

Spring Bumper Edition March 2017

NEW! Tablet-friendly format

Is This A Record?!!

Hello Everyone,

Well, we don't know about a record, but on a recent Thursday, we had 4 instructors and an examiner airborne at Perranporth **AT THE SAME TIME.**

There was Ben in the Club PA28, Dave Beckinsale IMC in the Bonanza, John Wilson in the Ikarus C42, Gary Prisk in the Flexwing Quik and Terry Earl with Gary Perry in his Cessna 150, gaining his NPPL. OK, up-country not so remarkable but we thought it was worth noting in passing that when the weather is kind, we do get on with it.



John Wilson

A new name at Perranporth (but see above) is John Wilson, pictured here in front of the C42.

John is a very experienced microlight instructor from Popham who has recently moved to Perranporth. Welcome, John!

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Simulator

As you know, we have a Club aircraft fully equipped for IMC training and flying. In addition, there are a number of members who either have a current IR(R) or would like or renew or obtain one for flying in their own aircraft. Doing all the training and indeed keeping current airborne is not necessarily a cost-effective way of doing things and having access to a ground-based training aid is very useful.

Well, your Club has now managed to obtain a fully working simulator. It is installed on the ground floor at the rear of the hangar in a dedicated room.



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Simulator

We must thank Terry Earl for obtaining this machine for us. It came from Airways Flight Training at Exeter, where it was used for a number of years to help prospective airline pilots with the initial stages of their Instrument Rating and as such is ideal for our purposes. Whilst flying it cannot be credited directly to the hours required for initial issue of the rating (getting it approved as such by the CAA would cost tens of £1,000's) it can be an enormous help getting procedures and instrument flying skills up to a standard that can make maximum use of airborne time.



We must also thank your Chairman John Wood and Carl Beardmore who took a van to Exeter to bring it back in kit form. Tony Arthur flew in with the Bonanza and lent a hand. Carl and John have now completely redecorated the room and carpeted the floor, making a facility we can be proud of.

Here's Terry at the instructor's console

...and sampling the approach in to Exeter's 26, via the dreaded 'EX'.

Please come and have a look at it. Price including the instructor is £40 per hour, but we're waiving charges until the end of March, so you can have a go.



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Booking Out & In

Some while ago we wrote asking that people book out and in for each flight they undertake. Now, with one thing and another, sadly, the process seems to have fallen by the wayside, partly because it means a trip to the Tower which might not always be unlocked.



Now, Colin Russell has been contracted to make us a table so that we can have booking out and in sheets in the hangar.

Do please make sure the EVERY flight is recorded, even if you do a couple of circuits. It may be very important in the future for us to be able to say how many movements take place at Perranporth.

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Cornwall Microlights

French Trip November 2016

We took a cheap flight from Gatwick to Marseille and hired a car for the drive to Gap Tallard airfield in the French Alps. We all stayed in Marcus's (the owner of Pegasus France flying school) one bedroom flat, the weather wasn't great for the first couple of days so myself and Mark helped Graham study for his Met exam which he passed with flying colours! On the Friday Simon joined us after getting on the wrong bus, me picking him up and getting a speeding ticket on route. Now there were 4 of us in the one bed flat.....cosy. We all had some great flying, drank far too much beer, learned a lot about each other, did you know Mark Finch has got an amazing voice and entertained us all with some sea shanties at the end of a long evening of beer drinking? The flying in that area is amazing with lakes and snow capped mountains and a microclimate that gives 330 days of flying a year! All three passed their GSTs so they were pleased, I was proud and because we all shared the cost of every thing it was a fantastic affordable flying holiday. I am back there again for the first half of April with Perranporth members Mick Dobson, Nick Andrews and my son Matthew.

Gary Prisk



Simon Hutton, Mark Finch and Graham Skinner
All passed their GSTs.

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Cornwall Microlights

First Solo



Here's proud Dad Gary Prisk with his son Matthew, who had just First Solo'd in the Quik.

8.33 radios

Here's the new radio as fitted in the Club PA28. As we needed the ILS NAV side as well as COM, we had to buy the Garmin 255A, it's the only



unit at present that does both jobs. If all you need is COM, then there is a much wider choice and less expense. The radio is easy to use but has a wealth of fea-

tures, which are detailed in the instruction book to be found in the Bunker.. Feel free to have a read. We've had our application for the 20% rebate acknowledged by the CAA, all we're waiting for now is the money!

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Sideslip Snippets

Here are some words from Committee member, Carl Beardmore...

So what's happening?

The role I have been tasked with is one of "Social Committee Member" I would be extremely keen to know YOUR thoughts and ideas on how WE take this forward.?

I am looking at a 3 year plan to develop our social scene and calendar. But i cannot take this forward without all of us being involved.

1. What must we continue to do?
2. What must we start doing?
3. What must we stop doing?

Once we have your comments and ideas in, as a committee we will then be able to draw up a plan to introduce things progressively, However if we can build a structure and consolidate slowly and steadily, we are going to be able to grow as a club and it will be strong and sustainable for many years to come.

Ideas from a member:

1. More fly-in (to elsewhere) days,
2. competitions (accurate landings, navigation etc).
3. Try and get gliding back on the airfield?
4. Lights for night practice/winter late afternoon.... (These really aren't so expensive now - even the pilot-controlled). John himself might find useful.
5. A facebook page, twitter feed or similar where people advertise their planned activity.
6. Ivor Thompson regularly touts his planned flying and people (non-members) seem to reply with enthusiasm.... If even members just flew together it could catapult some enthusiasm....

My ideas:

1. A hanger cleaning day with a meal and a couple of beers in a local pub at the end of the day.
2. An overall Hanger Manager and three coordinators who each look after the running of the bays. They would liaise with the manager for continuity.

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3. Basic workshop classes/days so we could all benefit from being shown how to change oil, wire lock, simple checks etc
4. Fly with someone you have never flown with before days!
5. A monthly meet at a local hostelry to catch up and swop stories.
6. Fly out days and share a seat. Places such as St Marys, Dunkerswell, Staverton, Bolt Head and many more. Then back for a BBQ.
7. Quiz nights,
8. Guest speaker evenings
9. Ladies days.
10. Hanger dance.

From the Microlights and Flexy gang.

1. All the above and more interaction between us all.
2. Joint fly outs.

YOUR IDEAS:

These are so important so please send me anything and everything. Not everything may work but until we see what we have we will never know.

Your ideas on:

1. How we as a club get to know each other better?
2. How do we keep the Hanger clean and tidy?
3. Movement of aircraft?
4. The use of the Clubs PA28?
5. Awareness and visibility with our local community?
6. How do we promote our club ie Website, Newsletter, Facebook, Twitter, Parish Magazines,
7. Involvement with clubs such as Air training corps, Scouts Guides etc
8. Your ideas regarding social activities.

I'm sure there is much more so please feel free to add whatever you wish.

We are poised to put Perranporth Flying Club Back Where It Belongs. "As a premier Airfield and club everyone has on their "Must Visit" list.

Thanks for reading this and I look forward to hearing from you all.

Carl Beardmore