -----

Signed -----



SeaPlane Flying - James Mason

I recently had the opportunity of trying some seaplane flying at Sausalito in California. The morning of my training flight was marked by grey clouds and drizzle but the training pilot was happy with the conditions although 'it would be no good for sight seeing'. The company operates DeHavilland Beavers and I was surprised by the size of the aircraft, not having seen one before. Outside their office was also a large radial engine on a hoist which apparently was a new engine for the Beaver delivered that day. My training was going to be on a rather more modest C172 float plane and I was recommended to read Chapter 15 of the FAA manual on SeaPlane Flying. I found this on the web at a site on seaplanes and found it to be an excellent introduction to the subject. I did not make a note of the site but for anyone interested who has difficulty with the download I still have the acrobat (.pdf) file available. After a short briefing, we found our way around the Beaver to one of the C172 float planes.



a walk round during a normal pre-flight! The floats also have sea rudders which are controlled through external cables with the main rudder control. There is also a large spring loaded cable inside the aircraft which can be pulled and latched into a deployed position when the rudders are required during taxiing. After checks were completed and the engine started, the first exercise was taxiing. A float plane will naturally weathercock into wind and a lot more thought needs to be given to wind direction and tidal flow. I was shown various taxiing techniques and the takeoff procedure which involved getting the floats onto their step so that they were planing through the water. Basically the aircraft just flies itself off the water, there is no rotation just the feeling that the water resistance is reducing until the floats become unstuck from the water. After that the aeroplane feels more or less like an ordinary C172 and I was left to fly following navigation instructions. A novel experience with this flight was that there were no headsets and the instructor actually used a set of earplugs during the flight! He broadcast various radio messages informing that the float plane was operating in the area and we had a transponder but that was it.



followed

with another four circuits around the bay. I did find it a lot more difficult to judge height above the surface on water and on one circuit we did a go around but it was all very satisfying flying. On one landing we shut down the engine and had a go at sailing backwards as we were pushed downwind using the water rudders in reverse. Landing on water certainly adds a new dimension to flying and we decided to head onto the next bay to avoid annoying any of the local residents too much, although most of these were locked up in San Quentin prison on one side of the Bay! The next bay had a large petrochemical refinery and landfill site and it was certainly an experience taking off from the water towards the refinery, at least there were cues for what the wind was doing. What made the lesson even more interesting was that the instructor was finding varying levels of wave action to give experience of the different conditions under which landings could be made and the amount of buffeting experienced in the aircraft under these conditions. The weather conditions were starting to deteriorate to the stage where it looked as though we might not be able to get back and would have to stay for a while until the various showers cleared. It was at this stage where we went 'IFR' - I follow roads - in this case Interstate 101 and tracked back at about 800 feet the 10 or so miles back to base. I was allowed to do the final landing and as we taxied back to the pontoon the rain started to pour down but we were back after a great hours flying. The contact details for the company at Sausalito are <http://www.seaplane.com> and email SFSseaplane@aol.com.



Where's my Chart?? - Phil Russell

I have now processed all the chart requests for those of you that have renewed for this year. So if you have not yet received a chart and you were expecting one please contact Paul Eathorne re your membership renewal. The one exception is the HM Scotland chart which will not be available until 15th June.



Safety kits - Dave's A and T

Please note that there are two [safety kits](#) (liferaft, life jackets, ELBA, and flares) in the Club. Dave A looks after one and Dave T looks after the other. Please contact either of us for availability. From 9/June until 3/July Dave A is away on business and hols, so please contact Phil Russell in Dave's place. Just for completeness, don't forget that there is a £10 charge for the use of the kit to help to defray the cost of maintenance.

Events - Jim Hull

Date	Event	Organiser	Aircraft	Pilot/Notes
May/Sept	Black Bottle 24 hour challenge. Campbeltown Tiree & Islay within 24 hours. Bottle of Whiskey & Commemorative Cert.	J Hull 01962 882270	G-BDAI	Info pack from 01586 55 3797
Jun-10	Kemble cream tea fly in			
Jun-11	Popham 1930's Fly-In Microlight trial flights	J Hull 01962 882270		Bob has been up.
Jun-16	Yeovilton Fly-in (a Friday)	Clare Grange 01962 715144	G- BYDX G ZERO G PORK G BULL G BEMB G BCDJ G TASH G BULR	D Thomas J Mason N Fray plus 1 B & J Flint R Valler D Sawdon room for 1 C Goulding P Hollands S Skerret J Bamford Helen Bryant I Abraham Sue, plus 1 D Limb plus 1

			GAVSF	S Pick plus others
June 24-25	Swansea Vampire flying for those interested?	Gil Collins 01489 877625	G- BYDX G- BHXX	D Thomas M Collins
June 24-25	Aero Club des Greves du Mont St Michel Fancy dress party hotel or camping.	Silvie Hardy 00 33 2 3358 0291		see Brian Mellor's note
June/July	Poss Scotland or South France	D Thomas 01962 715144	G- BYDX	Clare Grange
July/Aug	Alpine Flying	B Mellor 01962 854931		
Aug-13	Perranporth cream teas fly in	James Mason 02380 615113	G-ZERO G-BDAI	James Mason Jim Hull
Sep-01	Friday BBQ at Hursley?			
Sep-09	Perranporth alternative date	James Mason		



Perranporth Fly-In - James Mason

Perranporth have been very helpful with information for our fly-in, they have also offered a 50% discount for a group fly-in. The proposed date is Sunday August 13th, I believe that they are organising a 'Not the Eclipse' fly-in the day before so it could also make an opportunity for an overnight stay, for those interested I have a list of accomodation below. Anyone interested in attending the flyin should contact James Mason (Home: 023 80 615113 Work: 01962-817553 mason_james@hotmail.com)

Attendees so far:

G-ZERO
Danny Elliot

A selection of Hotels, Guest Houses and B & Bs within 4 miles of the airfield:

MITHIAN

	Rms	From	Rstrnt	Phone	Features
Rose & Vale Hotel	18	£44.50	yes	01872-552202	Cuisine, pool, gdns

PERRANPORTH

Ponsmere Hotel	70	£20	yes	01872-572225	Pool, spa, sauna
Seiners Arms	22	£21	yes	01872-573118	Seafront, pilot disc
Cellar Cove	13	£18+	yes	01872-572110	a/f 10mins walk
Atlantic View	13	£17.50	no	01872-573171	
Nampara Lodge	10	£22	yes	01872-572319	Beach 3 mins
Tides Reach	9	£20.50	yes	01872-572188	
Chy an Kerenza	9	£16	no	01872-572470	Bar, sea views
St Georges Country Hotel	9	£21	yes	01872-572184	a/f 5mins walk
Bolenna Court	6	£16	yes	01872-572751	

Camping

Deep Meadows, Trevellas 'phone for details 01872 552236 Walking distance from airfield

ST.AGNES

Cleaderscroft Hotel	8	£45+	yes	01872-552349	
Driftwood Spars Hotel	17	£39+	yes	01872-552428	Old Inn, log fires
Glen Cottage	2	£15+	no	01872-553546	Licensed
Lamorna House Hotel	8	£19+	yes	01872-552670	Views, cooking
Liberty House	6	£21+	yes	01872-553745	Close coastpath
Malthouse	?	£14.50	no	01872-553318	
Penkerris	7	£15	yes	01872-552262	Licensed
Rockbottom	3	£20	yes	01872-553449	
St Agnes Hotel	6	£28	yes	01872-552307	
Sunholme Hotel	10	£28	yes	01872-552318	
Trevaunance Point Hotel	8	£40	yes	01872-553235	Cuisine, views

MOUNT HAWKE

Old Chapel House	2	£17	no	01872-553726	Converted chapel
Old Inn Cottage	4	£15.50	no	01209-890545	5 mins a/f

MINGOOSE

BA&BA	2	£15+	no	01872-553755	Working farm
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PORTHTOWAN

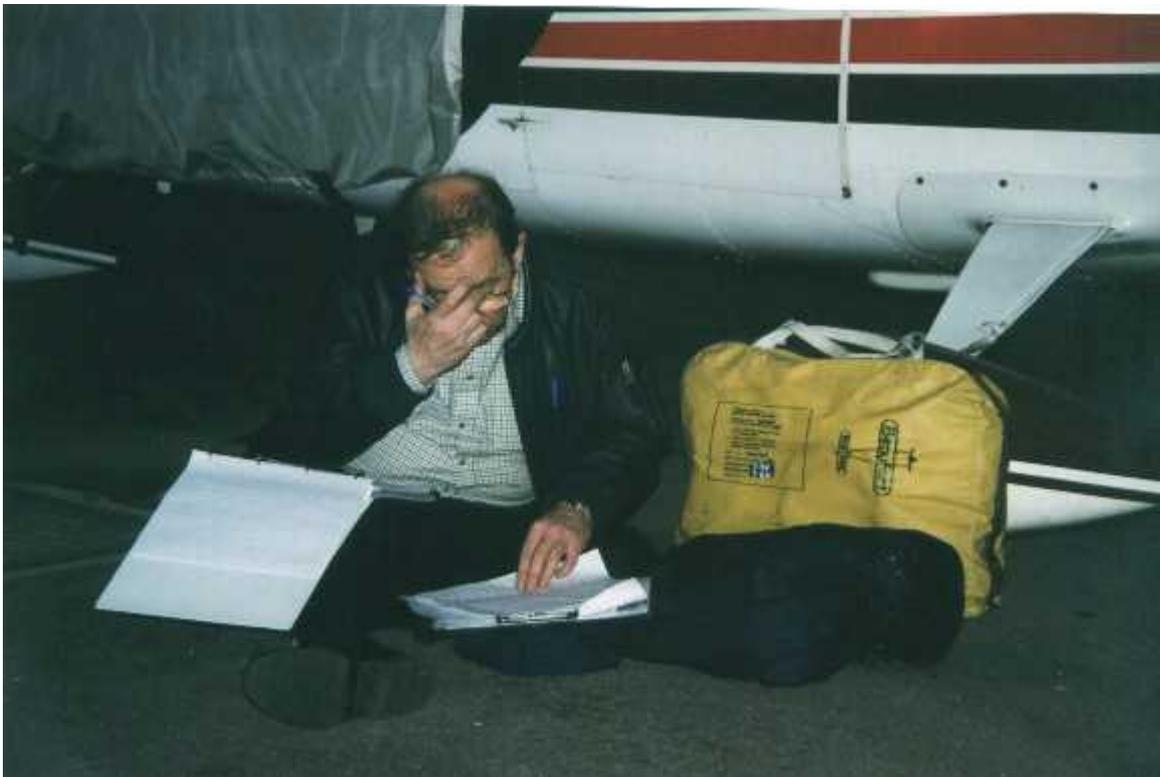
Fairwinds	3	£15	optional	01209-890919	Views, no smoking
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Note: This list is not comprehensive. For further information call the Perranporth Information Centre - 01872 573368. or St Agnes Information Centre - 01872 554150



Short Finals - Dasher

Once again the winning caption is from Irv Lee (surely this is not a plug for his checklist.....see [Feb '00 Newsletter](#) for more details):



"Isn't that just typical?! - the one thing missing from Irv's checklist is the contact number for the clamping company"