



# NEWSLETTER

## APRIL 2012

At last we had the first good run of flying weather in late March and the first 2 weeks of April, before the spring gales arrived. Dougie achieved both a long-standing ambition to fly XC from Corn Ridge to Plymouth city and also a new Personal Best of 62 km from Coddan. Mark Nicol also achieved an overdue XC from King Tor to near his house. A good selection of other pilots had more modest flights building up their experience, both locally and up-country. Hence the flying report summary is extensive this month, but aimed especially at members who are not on Yahoo and may have missed some of the news.

### **March 2012 Meeting minutes**

#### **Pilot Lectures Feedback**

16 People attended the Pilot Exam lectures of whom 8 sat the exam afterwards. There were 5 passes and 3 fails. All the passed the Airlaw section, the failures being on Meteorology and Instruments.

Mark Nicol noted that no flying was missed and also that for any pilots who want to do the exam, they can be done before any of the club monthly meetings. Contact Mark to arrange this.

#### **Brass Monkey Comp**

This was pushed back to the Easter w/e and failing that (due to weather) will be cancelled for this year. [It was eventually cancelled].

#### **Parachute repack**

This has now been arranged for Saturday 31<sup>st</sup> March at the Devonport School Hall from 7am to 12.

#### **Cox Tor Bash**

There are plans to hold a Cox Tor Bash when the weather is suitable. Updates will be posted to the Yahoo group.

#### **Flying**

A group of pilots, including Mark Nicol, Julie Stapleton and Mark Helm had gone to the Malverns and SE Wales and had some good flying, Malverns over w/e of 24<sup>th</sup> 25<sup>th</sup> and the following Monday, Pandy Tuesday, and Bloreng Wednesday.

James Bull had an o+r run at Whitsand Bay.

Bob Moore has had plenty of coastal flying at Labrador Bay including a run to Babbacombe with Mick Boarer.

#### **Safety issues**

Les Cherrington reported an incident he had recently a Labrador Bay whilst ground handling. He was caught by a gust and took off and found himself too far out and too low to top land and made an

emergency landing on a rock at the bottom, fortunately it was low tide. He says he was doing his GH in the lifty part of the launch and should have been further back to avoid getting picked up.

### **Rebekah Sherwin talk on RASP**

Rebekah was our guest speaker for the evening. She is a relatively new HG pilot in the Condors, but has flown our sites in previous years. Rebekah works for the Met Office in Exeter, but focussed her presentation on the Leeds University Regional Atmospheric Soaring Predictions (RASP) website and how to interpret the various options to improve our flying weather predictions. The audience was very attentive and hopefully now know where to look for wind speed, thermal updraft and cloudbase predictions, amongst other fascinating data.

### **Next Meeting**

Andy Farrow has arranged for Ben Old, a paramedic, to give a talk at the April Meeting.

## **[UK] Flying News**

Tuesday 27<sup>th</sup> March Julie was up in SE Wales:

Great afternoon at Pandy today. Got 350ft ato in small thermic lift. Thermal cycles coming through, at times really peachy and floaty. Mark and Jen flew tandem and were shouting down at me from top of the stack they did really well. I had a lovely hour and a half of flying another new site  
Mark H did 10k out and return. Another fabulous flying day.



Wednesday 28th March still in Wales::

What a gorgeous day!!! Wall to wall sunshine and clear blue sky. Very light at take off and Mark Nicol and Mark Helm both got into air. Both had good flights and Mark H got 800 ft ato. Too light for me to take off, but gorgeous day.

Saturday 31st March Colin went to King Tor:

Very pleasant mellow thermals, unfortunately only 20 mins into the flight everyone else landed and I felt a couple drops of drizzle at height so landed halfway between the hill and cars. In fact the weather stayed ok but everyone had left so, we've had better days at "the king" , nice to see everyone out though.

## Sunday 1<sup>st</sup> April Bob had success at Beesands

I headed over midday half expecting no wind or too much wind and NE but eventually it did come on pretty good. When I arrived there were a couple of wings out on top but nobody flying as it was still pretty breezy with a good few white horses. Measuring it it didn't appear so, but it was quite gusty and top end. James Bull, Terry and Russell (I think) all got off after a while and soon were headed across Hallsands towards Start Point, and to my surprise managed to get back. (Their first flights there too!) About the same time I got my wing out, but it was thrashing about on the ground making it difficult to even set up so with difficulty I balled it up and waited a for a bit.

I took off 15 mins later, pretty much when the others had landed and flew 45 mins, 200 feet ato, not a lot considering how breezy it was. I guess cos it was off to the north a bit. A bit bumpy at times too and a few good sea thermals around still as the air was pretty dammed cold. I got half way across Hallsands and was drilled by some sink, made it to the low cliffs and only just managed to scratch back up. I later top landed it the big field behind take off. A first for me, (Robin Mog had recommended it) and I found it was much easier than trying to get in out front. Second flight I took off from there too and just got over the hedge. Still quite breezy.

Quite a few more turned up, but it was beginning to ease. I flew down, as did a couple of others for beer in the sun at the Cricket Inn. Other protagonists were Mick B, Dazza, Les Cherrington, Ed and Ian Brooks, James Bull, Russell, Terry, Tim Pilling, Cadman, Charlie? plus wives and girlfriends (and dogs). Nice sociable day, it felt like summer was almost here.

## Same day Alan went for some towing:

A nice day out for the aerotow group today. 8/9 or so gliders at the airfield including 3 of the 4 Atoses. The tow up was quite a rousty ride as the tug got bounced around in the punchy thermals. RASP had shown the inversion at a bit over 3000ft amsl, & that seemed about right.

I found the thermals to be small diameter, strong cores - typical spring thermals in a cold air mass. Great fun cranking the Atos up on a wing-tip & winding it round fast & tight. The small cumulus clouds disappeared at midday, & thermals were "blue" from then on.

Pretty much all pilots got an hr+ playtime per flight. One of the delights for me was watching a buzzard thermalling up underneath me, then going into "display mode" barrel-rolling, swooping & diving under my wing. It seemed to have taken quite a fancy to my big "bird"!

Lovely day, & great fun had by all - lots of pilots wandering around with big grins afterwards.

## Also 1<sup>st</sup> April Robin was at King Tor:

Arrived around 12.30 to the encouraging sight of Matt going XC (he landed at Postbridge just as his wife was driving by - lucky boy!) and the not so encouraging sight of Innes sinking from 150' above T/O to the same below and having to slope-land well down. The wind was a bit off to the East - usually giving a wave boost from Easdon Tor upwind - and gusty at times. Seeing Innes steadily scratching up the slope, I took off into the same lift cycle and we both thermalled upto 2000' above T/O - the inversion-height I think. He decided (prob rightly) not much on and flew back to the hill - I carried on - my slower machine would probably have left me with a walk if I'd tried to get back.

I headed a bit North to stay near the road and cleared the valley behind Hammel Down without losing height (unusually) when suddenly, without warning, the whole wing collapsed seemingly rolling in from each tip (the "bag of washing" analogy never seemed more appropriate). Anyway it recovered immediately and I managed to catch the surge successfully, but it was a bit more unsettling than the usual partial collapses - Innes thought it might have been hitting the inversion too hard but I don't remember climbing at the time.

The rest of the flight was a sleigh-ride to a nice big open bit of moorland near Postbridge. On the way, as I crossed the NW corner of the plantation by the Warren House, my vario sounded its sink-alarm briefly (mine's set at 10 down) so I was quite relieved to land safely in the end - going slowly backwards. It was quite difficult packing up with the wind blowing 20mph at times - the wind is never as strong at King Tor T/O as on the rest of the moor - something to be kept in mind!

Robin Mills kindly picked me up and while we were having a pint at the Warren House, Matt flew over and picked up some lift at Postbridge, eventually landing at Merrivale - what a star! Also we saw a yellow and white glider climbing strongly to the SE of take-off prob to 2500/3000' above T/O and then taking a more southerly rout towards Dartmeet but don't know who that was (it wasn't Martin or Tim)! Quite an eventful day in the end.

[Jim MacDonald flew to Butcombe, 10km, on his Mentor 2 taking this pic showing Widecombe on the left].



#### Again same day Loz was up at Belstone:

I arrived about 11, to find wave like wind, took a walk with family up the tors behind Belstone to find winds of 25mph+, then headed back down for lunch at the car park, only to spot a gaggle of pg's fly out of Belstone on a thermal, 2 dropped out, one got thrashed about and turned into some laundry [Tom D?], but landed safely, and the others made it out to Sourton area, and walked back for more.

I joined them about 3pm. While in the car park suggest 12mph+ by the time we had walked to Belstone there was none in the bowl. Could only launch when a thermal cycle came through. We all had some air time, and again some luck pilots took a thermal out across the moors again. I was not so luck and bottom landed.

Still a great day to be out.

#### Monday 2<sup>nd</sup> April Sam went to High Cliff:

Flew High Cliff last night with Dave Langley (Kernow). On arrival 4.30pm the wind was very light 6mph but improved to give scratchy conditions enough for one person to stay up so we took turns, one sketchy moment low down above a spur to the left of launch the air was very rough (and quite often is on this small section of ridge) had my first coastal asymmetric. I think this was rotor and not thermal due to regularity of turbulent air, the higher above this cliff section the less bumpy it became. The Wind stayed off to the north but the speed improved. Cliffs to the north were not working very well, heading south down the ridge was excellent. Max height was about 550 ATO off a thermal, seemed to get more thermic as the evening drew in, could push a fair way out over the sea into paths of on-coming clouds, really good fun! Landed back by the cars at about 7pm. Great flying made more so as I was not really expecting it to work, and we almost couldn't fly as it was hard to get hold of Mr Crocker (The land owner pilots must call for permission before flying).

#### Friday 6<sup>th</sup> April was an epic flying day at Corn Ridge/King Tor:

North Devon Ant and Chris – "Thanks again for sharing Corn with us north Devon guys. Ant and I had a lovely flight up to 4200ft and made it to Kingsbridge, before the sun disappeared for good."

Martin Foley – King Tor was working as well; 4000+ft: landed Ivybridge.



Dougie – I got away half hour after Chris and made it to Central Park in the centre of Plymouth, just down from my house (been dreaming of this flight :-). I arrived with over 2500 grand and had to burn it off quick as was feeling very sick - I think from dehydration (lesson learnt). Shame really as there was lift everywhere and could have easily carried on down the coast towards Salcombe, next time as they say. Anyway 38k for me - good day out had by all!



### Same day Julie headed to North Devon:

Whilst some of the North Devon crew headed to Cornridge, some of us headed to their turf for 2 centre flying. Bob, Tim, Sam, Geoff and Keith - initially to cool Codden. Another new site for me. Light thermic and on hill allowing climb to 1600 ato for Bob and Sam. Geoff Brook went xc -the only one to get away from Codden-10k I believe.

Then wind went round to west so we headed to Woolacombe, arriving just in time as the wind picked up and got to 500ato. 5 hangies, 9 paras, including Jeff Hoar. A peachy one and a half hours in the air. Got strong so landing bit tricky, followed by chips and drinks at the pub.



### Geoff added:

Well done chaps, sounds like the moor was the place to be, Keith, Brett and myself where at Codden with hangies, drawn by the lack of a carry! Brett was away first, I tried to a bit after, but had to top land and have another go. Keith followed me off the second time for his first 'codden' experience! Brett did 10k and me 8! Lift was quite broken and although I didn't set my vario I would guess base at 3000' ish asl. Thank you to Keith for picking me up, not going to be long before he needs a lift too!

### Sunday 8<sup>th</sup> April Julie was back at Woolacombe:

Woolacombe was flyable again today. 14 paras and 10 hangies all took to the air. Overcast but some light sea thermal. Up there were Andy and Trish Holt, Chris B and friends and family, Mark H, Colin Blagdon, Jeff Hoar. Conditions got stronger as was in air. Initially scratchy and then easy lift from sea thermals. Got to 500ft ato. Orographic rolled in around hill but easy to stay away from, until big bank of orographic rolled in very fast in stronger winds. My first white out!!! Used big ears and speed bar and view of ground reappeared 50ft before landing in field next to take off!!! Phew!!! Relief to be back on ground and key learn to keep more of an eye on conditions out front at all times. I was lucky. Good day though and enjoyed the flight

### Darren added:

It was my first time at Woolacombe too, (sorry Julie didn't realise it was you until I saw your wing in the air and went to the top of the stack) I did try to pop up to your altitude to say hello but the max I got was 219 ft ato (787ft) which is my highest climb to date, which is due to some advice from Tim from last week after watching my video he suggested when I'm on a ridge and everything is going well (eg staying up) and have time to play I need to slow the glider down look at my vario and find the best brake position for the best glide angle which I achieved today, and thanks to Mark A for the advice on taking the strain off my arms by hooking a thumb in the carabiner to take the strain from the brake works a treat and it just happens to be the best position to achieve the best glide.

I packed up after the cloud swooped in (luckily I wasn't up at the time) - I landed to get a bite to eat and help Chris and his passenger launch. I was tempted to unpack but at the time there were only hangies left on the hill so the signs weren't good. I achieved many things today, my highest climb, sorted my best glide, managed to stay up and flew with hangies (which I was worried about at first but once in the air it didn't phase me) and manage to fly above cloud base.... ok it was orographic that was forming just behind me but I think it still counts.

### Same day Sam was at Perran:

Perran worked well all day yesterday, took the PG and HG down expecting it to be HG day at Chapleworth as wind backed west and increased, however it seemed to stay WNW and spot on for PG's all day. Reports from chaple were one HG launched but went straight to beach, not sure who.

### Wednesday April 11<sup>th</sup> David went back to Woolacombe:

Awesome day! Got a couple good soaring flights on the pg before switching to the zion19, even tried the Aska but just not enough to haul my ass!

Later tried the dunes as wind was 20mph, but kiting up the dunes is F#^\*><~#g hard so bailed that in the end. I've got my own ideas about dune launches!

My reserve came out on one of my poor Zion landings, huge thanks to Darren for putting it back together!

Darren added: What a Brilliant day. For once I decided not to hang about and wait to see some one else launch to see what happens as they disappear over the edge. There where two gliders already in the air, wind was around 11mph had a chat and went for it, took in all the advice from the other day, turned in lift hands up through sink, I even pushed out towards the beach more than I normally would which resulted in hitting a thermal. Vario was screaming so I decided to turn in it got to about 180 degrees and although I was going up I chickened out as I was too far back for my liking, but that one thermal took me to my highest gain of 300ft ato. I then pushed out even further away from the hill and knowing I had the safety of 300ft to play with I did my first 360, don't know why I was so worried about it turned nicely, as for and I quote "Darren was looking good. Made take off and landings look easy." take off was strong at times so brought it up quickly with front A's and stopped it over flying with a dab of the breaks and on landing I just touched down bending the legs to keep pressure on the wing and keep it flying find the C,s and pull them hard and the wing just folded without any dragging and that was in the 18-20 mph wind (mind you I was hanging 2 ft of the ground for at least 3 min before touching down).

### Same day Sam went back to Perran:

Flew Perran today, took the HG expecting it to be breezy, on arrival off to the North with PGs flying. Chap call Chris took off on a topless & went down. Had some excellent flights on the PG in very liftly and sinky cycles (epic looking sky). Wind increased and backed as day progressed and finished off with a flight on the HG about 6ish. Hadn't flown it since Feb so was a little nervous and found it very hard to ground handle, couldn't control the pitch with the nose bobbing up & down. Got a bit freaked out and had to step back for a few minuets. On the second attempt the air seemed much smoother.

### Thursday 12<sup>th</sup> Richard was back at Woolacombe:

Another good day at Woolers. Scratchy at first with a slope landing . Dave made the sacrifice and left to encourage the wind. The top landings now possible.

Julie came with additional wind (No not referring to Julie). Put the slug away and had a pleasant half hour on the Zion before home time. Richard

### Friday 13<sup>th</sup> (tempting fate) Editor went to Freathy:

RASP gave a vague suggestion of a sea breeze for early afternoon today, so I logged onto my PC after lunch more out of curiosity, to see Looe buoy showed it switched on late morning and was blowing 12-14kts SW! I quickly rang round, but no one appeared to be out, so rang Rame who gave 9 kts WSW. Good enough for me, I made excuses to the wife and got to Freathy after 3pm to find no-one there, but it felt good. Took my time rigging, but still no-one, so had 30 mins to myself before Colin B and his missus turned up. They had been waiting at Struddicks and saw me flying.

Colin and I then flew several more good flights, wondering when it would switch off as it was over-developed over the moors, but it kept on coming. We eventually packed up at 6pm due to colder air, rather than no lift. Great fun boating around over the chalets chatting to locals and folks at the cafe. Not mega-lift (220'ato max), but steady with thermals adding to the pleasure, and even had a run to Polhawn and back.

A very enjoyable one and a half hours bonus on a day I hadn't expected to fly. Mark A.

### Sunday 15<sup>th</sup> April, another thermic day:

Mark Nicol went to King Tor: If you fly long enough -one day it will all work out. Sunday was such a day for me. Colin Jone's timely phone call informed us that it was blown out at Corn ridge with a lot of East and that Codden was very fresh. -So, off to King Tor. Arriving at the parking area for the back of King Tor I was reassured by

Robin Mogridge arriving as well. As we walked across we watched Robin Mills and Tom go xc, another encouraging sign. The sky looked ok -but not the classic sky I was expecting.

Around 40 minutes later Martin Foley tested the air but not much was happening so he landed back on top. Not a good sign. I got set up, built my wall and then proceeded to take off badly. The wind picked up just as I brought the wing up and I was off the ground facing backwards. I've seen it happen to others and the pilot just spins around -almost involuntary -but it took an age before I was facing the right way and fully in control.

I then proceeded to soar King Tor in a fresh ENE wind gaining no more than around 150 ft ato. The air was quite smooth almost like the laminar wind you get on the coast. Eventually it started to work a little and I managed to gain about 700ft. By this time I was a long way behind the hill and committed to a top landing and then a walk back to take off. As I was flying forward I encountered more lift, this time much stronger and thought that I may as well go with it and land at the cars. I then had a couple of minutes of wing tip collapses and even a partial spin whilst I fought with a succession of small spring thermals. Pilots who witnessed my progress from the front off the hill then packed up and walked back to the cars. I think I would have done the same.

The air didn't feel very nice, probably as bad as any air I ever flown a paraglider in, but above about 1800 ft it all smoothed out and for the first time I thought that I might be able to fly xc. I then climbed steadily to around 4500ato. My cloud was big and dark and I was very careful to stay near the sunny edge. Once I started to get near to base I would fly to the edge of the cloud, lose say 500 ft and then fly back in towards the middle of the cloud to gain height.

After about 8 miles my cloud overdeveloped and it started to rain lightly on me, accompanied by gentle sink, so I left the cloud and flew into the blue. By this time I realised that I could fly home (to Ugborough) which is always a nice thing to do. Flying off the moor and into the blue I expected to find more nasty spring thermals but the air was surprisingly benign. Thermals were broken 1-2 up and I never encountered the strong thermals that I experienced behind King Tor.

I flew over Ugborough with about 1000ft agl still climbing in 1-2 up and so aware that I could have got further, definitely Ermington, probably Modbury and maybe the coast but to fly home is quite special so I boated around Ugborough for a while, even thermalling a bit. I eventually landed in a big field about 100metres from my house seemingly without a witness but as I was walking down the road a neighbour who is an ex CFI at North Hill gliding club said that he was watching the sky thinking that he really ought to go gliding again when he saw me fly over the village and land.

Whilst I was packing away Mike Gadd phoned me from Brent Tor gliding club as he had seen paragliders fly over head and one land near Mary Tavy. Perhaps Corn Ridge came good -or were they pilots from Codden,

I think the xc is about 16 miles, old money. I guess that's 24 km in the new metric system that everyone uses nowadays. Funny enough the last time I flew home was about 18 years ago and that was King torn to Ivybridge on a hangie; I hope I don't wait another 18 years to fly home a third time. I really must get out more.

**Mat went to Codden:** Codden was rough, I had more tips go today than all last year put together! Plus a small front tuck about 10 ft off the deck, just to make sure I was awake! Thermals were strong and sharp, and not very well formed in the strong wind. I only managed 10 or so km, I couldn't stay in the second thermal and had a couple of weightless moments, then it disappeared completely. I had no trouble staying in the sink after though! Twas a hard and tiring day, sadly I saw the air ambulance fly over, and later learned it was for a pilot at Codden [Phil Fouracre].

**Geoff took his HG:** Sadly not to be today, I was the hg at oke tor, landed at Belstone village(nice pub). Was well and truly outdone by Brett Wright who headed more west and got to St Blazey! 89k I think. I understand Martin Howe got to Looe on a PG? I cant really complain though, had a lovely flight, was a bit tricky to start with, I think I got to within about 200' of the ground after 10k, was unzipped and had chosen my field when I hit a lively thermal that took me to near base. Next climb was from Winkliegh, this one went just past base?? At 5500'asl. I then had to choose which way to go round or over the moor, I could see the seabreeze convergence to the South east of the moor so decided to head towards Whiddon down and Chagford, a big fat spread out cloud was shading the ground when I got to Cawsand Beacon, all the valley up to Chagford seemed to be shaded so I popped over the top of the beacon into the sunshine but it didn't quite work! Mark Hore did an out and return to South Molten on his rigid wind.

Dougie also made his new PB of 62.2km from Codden to Horrabridge. Details are on his blog <http://dougieandjulie.blogspot.co.uk/>



#### Monday 16<sup>th</sup> Colin B headed to Whitsand Bay:

Around midday I received a text from James Bull indicating good conditions at Freathy. I asked my painter if he'd mind a short detour to his home via Whitsands, not at all he mistakenly replied.

There were two hanggliders in the air, and two PG's one of whom was Robin Modridge. Conditions were a little strong at takeoff and the tide was in, certainly no place for newbies all of whom were wise enough to be elsewhere.

Just after takeoff and off to the right managing only about 120ft ato I was drawn seaward into a 2up sea thermal which drew me way out over the sea to just over 350ft well away from any ridge lift and hovering in a zero for a good 5 to 10 mins never before! Then back on the ridge at the Rame end I was again drawn into a sea thermal that hit 3 up for a short time, much like a typical land thermal, I managed to turn twice and got to 454ft before finding myself over the "Horses" and flying forward out of it. The air was icy cold but it was well worth enduring if just to meet those sweet sea thermals, the best ones I've ever met at Whitsands. One and a half hours of calm blissful flying, what a difference to Sunday, even the painter enjoyed it, I owe him a beer.

**Robin added:** I also had a much-needed and exhilarating hour and a half playing in the strong sea-thermals after not flying on Sunday and my three previous flights, all on the moor, being 20min one-thermal short hops - there's something to be said for coastal flying after all. Many thanks to Darren for his on the spot info. (i.e the wind's picking up at 11.30 ) which encouraged me to make the hour-plus drive. It's a pity he couldn't stay to enjoy the improving conditions.

#### Friday 20<sup>th</sup> James went to Chapelporth:

Managed to finish work early, after text message with Colin I decided Dartmoor would be over developed , so went to Chapelporth. When I arrived it was heavily overcast and raining. Had lunch and 1 hour later blue sky and sunshine awaited. Took off in very light lift, high tide and no bottom landing, but loads of slope landing (plan b).

The colours of the sea were stunning and I was slowly rewarded with increased lift. After 30 mins and some small and gentle sea thermals I thought I would land and phone a mate to share the good fortune. While talking for a couple of minutes I noticed white caps forming, so I rushed back to launch off before my window was cut

short! After keeping the wing down for 5 mins decided the window was over! It was all worth it for those 30 minutes. Very unstable day at 960 mb . James Bull .

## **Other News**

### **Annual Repack**

Andy Guy kindly organised use of the sports hall at Devonport School again this year for our repack on Saturday 31st March. As it was predicted to be flyable on the day there was an early start at 7am with several members arriving early.

Thanks also go to our repack assistants, Andy Farrow & Robin Mills, for their efforts in making this an enjoyable event.

### **Woolacombe Site Guide update**

Julie reported: When I was up at Woolacombe yesterday, Richard Osborne, great flier and senior and experienced member of North Devon Hang gliding and Paragliding club asked me to pass on this message to you all. There are sensitivities around the site at Woolacombe re the beach and the dunes. The family that own the beach seem very much anti paras and hangies and will raise issues regularly. On Sunday 4 hangies landed outside the agreed landing area on the beach and on Wednesday an either grey or blue Gin wing was 'buzzing' people on the dunes. All of which they have raised to Richard. The agreed landing area is on land south of mill rock and north of black rock and whilst most of the watching public may enjoy watching paras buzzing over their heads the beach owners are taking issue with it. Richard is going to meet with the beach owners ASAP and will put out a note to us all, but in the meantime, please can everyone be aware the site is sensitive

Ashley has been asked by the ND club to amend the Woolacombe site guide after the recent beach landings. The outcrop of rock know as Mill Rock, now marks the most northerly point to bottom land as the main beach can get very busy past that point. The 'B' and 'C' markers on the North Devon site guide are the limit of the bottom landing area.

From his recollection (too many bottom landings – and too long ago) there are several paths through the dunes to Marine Drive, so it should not be a real hardship.

### **Demo Wing available**

Ashley has a demo Sigma 8 for anyone who wants to test fly one.

### **Dartmoor Flying Club Open Day**

Dartmoor gliding club is having an open day on the 5th of May, weather permitting there will be a Hurricane and Spitfire flypast.

Link to <http://www.dartmoorgliding.co.uk/>

### **Sam got married**

Finally a note of congratulations to Sam and Vicky on their marriage on Saturday 21<sup>st</sup> April (no flying missed).

### **For Sale (also see club website)**

Due to excessive flying reports I have not duplicated Ashley's work, so please see our website for latest offerings and prices - <http://www.sdhgpgc.org.uk/>

### **April Meeting** is on Thursday 26th April 7:30pm at the **Royal Oak, South Brent.**

Directions (roughly) are to go into the town centre from the roundabout on the old Exeter/Plymouth road. The Pub is in station road (near the station car park) to the right, when you get to the middle.

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