



ISSN 1478-7008



ENGLISH HERITAGE
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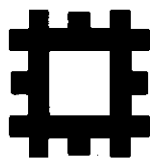
Archaeological Investigation Report Series

AI/44/2002

RAF Perranporth, St Agnes, Cornwall: an archaeological survey

Martin Fletcher and Phil Newman

SURVEY REPORT



ENGLISH HERITAGE

RAF Perranporth, St Agnes,
Cornwall:
an archaeological survey

County:	Cornwall
District:	Carrick
Parish:	St Agnes
OS map no:	SW 75 SW
NGR:	SW 7350 5260 (centred)
Report by:	M. Fletcher, P. Newman
Surveyors:	M. Fletcher, P. Newman
Illustrations:	E. Jamieson, P. Newman

Archaeological Investigation Report Series
AI/44/2002

ISSN 1478-7008

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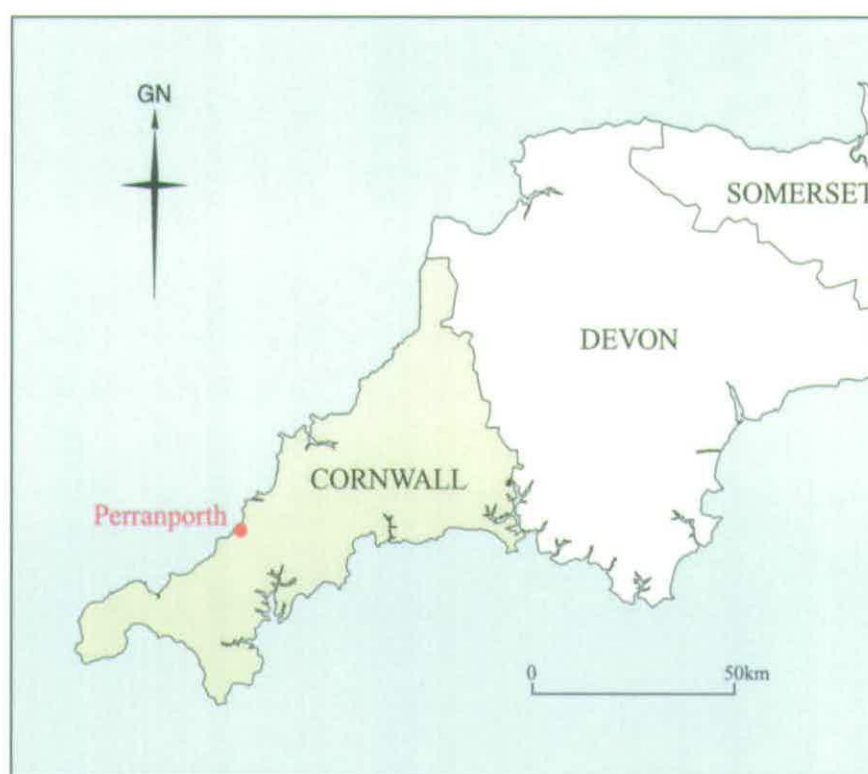


Fig. 1. Location map

INTRODUCTION

RAF Perranporth, a World War II fighter airfield, was constructed and commissioned in 1940-41 and by 1943 it served as the base for up to three squadrons of Spitfires at any one time. It was decommissioned in 1945 and by the end of 1946 the majority of the buildings, including the hangers, had been dismantled. It is now known as Trevellas Airfield and operates as a privately owned and run airfield.

An archaeological survey of this airfield was commissioned by English Heritage Inspector Ian Morrison and was undertaken by staff from the English Heritage Exeter Office in August 2002. The aim of the survey was to provide a definitive archaeological account and condition indicator of the surviving features that lie within the original airfield perimeter. The survey, restricted in some areas by the dense vegetation cover, represents the state of survival in August 2002 before any vegetation clearance or conservation of extant features had commenced. Vegetation has encroached on, or in some cases completely covered, many of the concrete bases of the demolished buildings, the fringes of the tarmac runways, the perimeter tracks and notably the area where the HQ and administrative buildings once stood.

HISTORY

Documentary sources

The principle source of information regarding the airfield layout and the function of its various buildings and structures is the Air Ministry map dated 1945. This document is an annotated representation of the airfield drawn on an Ordnance Survey map base.

The history and details of the numerous squadrons stationed at the airfield are well documented by F.R. Andrew in the recently revised edition of his booklet *RAF Perranporth 1941-1945*. This study has been further enhanced by the new Scheduled Monument description.



*Plate 1. AP of the
airfield.
© Crown copy-
right Ordnance
Survey. AP
number 69181160
05.06.1969.*

A brief history of the airfield

Construction of the airfield commenced in 1940 and by April 1941 a single runway with limited facilities was operational. The runway layout was completed by November 1941, though the extension to the perimeter track at the southern end and many additional features, including aircraft dispersal pens, hangers, administrative and working buildings were added after this date.

In 1941 one squadron of Spitfires (12 aircraft) was stationed at the airfield; during 1942 often two squadrons operated from the airfield and by 1943 there were sometimes three squadrons based here. By the end of 1943 small extensions to the runways, a new Operations Room and a new Air Traffic Control building had been added. Additionally the extensive Cligga Mine buildings and spoil heaps located on the north side of the airfield were reduced in height and spoil was heaped up at the overshoot ends of the main landing runs. In 1944 the underground parts of Cligga Mine were converted into a bomb store. The airfield was placed on a Care and Maintenance basis in September 1944, then returned to service again for a short time before finally being placed under Care and Maintenance in May 1945 to be decommissioned later that year.

The airfield was sold to a private owner immediately after the war with the proviso from the War Committee that all buildings were to be demolished and the airfield returned to agricultural use.

DESCRIPTION

General

The airfield, located on an open and gently undulating coastal plateau with rugged sea cliffs on the west and north sides, is exposed to the Atlantic winds. Its boundary is defined by a road on the eastern side and cliffs along the western side; the northern and southern limits follow lanes and field boundaries. The whole site, excluding four small dispersed accommodation sites located to the south, covers a total area of 137ha. Along the cliff edges and to the north are the remains of two important tin/copper mines, Wheal Prudence and Cligga. Evidence of intensive mining activity is visible, though at both mines any remaining buildings had suffered extensive demolition and disturbance before and as a consequence of the construction of the airfield. At the northern end, on Cligga Head, a once extensive WWI munitions factory has been mostly destroyed. The surface mining remains and features associated with the munitions factory, including some very large earthworks shrouded in vegetation, were not included in the English Heritage survey. A number of well-constructed stone buildings located at the north eastern end of the airfield formed part of the WWI munitions factory. They were reused in WWII by the RAF Motor Transport Section and now house a gliding club and a manufacturing business.



*Plate 2. RAF
Perranporth
1941. English
Heritage
(NMR) RAF air
photo: WLA6
960 21.10.41.*

During the construction of the airfield a fairly dense pattern of small field plots was effaced, also a number of buildings, including a Methodist chapel, were demolished. An RAF air photograph, dated October 1941 (Pl. 2), was taken when the airfield was in the early stages of its development. The main runways (oriented NE - SW and NW - NE respectively) are camouflaged as country roads and field hedges. This camouflage appears to have been painted not only on the runways but also on the grass areas. The air photograph also shows the headquarters and administrative buildings as well as an interesting variety of aircraft. The SE flight complex and the perimeter track extension had yet to be constructed.

A solitary picket post (112 on plan) which guarded the approach road to the northern part of the airfield, survives intact. Described on the 1945 plan as built of 'temporary brickwork' - that is a single thickness brick wall - it is a typical WWII building with roof trusses carried on external piers.

A complex of aircraft dispersal pens and the associated buildings required for the crew and ground staff of a squadron of Spitfires were constructed at the northern end of the airfield. Two flights of six aircraft each were housed in almost identical protected hard standings on opposite sides of the runways. A slight difference in construction suggests that those on the eastern side were built before those to the west (see description below). Each flight comprised three aircraft pens housing six single engine fighters, a flight office, crew rest rooms, night sleeping quarters, ancillary buildings and a hanger. A short while after these two flight bases were completed similar provision for a second squadron of fighters was constructed - this time on opposite sides at the southern end of the airfield, together with an extension to the perimeter track. Here each flight had aircraft dispersal pens of a more advanced design, a flight office, ancillary buildings and a hanger. Neither flight had a night sleeping quarters building presumably because of the close proximity of the off-site accommodation. Living accommodation for airfield personnel, with the exception of officers who were billeted in a nearby hotel and the airfield defence crews who remained on station, was provided in four compact hutted sites located in fields to the south of the airfield.

The airfield was defended against aerial attack by Bofors guns plus at least two machine guns. The ground defences were controlled from a Battle Headquarters (79 on plan; pl. 11). Located on high ground on the western side of the airfield this bunker is defended by three pillboxes. A fourth pillbox is located near the northern edge of the airfield. A number of air raid shelters and blast shelters survive although at least two are hidden by dense vegetation.

Runways and perimeter track

The three runways form an A-shaped configuration (Fig. 2) with a perimeter track, which has an extension loop on the southern end, linking them to the four dispersed flight complexes. All three runways are still in use and much of the original tarmac survives; the well preserved perimeter track appears to be composed almost entirely of original material. Additional dispersal hard standings exist spaced around the perimeter track, each built for a single fighter. Fifteen of these consist of semicircular tarmac areas, some with aircraft tie-down points still in place. Along the NW side of the perimeter track two spurs of tarmac each have three further branches terminating in hard-standing areas for aircraft or, in one case, a hanger.

The four flight complexes or dispersal areas

Aircraft dispersal pens

Two types of aircraft pens survive *in situ* on the airfield. The 'early' type, which were certainly in existence by November 1941, comprise a crescentic bank of soil or sand standing to 2m in height. The 'interior' is sub divided by a lower bank thus creating two protected aircraft hard standings. In the three western pens this lower bank is faced by blockwork walls up to 0.8m high however no such walls are evident in the eastern pens. Built onto the end of each sub dividing wall is a 2.5m high mound which covers a pre-fabricated concrete Stanton shelter with, at each end, a passage

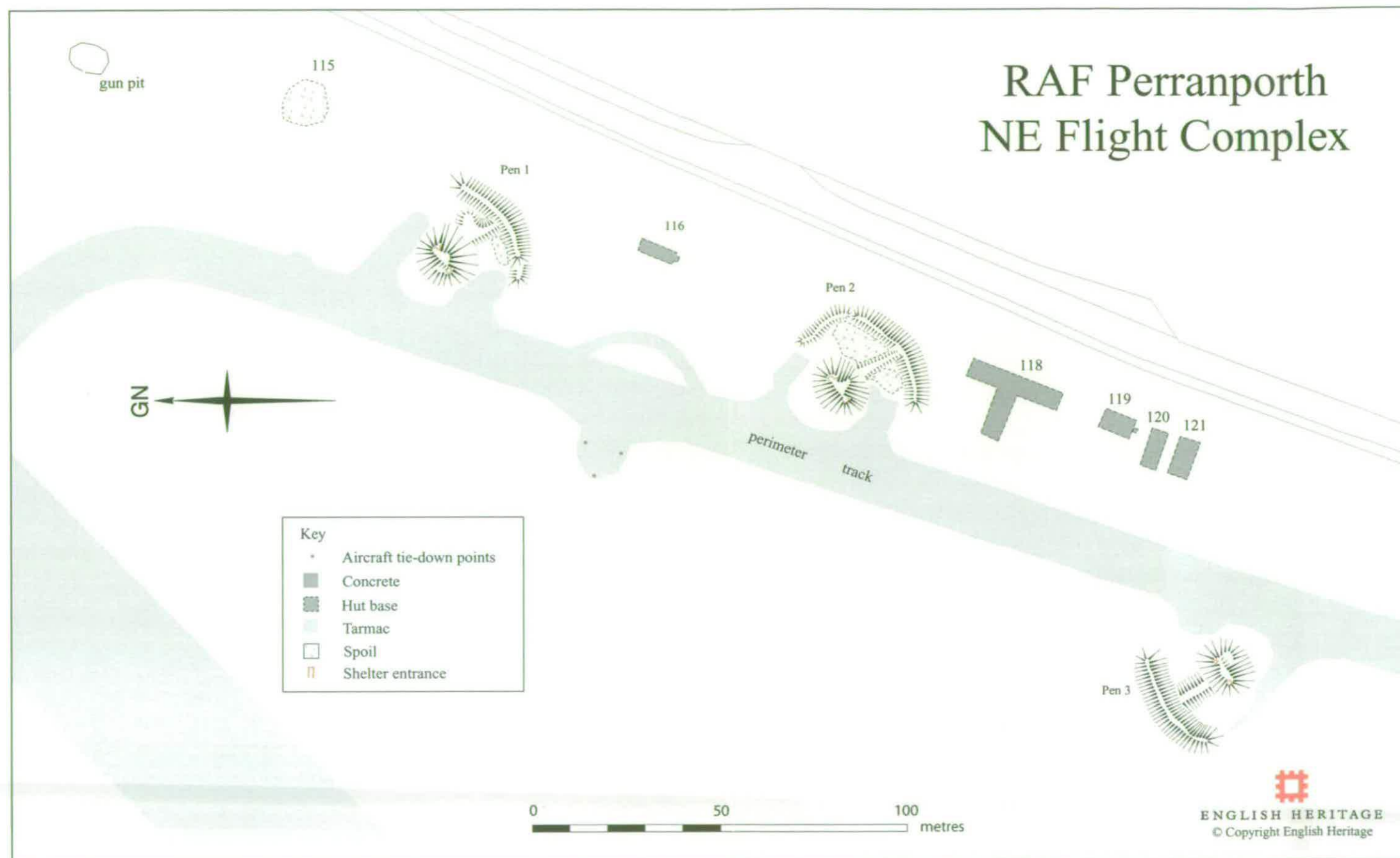
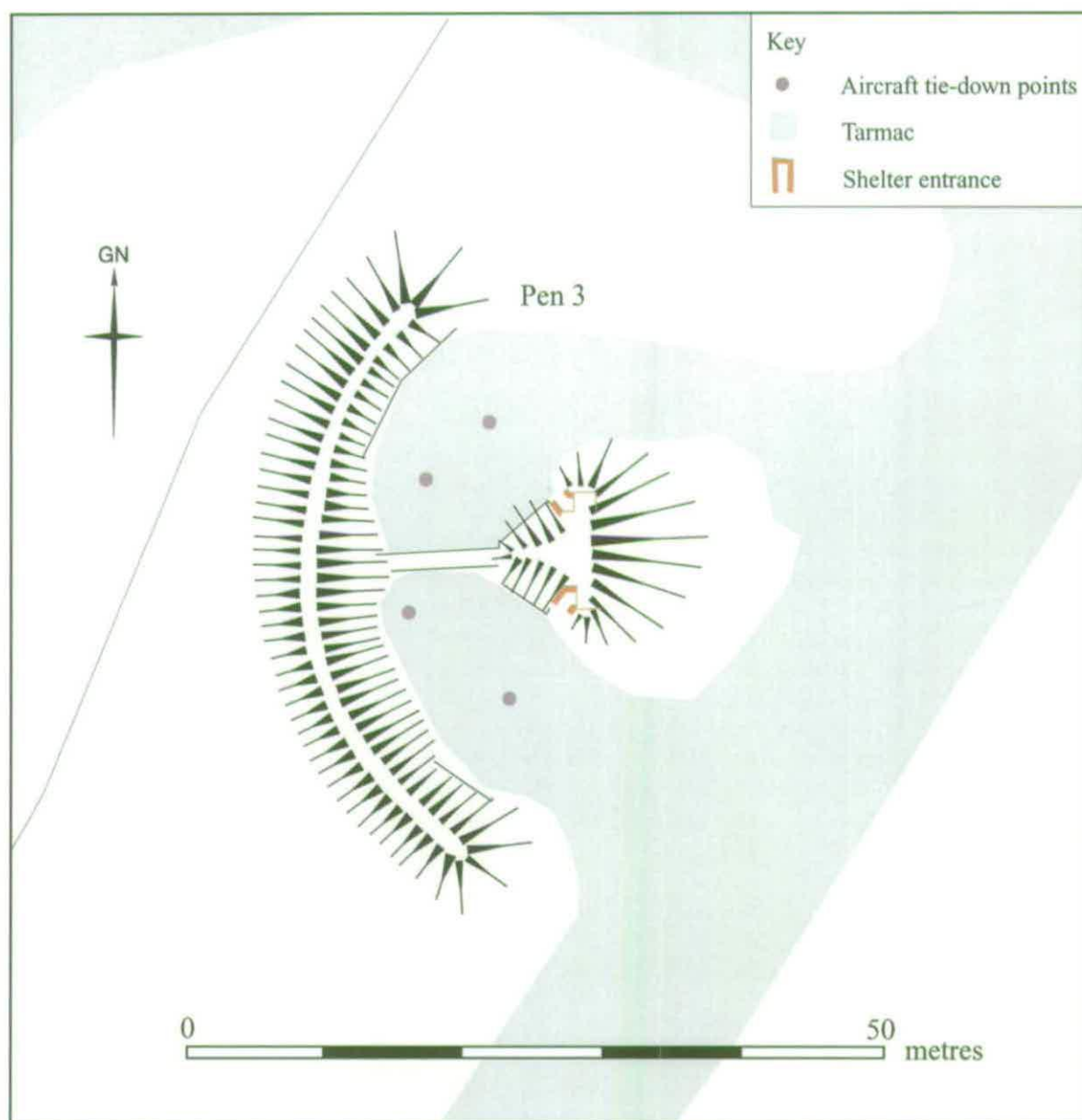


Fig. 3. The NE flight complex.

Fig. 4. Example of an early type dispersal pen at NW flight complex 1:500 scale.



and entrance constructed of brick with a reinforced concrete roof. The tarmac surface of many of the pens have an inserted concrete pad which was designed to protect the tarmac from leaking engine oil. These pens had two tie-down points set flush into the tarmac which were used to secure the aircraft; a number of these tie downs survive *in situ*.

The 'later' type, built sometime after November 1941, comprise a crescentic earthen bank about 2.4m in height which incorporates a prefabricated concrete Stanton shelter. There is a passage at each end of the shelter with entranceways (three in total - two on the inside and one on the outside) constructed of concrete blocks with a flat reinforced concrete roof. The earthen bank is bisected by an up to 1.8m high earthen bank which is retained by a concrete block wall from 0.6m to 0.8m in height. The tarmac surface of each pen has up to two inserted concrete pads and a narrow concrete strip across its entrance with a maximum of three inset aircraft tie-down points.

Flight offices

(Nos 63, 76, 85, 118 on plan; pl. 18)

The flight offices were the largest ancillary buildings within the flight complexes. Each was

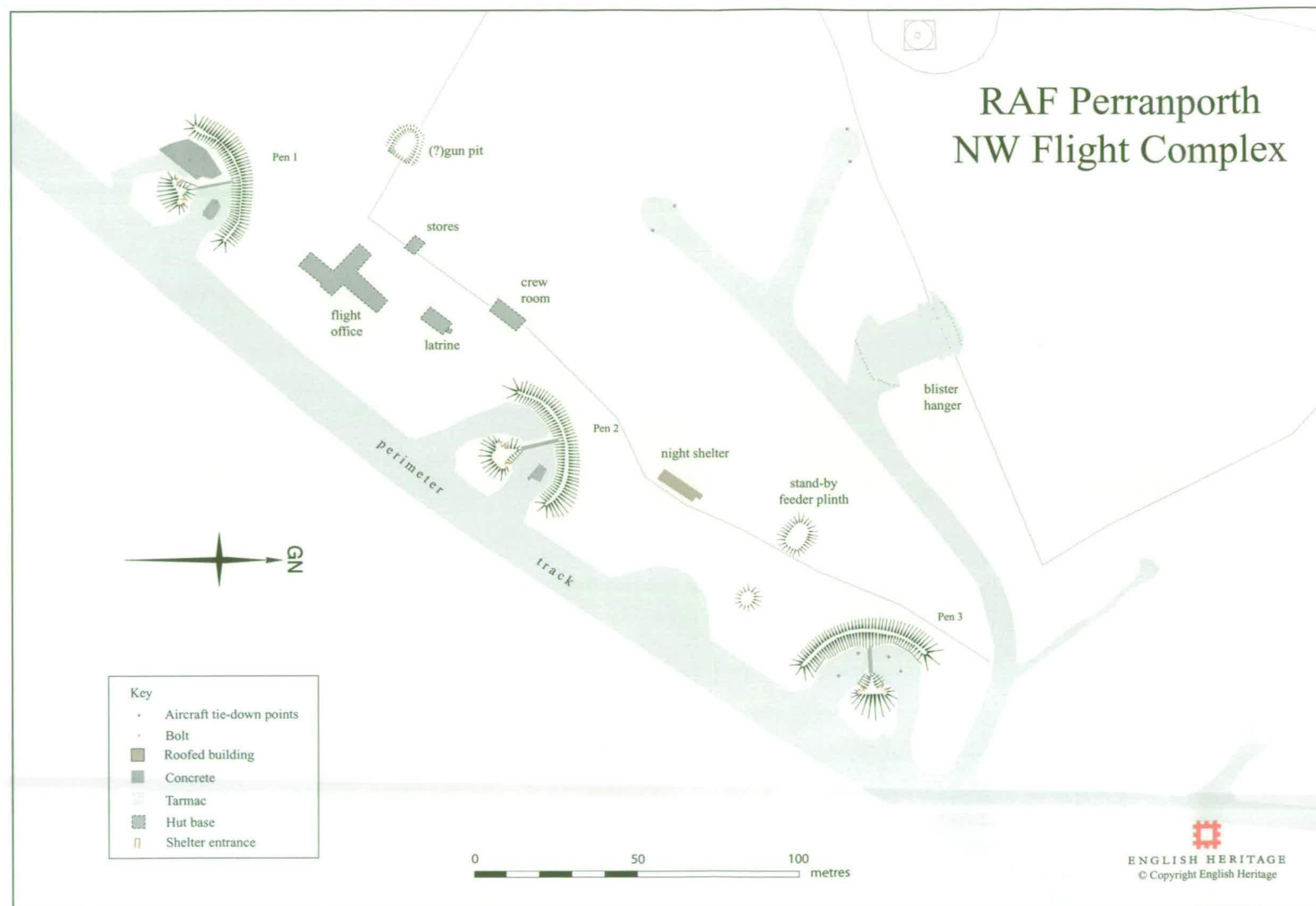


Fig. 5. The NW flight complex.

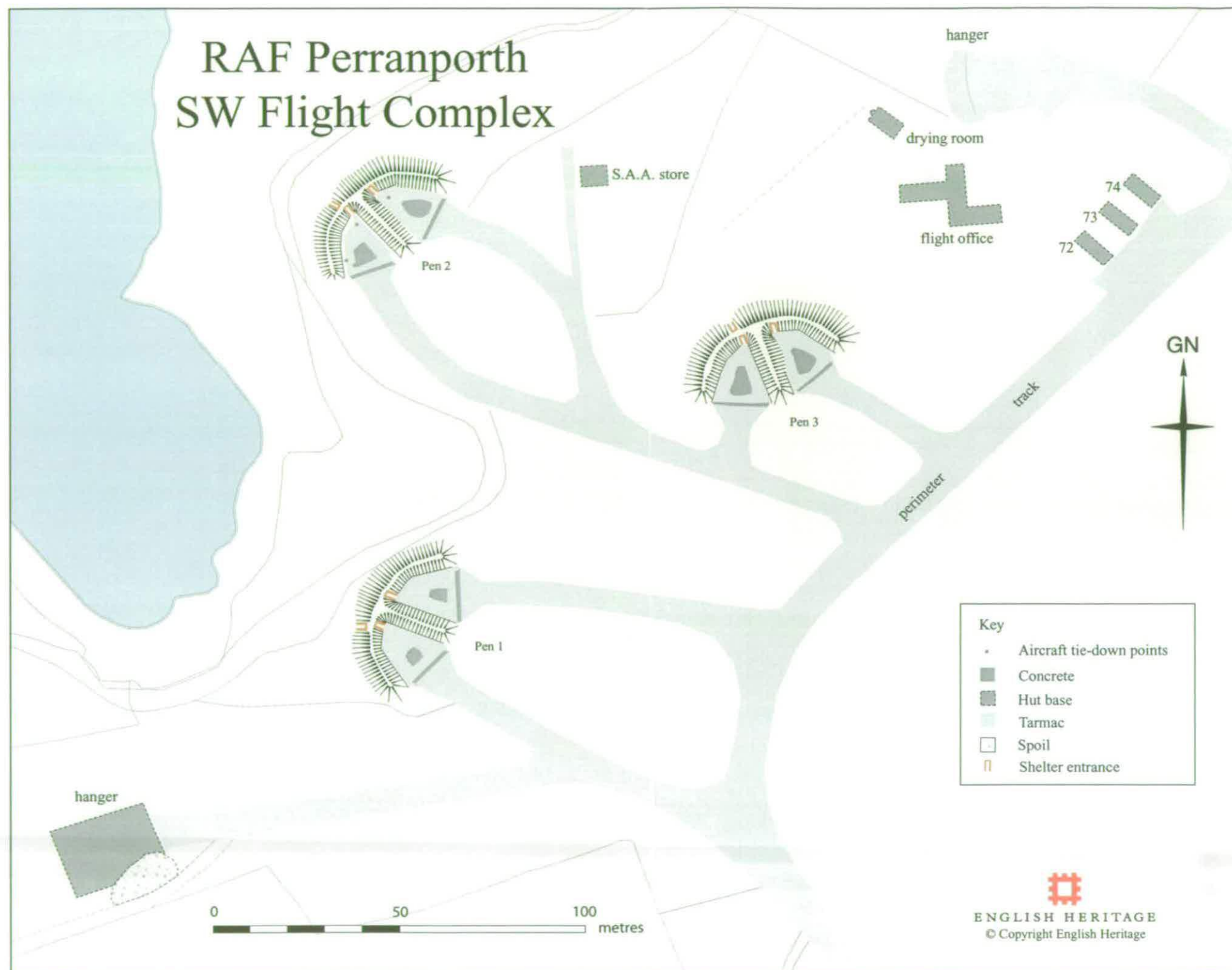
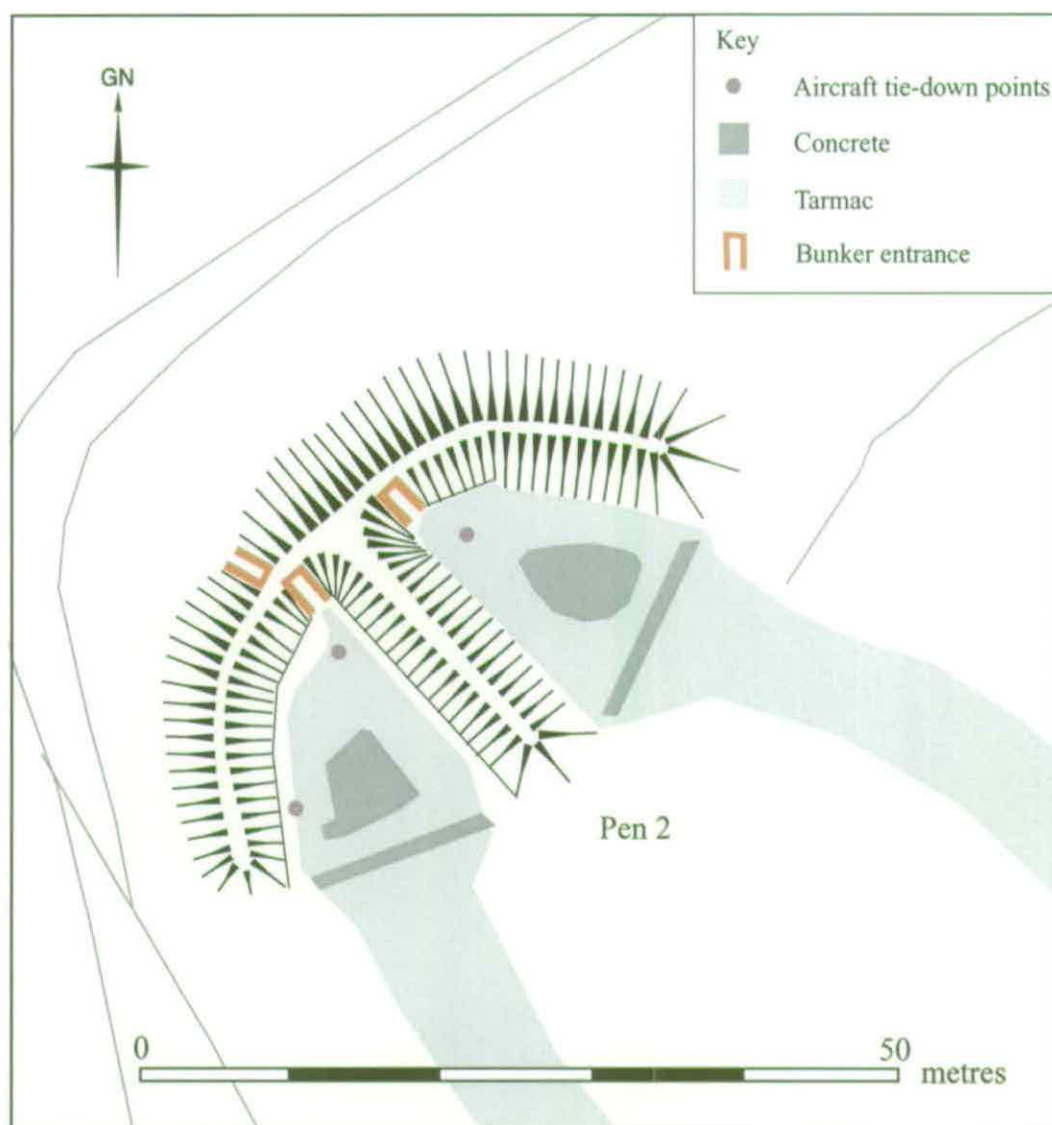


Fig. 6. The SW flight complex.

Fig. 7. Example of a later type dispersal pen at the SW flight complex 1:500 scale.



constructed of blockwork walls on a concrete base with three, or at the NE complex (116) only two compartments, set at right angles. The example in the SE complex (63) survives as a standing structure, the others are only concrete platforms. The surviving example is a single-thickness blockwork building with external piers which support an apex roof. Only one section of the original asbestos roof remains intact, the other two, which were badly damaged, have been replaced with modern materials in recent times. Most of the original window and door openings have been blocked up but wide doorways have been inserted in two places. WWII graffiti survives inside this building but this was not recorded during the present survey.

Hangers

(Nos 34, 60, 69, 71, 92, 95, 104. on plan)

The SE and NW flights each had a hanger located nearby; the SW flight had two, whilst the NE flight has no hanger in the immediate vicinity, though one exists to the NW (95). Five of the hangers (60, 69, 71, 92, 104) were of the blister type, of which 60 was an over-blister variant - it has left a rectangular concrete footprint with a series of parallel iron girders at right angles to the edges. The concrete bases of 71 and 92 have curved ends and curved iron channels to guide sliding doors. Set in the concrete base of hanger 92 are two rows of metal pins with rounded heads which were used to anchor canvas sheets. No 34, located in the SE corner of the airfield, was of a Teeside hanger. On the northern edge of the airfield are the footings of an isolated blister

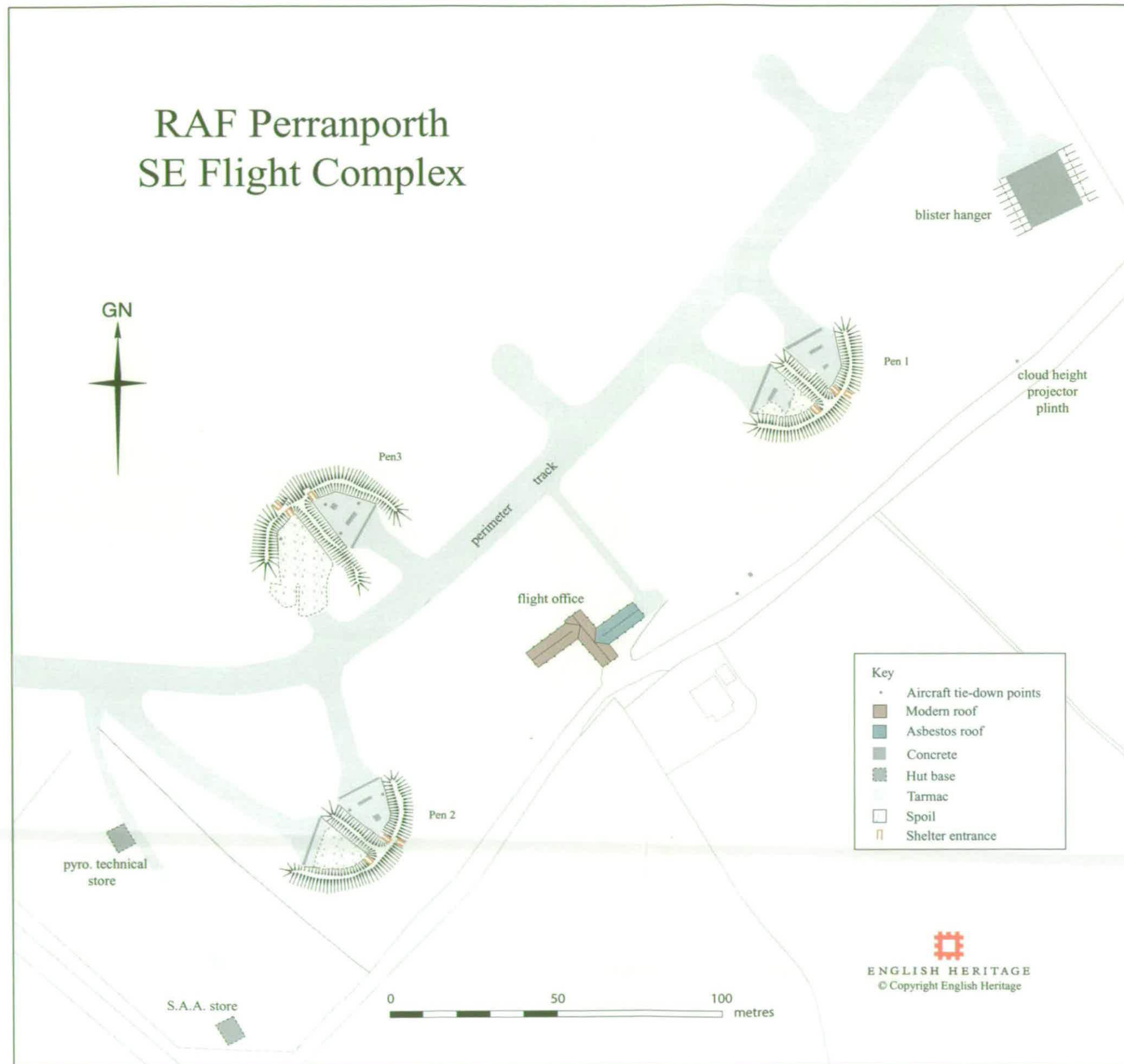


Fig. 8. The SE flight complex.

hanger (104). All the hangers at Perranporth were either demolished or moved to new locations elsewhere not long after the decommissioning of the airfield.

Ancillary buildings

The layout of each flight complex depended on its position on the airfield relative to the nearness of facilities. Each was equipped with a Small Arms Ammunition store (64, 77, 94, 115), a rest room (120, 121) or crew room (89); plus latrines and various small buildings. All these survive as concrete platforms only. The two northern complexes also had night sleeping shelters (90, 116). Only one of these now survives (90); it is a rectangular cement rendered building with an entrance lobby; external concrete piers reinforce the walls and support the flat roof. (Pl. 9).

The headquarters and administrative area

The central command area of the airfield was located on the south eastern side near the main entrance which is flanked by the guardroom. Within this area was a series of huts which housed the headquarters, administration, stores and workshops (see appendix 2). Two of these buildings are still standing (38, 41), though 38 is now derelict. The remainder of these buildings survive only as concrete bases, mostly overgrown, although some have been built over.

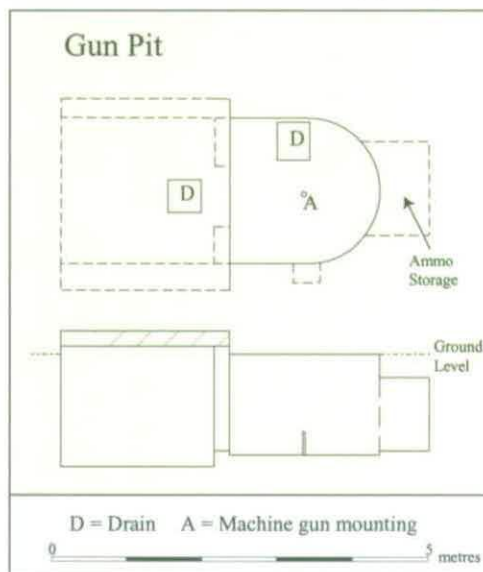
The original Watch Office or Air Traffic Control building (ATC) stood to the north of this area; later a new ATC building or Control Tower was constructed to the west on its present site. This building (55; pl. 10) is still in use, though it has been refurbished. To its south west lie the concrete bases of barrack huts and latrines (46-53) plus two extant air raid shelters.

DEFENCES

Light anti aircraft

The airfield was comparatively lightly defended against air attack by four AA guns, probably Bofors, and two machine guns. The living accommodation for the personnel manning the four AA guns was located nearby. Each AA site had a Laing type barrack block complete with a free-standing latrine and an ammunition store. Three of these accommodation areas survive, the best being on the eastern side of the airfield where the bases of the concrete building (82-4) lie within a sunken rectangular earthwork probably associated with earlier mining activity. One of the accommodation areas is completely hidden by vegetation. The gun positions themselves were not identified probably because they were no more than sandbagged emplacements (as shown on the photograph of a Bofors Gun and its crew (Andrews, undated, 19)). Two of the gun positions depicted on the 1945 map occur in areas which have been deep ploughed, a third is under dense

Fig. 9. Machine gun pit.



vegetation.

The two machine gun pits (GP) consist of below-ground 'U' shape pits faced with brick. In the centre of the floor is an iron spigot onto which a pedestal with a machine gun was mounted, probably a Lewis or Vickers model. At one end of the pit is a rectangular, concrete roofed shelter, covered by a low mound of earth and at the other is an ammunition locker (Fig. 9; Pl. 12).

Ground attack defences

Battle Headquarters (79) (Pl. 11)

The role of the Battle HQ was the co-ordination of the airfield's defence in time of ground attack. It comprises underground rooms entered by an open flight of concrete steps at the eastern end. A reinforced concrete observation cupola, with a narrow slit along each side below the hardened roof, is visible above ground level. On its northern side is an emergency exit hatch with an internal metal ladder. The cupola, surrounded by undergrowth is not capped with soil and the concrete skin on the roof is failing. The crucial metal supports for the 360° viewing slit are badly corroded and the hatch over the emergency exit is missing. The external stairs are in good condition but the underground rooms are filled with water to a depth of 0.6m.

Pillboxes (PB on Fig. 2)

The pillboxes appear to be of the type 22 hexagonal design. Three pillboxes defended the Battle Headquarters (79) and a fourth pillbox was located near the former Motor Transport buildings at the northern end of the airfield. They were each disguised by a mound of soil which remains in place and all are heavily overgrown. The doorways have been blocked or silted and currently only a few gun loopholes are visible, consequently the internal detail is obscured.

Air raid shelters (AS on Fig. 2) and blast shelters

Individual air raid shelters (as opposed to those incorporated into the flight complexes) are concentrated at the south-east of the site around the ATC building and the Station Headquarters. Three air raid shelters survive, a fourth may still remain *in situ* in private ground to the east of the ATC building - an area not investigated. They consist of semi-sunken Stanton shelters, covered by earthen mounds, with steps down to the shelter entrance. An emergency escape hatch is visible at the end of the mound. Any blast shelters that survive are hidden under dense vegetation.

SUMMARY

Trevellas Airfield incorporates an impressive range of standing earthworks and structures that were part of RAF Perranporth. The layout of this early World War II RAF fighter station, with its various additions and extensions, is almost intact and some of the features, notably the battle headquarters, the brick built gun pits and the aircraft dispersal pens represent well preserved rare survivals. Notable amongst these features are the aircraft pens located on the northern part of the airfield which are possibly unique examples of early aircraft dispersal pens for single engined fighters. As a group these features represent an important survival, such that the site can be recognised as containing amongst the best visible remains of a WWII fighter airfield in England

The new EH survey has provided a comprehensive overview on the current state of the airfield and also an indication as to the condition of the features. The survey was hampered by the presence of dense vegetation which obscured many of the sites; the areas which lay in private property on the south-eastern side were generally inaccessible.

Negotiations are currently underway to improve the facilities on the airfield by the provision of new hangers and a fire station. Clearing some of the vegetation from the earthworks and removing the building debris from the pens would aid the general appearance of the site. Active animal

burrowing in a few of the northern aircraft pens has exposed the yellow sea sand which was probably used in the sandbags which formed the revetments.

ACKNOWLEDGEMENTS

Thanks are due to Mr R Seth-Smith and Mr T Arthur for permission to survey the airfield and to Mrs Y Stevens for permission to record detail of the SE corner of the site.

Roger J Thomas commented on the text

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Plate 3. Brick shelter entrance. Early type dispersal pen.



Plate 4. General view of the early type dispersal pen.



Plate 5. Concrete shelter entrance. Later type dispersal pen.



Plate 6. Stanton shelter interior.



Plate 7. General view of later type dispersal pens.



Plate 8. Flight office.



Plate 9. Night sleeping shelter.



Plate 10. ATC building.



Plate 11. Battle headquarters.



Plate 12. Machine gun pit.

APPENDIX 1

The following list of buildings and structures located within the airfield perimeter is derived from the Schedule of Buildings on the 1945 Air Ministry plan. This list is augmented by a statement on the present condition of each feature recorded during the English Heritage archaeological survey undertaken in August 2002. Some sites were inaccessible either because of dense vegetation or because they lay in private property on the SE side of the airfield.

SITE	Ground Photo	Scheduled Site	DESCRIPTION
1. Guard Room			Concrete base - completely overgrown.
2. Link trainer			Concrete base of asbestos building.
3. Briefing room			Concrete base.
4. Photographic block - nissen hut type			Concrete base - completely overgrown.
5. Emergency water supply			Concrete tank 1.2m deep; partly rubble filled.
6. and 7 Barrack Huts			Concrete bases - hidden by modern structures.
8, 9, 10 Latrines			Concrete bases - hidden by modern structures.
11 - 15 Barrack Huts			Within private property. 11 concrete base
16. Q Unit plinth			Within private property/not surveyed.
17. Store - cycle			Within private property/not surveyed.
18. Latrine			Within private property/not surveyed.
19. Sleeve Streamer unit			Within private property/not surveyed.
20. Latrine, drying room			Within private property/not surveyed.
21. Petrol installation			Within private property/not surveyed.
22. Sub station			Within private property/not surveyed.
23. Stand-by feeder plinth			Within private property/not surveyed.
24. Control Tower (original)			Area covered by vegetation and spoil.
25. Gas defence centre			Area completely overgrown.
26. Night flying and equipment store			Concrete base.
27. Station post office - Nissen hut type			Covered by a modern building.
28. Latrine			Covered by a modern building.
29. Station headquarters			Covered by a modern building.
30. Stand-by feeder plinth			Area covered by dense vegetation.
31. Not identified on plan			----
32. Petrol installation 24,000 gallons			Area covered by dense vegetation.
33. Central signalling workshop			Concrete base. Partly overgrown.
34. Teeside hanger			Tarmac/concrete base. Partly overgrown.
35 and 36. Fuel compounds			Area covered by dense vegetation.
37. Hunt trainer - Nissen hut			Area completely overgrown.
38. Implement store			Standing building. Partly overgrown.
39. Mess, blacksmiths shop. Handcraft building type.			Concrete base.
40. Store. Handcraft building type.			Concrete base.
41. Inflammable Store			Standing building. Partly overgrown
42. Office - bungalow			Area completely overgrown.
43. Office/stores Handcraft building			Area completely overgrown.
44 - 45. Stores			Area completely overgrown.
46 - 51. Barrack huts - Laing type.			46-49 Concrete bases. 50-51 destroyed.

SITE	Ground Photo	Scheduled Site	DESCRIPTION
52 - 53. Latrines			52. Destroyed. 53. Concrete base.
54. Speech broadcasting building			Concrete base ?covered by memorial
55. Control Tower (new)	PA55a-b		Well preserved and in use.
60. Blister Hanger	PA60a-c	SM3295701	Tarmac base & metal fittings.
61. Cloud height projector plinth	PA61	SM3295701	Concrete base.
62. Latrine, drying room		SM3295701	Fragmentary remains.
63. Flight office	PA63a-e	SM3295701	Extant - see description.
64. Stores / Handcraft building		SM3295701	Concrete base - partly overgrown.
65. Pyro Technical store Handcraft building type		SM3295701	Concrete base - partly overgrown.
66. AA gun site - Living accommodation			Destroyed - ploughed out.
67. AA gun site - Latrine			Destroyed - ploughed out.
68. AA gun site - Ammunition store			Destroyed - ploughed out.
69. Blister hanger		SM3295701	Tarmac base and sockets intact - partly overgrown.
70. Drying room		SM3295701	Concrete base intact - partly overgrown.
71. Blister hanger		SM3295701	Tarmac base and door runner intact - partly overgrown.
72-74 Concrete bases only (huts removed)		SM3295701	Concrete bases.
75. Latrine		SM3295701	Area covered by dense vegetation.
76. Flight office		SM3295701	Concrete base - partly overgrown.
77. Store Handcraft building type	PA77	SM3295701	Concrete base and foundation walls.
78. Stand-by feeder plinth	PA78		Earthen mound.
79. Battle Headquarters	PA79a-c	SM3295705	Standing building - see description.
81. HF Station		SM3295705	Area covered by dense vegetation.
82. AA gun site - Living accommodation	PA82		Concrete base - partly overgrown.
83. AA gun site - Latrine			Concrete base -
84. AA gun site - Ammunition store			Concrete base - covered by debris.
85. Flight office		SM3295707	Concrete base.
86. Latrine, drying room		SM3295707	Concrete base - with raised base for a tank.
87. Squadron stores - Nissen hut type		SM3295707	Concrete base.
89. Crew room - Nissen hut type		SM3295707	Concrete base - partly overgrown.
90. Night sleeping shelter	PA90a-b	SM3295707	Standing building.
91. Stand-by feeder plinth		SM3295707	Earthwork Concrete base intact mound.
92. Blister hanger		SM3295707	Concrete /tarmac base - partly overgrown.
93 - 94. Stores		SM3295707	Concrete base.
95. Blister hanger		SM3295707	Concrete/tarmac base.
96. not installed (petrol)			Concrete base ?building.
97 -98. Stores			97 under dense vegetation. 98 Concrete base intact.
99. Bulk petrol 24,000 gallons			Concrete base under dense vegetation.
100. AA gun site - Living accommodation			Concrete base - partly overgrown.
101. AA gun site - Latrine			Concrete base.

SITE	Ground Photo	Scheduled Site	DESCRIPTION
102. AA gun site - Ammunition store			Area covered by vegetation.
103. Fuse store			Standing building ?incorrect position on map
104. Blister hanger			Concrete base intact - partly overgrown.
105. Bulk oil installation			Area covered by earthworks.
106. Mine office			Standing building.
107. Stand-by feeder plinth			Site covered by vegetation.
108. Cligga AT office			Standing buildings.
109. Cligga AT office			Standing building- part now demolished.
110. MT Shed			Standing building.
111. MT pump			Destroyed.
112. Picket post			Standing building.
115. Store		SM3295707	Concrete base hidden by large spoil dump
116. Night sleeping shelter		SM3295707	Concrete base intact - partly overgrown.
117. Stand-by feeder plinth		SM3295707	Under dense vegetation
118. Flight office		SM3295707	Concrete base intact - partly overgrown.
119. Latrine and drying room		SM3295707	Concrete base intact - partly overgrown.
120. Rest room -Nissen hut type		SM3295707	Concrete base intact - partly overgrown.
121. Rest room - handcraft building type		SM3295707	Concrete base intact - partly overgrown.
122. Gun post			Destroyed - area deep ploughed.
123. AA gun site - Living accommodation			Area covered by dense vegetation - feature might survive.
124. AA gun site - Latrine			Area covered by dense vegetation - feature might survive.
125. AA gun site - Ammunition store			Area covered by dense vegetation - feature might survive.
126. Stand-by feeder plinth			Area covered by dense vegetation - feature might survive.

DEPICTED ON AIR MINISTRY MAP BUT NOT NUMBERED

A. Air raid shelter			Extant
B. Air raid shelter			Extant
C. Air raid shelter			Extant
D. Gun post			Destroyed by deep ploughing.
E. Site of Methodist chapel			Destroyed by deep ploughing.
F. Gun post			Area covered by dense vegetation.
G. Pill box	PAPB 2	SM3295702	Extant - partly overgrown.
H. Pill box	PAPB 1	SM3295703	Extant - completely overgrown.
I. Pill box	PAPB 1	SM3295704	Extant.
J. Gun pit	PAGP1a-e	SM3295706	Extant - well preserved.
K. Blast shelter			
L. Blast shelter			
M. Air raid shelter			Area covered by dense vegetation.
N. Blast shelter			
O. Air raid shelter			Within private property.
P. Air raid shelter			Hidden by dense vegetation.
Q. Air raid shelter			Within private property.
R. Air Raid Shelter			Within private property

ADDITIONAL SITES NOT DEPICTED ON THE AIR MINISTRY MAP

SITE	Ground Photo	Scheduled Site	DESCRIPTION
S. Pill box		SM3295708	Extant - partly overgrown.
T. Building			Concrete base - partly overgrown.
U. Airfield mark (gliding mark)			Concrete pattern.
V. Gun pit		SM3295707	Extant and well preserved
W. Aircraft day mark (adjacent to control tower)			Extant and in use.
X. Gun post/site			Level stance surrounded by bank.

APPENDIX 2

Aircraft Dispersal Pens - General condition report August 2002

Flight Complex:	SE
Pen number and type:	1, late type
Condition of the earthworks:	Generally very good, some damage and slumping caused by erosion and burrowing animals. Probably constructed of soil.
Vegetation cover:	Dense undergrowth including brambles, nettles, and hawthorn.
Interior features and condition:	Very well preserved Stanton shelter and passageways. Clean and in a good condition.
Entrances:	Some erosion damage around the tops of the entrances. Front entrances blocked by a low wall. Rear entrance open.
Condition of individual pens:	Interior partially overgrown. Concrete retaining wall intact. Tarmac with square and rectangular concrete insets intact. No tie downs visible (vegetation). Front narrow concrete strip visible.
NE Pen	
SW Pen	Partially overgrown with some dumped soil. Concrete retaining wall intact. Tarmac with concrete inserts - square and rectangular. No tie downs visible (vegetation). Front narrow concrete strip visible.
SAM No.	SM 32957/01
Photograph No/s	PASE/a-d

Flight Complex:	SE
Pen number and type:	2, late type
Condition of the earthworks:	Generally very good, some damage and slumping caused by erosion and burrowing animals. Constructed of soil?
Vegetation cover:	Dense undergrowth including brambles, nettles, and tall grass.
Interior features and condition:	Very well preserved Stanton shelter and passageways. Clean and in a good condition.
Entrances:	Some erosion around the rear entrance. Front entrances covered in vegetation; rear entrance covered with barbed wire.
Condition of individual pens:	Partially overgrown. Concrete retaining wall intact. Tarmac surface with square and rectangular concrete insets intact. Two tie downs visible and front narrow concrete strip visible.
NE Pen:	
SE Pen:	Interior obscured by piles of building rubble and stone. Concrete retaining walls intact where visible. Tarmac floor. Front narrow concrete strip visible.

SAM No.	SM 32957/01
Photograph No/s	PASE 2a-c
Flight Complex:	SE
Pen number and type:	3, late type
Condition of the earthworks:	Generally good, earthworks spreading. Upper parts of concrete shelter exposed by erosion.
Vegetation cover:	Dense undergrowth including brambles, thorn nettles, and grass.
Interior features and condition:	Interior inaccessible.
Entrances:	One entrance covered by vegetation, the other entrance fitted with a locked steel door. Rear entrance has a concrete block wall.
Condition of individual pens:	Tarmac interior clear with rectangular and square concrete insets. Three tie downs survive and the front narrow concrete strip visible. A tank is mounted on the rear wall.
NE Pen:	
SW Pen:	Interior completely obscured by piles of concrete material.
SAM No.	SM 32957/01
Photograph No/s	PASE 3a-e

Flight Complex:	SW
Pen number and type:	1, late type
Condition of the earthworks:	Generally good, bank spreading, no active burrowing, very exposed and near the cliff edge.
Vegetation cover:	Tall grass undergrowth, bramble.
Interior features and condition:	Very well preserved Stanton shelter and concrete-block passageways - some rubbish.
Entrances:	Entrances open and well defined.
Condition of individual pens:	Fringes covered by grass but interior clear.
SW Pen:	Concrete retaining wall intact. Tarmac with concrete triangle insert and front narrow concrete strip visible. Tie down points covered by vegetation.
Pen B:	Fringes covered by grass but interior clear. Concrete retaining wall partially covered by slumping. Tarmac with concrete square front narrow concrete strip visible. Tie down points not visible.
SAM No.	SM 32957/01
Photograph No/s	PASW 1a-d

Flight Complex:	SW
Pen number and type:	2, late type
Condition of the earthworks:	Generally good, no active burrowing but erosion damage around the top and some slumping.
Vegetation cover:	Gorse, grass, bramble and nettle.
Interior features and condition:	Well preserved Stanton shelter and concrete block passageways - accessible and clean.
Entrances:	Entrances open and well defined. Some erosion around the tops of the doorways.
Condition of individual pens:	Interior clear. Tarmac with concrete triangle insert and front narrow concrete strip visible. One tie down point visible. Concrete retaining walls hidden by vegetation.
NE Pen:	
SW Pen:	Interior clear. Tarmac with concrete triangle insert and front narrow concrete strip visible. Two tie down points visible. Concrete retaining wall partly hidden by collapsing bank.
SAM No.	SM 32957/01
Photograph No/s	PASW 2a-c

Flight Complex:	SW
Pen number and type:	3, late type
Condition of the earthworks:	Generally good, some active burrowing and slumping. Some sand visible in burrows.
Vegetation cover:	Undergrowth, bramble and grass.
Interior features and condition:	Well preserved Stanton shelter and concrete block passageways - accessible and clean.
Entrances:	Open but partially overgrown with barbed wire.
Condition of individual pens:	Interior clear but fringes covered by grass.
E Pen:	Tarmac with concrete triangle insert and front narrow concrete strip visible. No tie down points visible. Concrete retaining walls hidden by vegetation.
W Pen:	Interior clear but fringes covered by grass. Tarmac with concrete triangle insert and slot for canvas fixing. No tie down points visible. Concrete retaining walls average 0.6m high. The letter S painted on the tarmac.
SAM No.	SM 32957/01
Photograph No/s	PASW 3a-e

Flight Complex:	NW
Pen number and type:	1: early type
Condition of the earthworks:	Generally good, but mounds are spreading.
Vegetation cover:	Tall grass, nettles and brambles.
Interior features and condition:	Very well preserved Stanton shelter located in the front of the pen with brick built passages at each end and a reinforced concrete roof. Two open brick entrances. Exposed upper roof in places.
Entrances:	Open but partially overgrown and with barbed wire across mouth.
Condition of individual pens:	Concrete hardstanding, interior almost completely grassed over. Bales of hay covering area. One tie down point located. Central linear retaining walls 1.0m high.
E Pen:	
W Pen:	Tarmac and concrete, hidden by grass. One tie down point visible.
SAM No.	SM 32957/07
Photograph No/s	PANW 1a-e

Flight Complex:	NW
Pen number and type:	2: early type
Condition of the earthworks:	Deteriorating, lowering and spreading of the mounds, active burrowing with some sea sand exposed.
Vegetation cover:	Tall grass, nettles and brambles.
Interior features and condition:	Well preserved Stanton shelter located in the front of the pen with brick built passages at each end and a reinforced concrete roof.
Entrances:	Two open brick entrances.
Condition of individual pens:	Tarmac with irregular concrete square. Fairly clear interior, some grass cover. Central linear retaining walls. One tie down point visible.
E Pen:	
W Pen:	Tarmac interior, fairly clear of grass. Four small iron eyes set in a pattern in the tarmac. Letter F painted on the tarmac.
SAM No.	SM 32957/07
Photograph No/s	PANW 2a-d

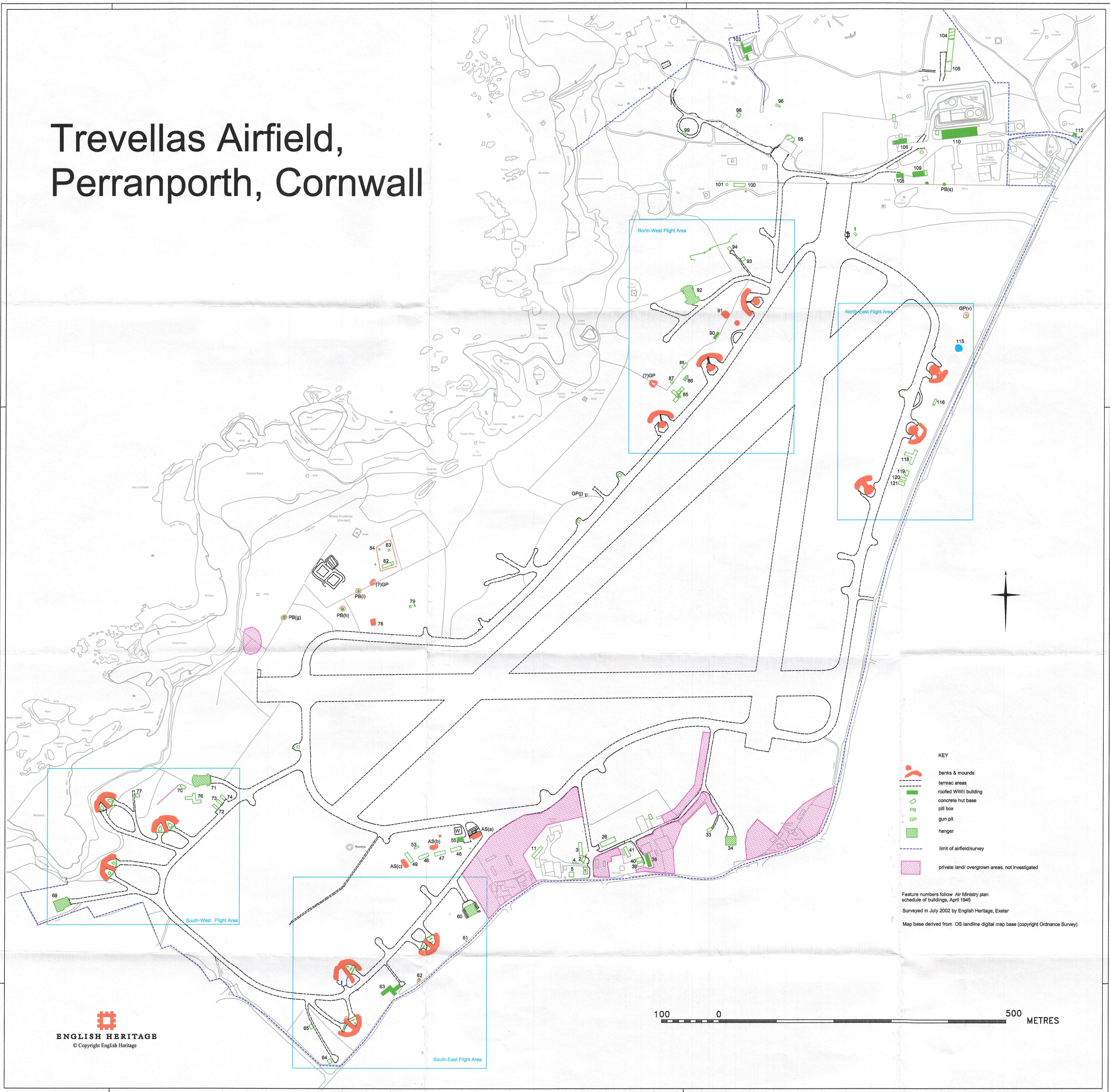
Flight Complex:	NW
Pen number and type:	3: early type
Condition of the earthworks:	Deteriorating, continuing damage from burrowing animals, lowering and spreading of the mounds.
Vegetation cover:	Grass, bramble, nettle.
Interior features and condition:	Well preserved concrete Stanton shelter located in the front with brick built passages at each end.
Entrances:	Open and accessible.
Condition of individual pens:	Tarmac interior. Two tie down points visible.
N Pen:	Central linear concrete block retaining wall up to 1.2m high.
S Pen:	Tarmac interior. One tie down point visible.
SAM No.	SM 32957/07
Photograph No/s	PANW 3a-d

Flight Complex:	NE
Pen number and type:	1: early type
Condition of the earthworks:	Deteriorating, continuing damage from burrowing animals, lowering of the earthwork banks Central bank badly spread.
Vegetation cover:	Undergrowth, brambles, and nettles.
Interior features and condition:	Inaccessible.
Entrances:	Blocked with spoil, inaccessible.
Condition of individual pens:	Interior covered by vegetation, nothing visible.
N Pen:	
S Pen:	Interior covered by vegetation, nothing visible.
SAM No.	SM 32957/07
Photograph No/s	PANE 1a-b

Flight Complex:	NE side
Pen number and type:	2: early type
Condition of the earthworks:	Deteriorating, continuing damage from burrowing animals, lowering of the earthwork banks. Sand visible in burrows. Central bank badly spread.
Vegetation cover:	Dense undergrowth, brambles, nettles.
Interior features and condition:	Inaccessible.
Entrances:	Blocked with spoil, inaccessible.
Condition of individual pens:	Interior of pen covered by earth spoil heap.
N Pen:	
S Pen:	Interior covered by vegetation, nothing visible.
SAM No.	SM 32957/07
Photograph No/s	PANE 2a-b

Flight Complex:	NE
Pen number and type:	3: early type
Condition of the earthworks:	Deteriorating, continuing damage from burrowing animals, lowering of the earthwork banks. Sand visible in animal burrows. Central bank badly spread.
Vegetation cover:	Undergrowth, brambles, nettles.
Interior features and condition:	Inaccessible.
Entrances:	Blocked with spoil, inaccessible.
Condition of individual pens:	Some tarmac visible, mostly grass covered, and no internal features visible.
N Pen:	
S Pen:	Interior covered by vegetation, nothing visible.
SAM No.	SM 32957/07
Photograph No/s	PANE 3a-b

Trevellas Airfield, Perranporth, Cornwall





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