



NEWSLETTER

AUGUST 2012

The summer continued to disappoint, but again pilots grabbed the few opportunities that came along, resulting in a surprisingly full flying report despite the number of wet and windy days we've had. Well done to those who got out.

July 2012 Meeting minutes

Apologies: Dave Reckitt, Robin Mogridge, Terry Brennan
New Members: Dave Luscombe, low airtime PG

Woolacombe Windsock

The North Devon Club have informed us that the windsock is now in a locked box, combination 1013. First to the hill to get it out and last to leave to lock it away again.

Lyme Regis Cliff Collapse

Due to the cliff collapse at Lyme Regis, there is a temporary flying restriction in place to the East of Lyme Regis. It is was not clear which sites were affected, and the area concerned is probably within the Olympics restricted zone anyway.

It was also noted that there is currently no access to the area 15km North of Mere. Check NOTAM's for updates.

A reminder was put out to take care flying at Freathy as it is now a very busy time of year with a lot of people about.

Senior Coach

Currently Mark Nicol is the club's only senior coach, so it was proposed that Colin Blagdon be appointed as a second senior coach. There were no objections.

Club T-shirts

Ashley Ryall has had some done and are for sale at £15, of which £3 is profit to the club. They are available in white, grey or black and sized S,M or L. Contact Ashley for orders.

Flights

There were a few incidents discussed.

Tim Pilling, Bob Moore, Robin Mogridge and Martin Foley were caught out by orographic cloud at Labrador Bay. Tim and Bob flew out to sea then back in under the cloud to land at Ness beach, prompting a well-meaning member of the public to call the coastguard. Robin and Martin managed to

topland/crash in cloud. It was generally thought that decisions were made a little late as the cloud was forming.

Bill Arkle had a top landing incident at Woolacombe on his HG, possibly due to flying too slow on approach.

Mark Ansell had to throw his reserve after getting into difficulties at Freathy while flying a demo Niviuk wing. It appears that he tried to pull big ears but pulled the wrong lines. This is partly because the wing needs an outside B-line pulled for big ears, not the A-line. The lesson here is to check the glider manual before flying for any new ways to fly the wing. This is especially so with the many different line layouts now being used on modern wings. Mark suffered only a badly bruised back.

Next Meeting

Agenda - 30th Aug 2012

Meet 7:30 in the bar; Meeting start 8:00

1. Intro - Alan
 - Dougie resignation
 - Sites updates
 - Woolacombe beach landing problems & new site rules
 - Perranporth airspace problems
 - Struddick - Monkey Sanctuary (Mark A)
2. "The strange case of the disappearing Senior Coach" - MarkN
 - latest update on coaching situation. Have we got a Senior Coach??
 - thoughts on hosting Club Coach course for the winter
3. "Flight Confessions" - significant flying over the last month
 - 10th Aug Beesands / interesting conditions / landing congestion
 - 10th Aug Dartmoor thermal flying - Dougie / Tom?
 - Brixham / Sharkham - Mick / Bob
 - PG Looe runs – Mark H, Mark N, Rob Mog,...
 - 26th Aug Chinkwell – Rob Mills, Cad, Rob Mog
 - Others
4. Safety Matters - Mark N
 - close encounters of a concrete kind
 - PG pod harness safety issues (Aug SkyWings)
 - beach/dune flying - fatality due to sand accumulation

After the break:

5. Devon & Cornwall Paramotoring Club - Ash / ColinB / Dave R
6. First thoughts on Club Trip for summer 2013
 - option of joining in to the Northampton trip to the Zillertal?
 - return to Laragne?
 - somewhere else????
 - campervanners? hire minibus for others? Easyjet out & hire cars??

Meeting End 10:30

[UK] Flying News

Friday 27th July Pete Healing was a Woolacombe

Good day at woolers today. Got there at 1ish to find several hang-gliders rigged and 1 paraglider gone down onto beach. Wind was surprisingly light and nowhere near the forecast although it was gusting. Had a bit of kiting then decided to give it a go. stayed up for about half hour and bombed out on the beach. Walked back up and by now the wind had increased 18-24. Hang gliders taking to the air + two paragliders. Took a bit to get off again but had a lovely hours flight. Gusty but fun. Reached 500ft ato and played around then decided to land as

by now it was gale hanging. Sorry I couldn't message as I don't have access to the net on my mobile. Good day though and my wing is fine now, so can't wait for the next flight. Pete.

Saturday 28th Sam was in Cornwall:

Had a couple of flights on the hanger at Chaple Porth on Sat wind slightly off to the north but steady at 20-24 mph. Graham A, Chris W, Andy R, Tim and James (all Kernow) in attendance, was surprisingly thermic and lifty and seemed to get more so towards evening without an increase in wind speed 450 - 500 ATO. No bent metal this time unlike Perran Porth the week before, I am not a fan of the landing at Perran upright count now at 3 all done at Perran.

Sunday 29th David went back there too

Yep - another awesome day at Woolacombe. several pg's up including Daz, Tim and Chris. Malin Lobb and I chose to speedsoar (Malin on my aska17 and me on my zion19). Just superb. We played some more on the dunes below, not really enough wind..

Darren added:

Got up early a looked at rasp seemed to be on for woolacombe with up to 1mm of rain expected all day and as I was itching to have a proper flight to get to know my new wing I couldn't resist the two hour drive. I arrived in Woolacombe about 08:30 and could see clouds forming out to sea with nice dark grey bottoms on them and about 2 km south of take-off there were heavy showers. With two gliders in the air I thought bugger it I'm here and walked up with all my gear (could have parked up top and saved £6 but thought the hang gliders pilots need the space more than I do). There where spits of rain coming through but after half an hour it stopped and I could see the sky in front clearing and the wind was around 11mph, so I decided to seize my chance and put on my flying suit which was a good choice as it was cold once in the air. with the two other experienced pilots scratching I did think what chance have I got, but the wing popped straight off and I just lifted my legs off the ground, flew down the launch off the edge and went straight up. I was hanging around at about 250-300ft ato, well above the other two, i then managed to climb to around 450ft ato and was getting into a few light thermals so after having spent some time READING THE MANUEL for my wing ;) i decided it was good time to check out how it reacted with big ears and eventually the speed system. They were very easy to pull and the speed system seemed to give a lot more extra speed than my previous wing.

After about 30 mins flying I was feeling a little tired and needed the gents as well as a top up of fluids so made several attempt to loose height first with big ears then flying out to see and coming back in with some tight turns, but I still ended up 100ft ato so came in over the back field and hovered above take-off for what seemed like 10 min before putting my feet on the ground and killing my wing.

After a bite to eat I went back up and joined Garry (he spent over two hours in the air); the wind had picked up to 16 mph and white horses further out to sea, but I felt confident with the wing and once it popped up above my head it just sat there and again just took me up I got to around 450ft ato again and started to do some more turns tightening them up pulling a few Gs, then I must of hit a thermal or something because the wing decided to pitch back a bit and shake me around for a split second as if to say don't you dare relax, so after a good 45 min in the air before getting tired I decided to come down had to land in the back field, by the time bundled my wing up Tim P had arrived and got airborne, later explained that I had got to the top of the stack, but then Tim did steal my thunder by pointing out I was in the air with one other pg and 3 speed wings.

<http://www.youtube.com/watch?v=oYMGradmTNU&list=UUxt3s5Cd3kNO-eGI GyomZ EQ&index=1&feature=plcp>

Monday 30th Editor was at Freathy

Arrived to find Mike Bond scratching low over/below the monument. He landed to warn it was light lift, but with beach flags flying OK I launched off to test the new GoPro HD2. Spent around 15 mins getting around 30' ato over the chalets clawing my way up to the road level, when lift started to improve and went on up to 100' ato. Mike was staying around take-off and Colin B & nephew Pete hadn't launched so thought it wise to use the height to get back and land.

Found I didn't lose height heading back, but actually kept climbing so had to go out to sea to lose height and land. Realised wind was picking up and gusting, so had coffee and watched our new Senior Coach demonstrate a novel 360 in-pod landing technique before we canned it for the day as Julie arrived!

Saturday 4th August Mark N takes the HG out:

This morning I drove through rain showers and vey blustery winds not really expecting to fly - but it cleared just as I pulled into the field.

It didn't stay blowing 18 mph. I actually got my paraglider out whilst my nephew rigged my topless hangie -but it crept up to 22-26 mph and stayed blowing that all afternoon.

I did one run down to millendreath and back and a second to Downderry -but there was a rain shower over Looe that was heading for Milendreth so I had to turn back.

Mike Bond flew one of Phippsy's speed wings and my nephew got his tandem hang gliding rating with Phippsy. Nice to fly the hangie again.

Driving back to Ugborough there was definitely more wind inland than on the coast. Yesterday it was the other way around... It would have been nice to fly with other gliders -but the forecast didn't look that good.

Sunday 5th Bob tried out Sharkham:

Watched the wind all day and afternoon it started dropping and coming around sse. Mick B and I went to Sharkham about 4 ish I guess. Mick was there probably 20 mins before me and had the best of it. When I arrived I measured 12 - 14 mph. But I found it tricky getting my wing up as you kind of do it in a lee. Mick has mastered it and launches nearer the edge. Anyhow the wind was dropping all the time and though I did get the wing up I only did a couple of small beats and figured I'd land while I could. (No bottom landing here) Wind had dropped to 10 mph then 8 mph. Not quite enough. I came in and top landed rather inelegantly downwind!

1st time I've flown here since I very nearly ended up in the sea a couple of years back and scared the hell out of myself.

Friday 10th Dougie was on the moors:

Dartmoor was excellent. 2 hours flying. Easy climbs to a grand just shy of the inversion and very easy to stay up there. That's what I call proper flying. Thermalling to the heart's content

Friday 10th Julie went to Beesands

Great day at Beesands today. Peachy 1.5 hours in the air. Reached 430 feet above take off. Going backwards at times when picked up, also seemed to be wind gradient in play. Used speedbar and big ears to sort. Great day in sunshine and great to see so many in the air and in the landing field. Guessing 12 in total.

Richard added:

This is a little video of a landing after sinking out.

Friday started well then went light ending in 2 trip into the ferns/bracken. My legs were well trashed so on this landing I was determined to hit the path even if it meant down wind landing (It was light)

Starts off with me trying to find a spot clear of gorse. Failed so I thought I would nip around the corner and land on the wide path.

I was a little miffed with the result.

<https://vimeo.com/47370950>

Bob commented:

Beesands is one of my nearest sites (and works more often than Strete) and I've flown it many dozens of times over the last ten years. My site brief always is don't get low to the south of take-off (more esp if NE) and as Mick says, the general advice is if you are below the path think about heading to the beach. **Now some of the beach has disappeared this is even more important!** You probably need a bit more height than the path level to make it. Bear in mind too when the wind is NE you are into wind so your glide will be worse making it harder to make what beach there is. Over the years I've seen someone get it wrong and fly downwind into the house as they had nowhere to go but sea. And someone narrowly make the beach by just two metres.

Before walking up with Gary on Friday we were looking at the lack of beach and considering whether it would be feasible to put the glider on the road. (If you were unfortunate enough to have to do it.) I guess it would work but the glider would probably end up hanging on someone's house (embarrassing) and it might be a bit tight getting in there/ and rotory? Better than being in the sea though!



Sunday 12th Pete H went to Eype:

Epic day today at Eype. Over a dozen paragliders. T/O was comical with the wind swinging from S to SW causing problems. I was fortunate to get it in one and soon gained enough height to do the Seatown run twice. Orographic coming in fast and then disappearing over and over again. Had to push out to sea to stay in the clear air. A lot of guys flew to Charmouth and back. 1000ft ASL was easy. Not so for getting down though. All in all a great day.

Same day Darren was at Freathy:

Well my first flight of the day was also my last of the day but I'm happy had a good hour with just myself and Tom and mark n in the air, mark had headed down towards struddick and I think Tom followed? As I headed towards polhawn turned around to find they had disappeared into the distance, then I thought to myself looks good I'm 350 ft ato why not go for it but as I chickened out before even reaching Tregantle (may be if the tide was further out). But after landing Terry kindly offered to escort me down and show me where to top up on height ect but the wind picked up and prevented us from inflating, later in the pm it had died down enough for mark and Colin to assist a few to get away but it was a bit too windy for some, then mark headed home leaving a few of us sat on he hill waiting for it to calm down, around an hour later with various wind meters held in the air we were all convinced it was getting lighter, well that's what we told ourselves, and then we all saw a glider appear in the distance (red nivuk) while we all pondered as to who it was and where it came from someone said its mark n, well it can't be he's gone home ,five minutes later jen pulled in which confirmed it to be mark who has sneaked in a flight from Struddick to polhawn and back to land at Freathy, although he could have probably got back to Freathy,

Later after mark had left it had dropped enough for some to launch, Gary Simon, and les all got away I had botched a couple inflations and it got strong again, then there was a gap to launch jim launched and went straight out to do wing overs, but we started to notice everyone else was getting low Gary made it back to the field, jim ,les and Simon ended up on the beach, Colin myself Gary, and (sorry forgot the names of the too Torquay chaps??) ground handled at take of as it had dropped to 10mph stayed there gh for about an hour then packed up as the wind was way off to the south , so after an hour or so of chatting, we all said good by with Colin's last word being ring o bells, well why not so the five of us stopped off for a social hour and a bit, good day good company (as always) and a good flight for me even if it was just the one it was my longest single flight to date,

Thanks to Tom for helping me forward on launch, and too a happy James bull (who got a tandem with Tim) as well as mark n and Colin who helped other get away.

Mark N added

Arriving early, I was in the air at Polhawn by 9.30 and after landing at Freathy to say hello to Darren I set off along the coast towards Portwrinkle. The first time I tried to jump the gap at Portwrinkle, with Dougie, I aborted and ran back to the cliffs in front of the golf course. I just didn't have enough height to be sure of getting across with enough height to get on the cliffs the other side.

Heading back to Tregantle fort the wind appeared to pick up – only by around 3-4 mph –but I was getting more height than before, so I went back to Portwrinkle, crossed the village and was safely on the cliffs heading out towards Batten cliffs. I looked around for Dougie –but he had flown back to Freathy –nursing a hangover. I then tried to get on to Batten cliffs, but the increasing wind –which had given me extra height to cross Portwrinkle – was not helping my into wind glide to get onto Batten. I gave up rather than risk a landing on the rocks below Batten –and a long walk out.

Back to take off and then what to do next? Well another trip to Portwrinkle –but this time there was less lift then before, the wind had definitely dropped and flying back from Portwrinkle I had to land on the beach below Tregantle fort. I could possibly have scratched along the cliffs with no bottom landing –but it's good to play safe. Thanks to Jen for retrieve no 1 –and to all my fellow pilots who told her not to bother as there are buses that run along that bit of coast.....

Once back at Freathy it seemed that many solo pilots had missed the best of it. The wind was SSW and blowing 18-20 mph –just a bit on the fresh side to launch at Freathy and with a SSW wind it's not good to launch at Polhawn. Tim and James, already airborne tandem were having fun. I decided to give up for the day – I had already had 2 hours + in the air, but driving back I couldn't resist having a look at Struddick. It was too early to go home and get on with the inevitable chores. To my delight at Struddick it was blowing 12-17 mph and off to the West. If Jen and I had had assistance we would have launched tandem but we were alone, so I had to fly my solo wing again!

After an easy take-off I turned right and flew to Bay View farm, turning at the new windsock and then flew all the way to Freathy and then as far as I dared towards the corner at Polhawn. At no time was I low, there was beach all the way (neap tides) and I wasn't flying with a vario or alti. Flying back to Freathy I was disappointed to see my van there. I had told Jen that if she saw me fly past Batten cliffs then to drive down to Freathy as I would land there. Jen did exactly what I had asked –but I was disappointed as I could almost definitely have flown back to Struddick and beyond.

I've been flying along Whitsands bay now for 27 years. Yesterday's flight brought back memories. My Niviuk Artic paraglider has similar performance to the hang gliders we were flying 27 years ago. Conditions need to be good for paragliders to do the whole run. With modern hang gliders its quite easy as long as its blowing 20 mph –wind direction is less critical. To do the whole run the best wind direction is SSW. So it will be off to the West at Struddick and off to the south at Freathy. It helps to have beach all the way and of course the ranges at

Tregantle must be inactive –no flags flying.. It helps to know that you can have a lift from your partner/other pilots if you do go down.

I wasn't even sure if I was going to bother with Sunday –the forecast didn't look that good –and I didn't want to waste a day. Obviously I'm pleased that I bothered to go out.....

Mark H tried to repeat the same run next day

Not to be outdone by Mr Nicol with his flight from Struddick yesterday (nice one Mark!!) I thought I'd try a run from Polhawn today.

Got to Millendreath, and then on the return trip was downed at Tregantle. Complete lack of concentration. Thought I was home and dry but was distracted by a possee of scantily clad females on the beach. Darn.

Tuesday 14th Bob went back to Sharkham

Mick B and I went to Sharkham just up the road from us in Brixham. Light when we arrived 6 or 7 mph it picked up to a light flyable strength 10 or 11 mph and Mick flew 1st. (He's flown it several times now.) Scratched back in a couple of times to top land so we waited a bit longer. Then it was good.

I had about 25 mins before the wind dropped a little and went further east. Got back in to top land OK. Mick had ventured right down beyond Mansands and was caught out when the wind dropped and landed on the beach and walked back. Awesome site with great views of Berry Head, across Torbay and along towards Froward Point. A little scary for me as my last attempt, when the wind was stupidly off, I very nearly ended up in rocks and sea.)



Great to fly a new site and thanks Mick for help and advice. Not an official site, and not for low airtimers Mick and I would say.

Same day Jim was at Struddick

Come home with a smile, me and Chris arrived Struddick. One other pilot there, he was trying a mantra out. SSE wind but had good hour and half before it went to light, headed for Maker where Mark Helm was flying. To top end for me, was 20 on hill..think Mark had a good couple hours before it blew out though And the new harness is lush .. good to get it right ..

Monday 20th Bob went to Freathy

Got to Freathy middayish to see Tom Dodge already there. He'd flown, but found it a bit light. And at Polhawn, Mark N with Jenny and tandem and visitor Jim from Pennines flying tandem carrying his son and small dog. First couple of flights involved scratching back in to top land, but wind gradually picked up making some height gains possible. 200 - 300 feet at o.

A few more peeps turned up inc. Tim P, Richard Thompson, Gary Venny, Martin Reed (HG), Rob Mog, Malcolm Worth. Dazza Shepherd and Col B later when we were at the pub I think.

Lovely day, a few of us did the Polhawn - Portwrinkle run a couple of times as no flags flying on the Ranges. Bit low on the way back at times.

Nice pint with Tim, Malcolm and Robin at Finnygook Inn afterwards. It was just like summers of old.

Same day Robin Mills reported on Chinkwell:

Cad got to cloud 2700 at during the day wind light. In the evening five of us were flying. I had hour and a half 400' at best light when I took off but it got better and better but less lift later.

Thursday 23rd Mick also went to Chinkwell

A good day at chinkwell, by no means epic, but to feel a real thermal again wow a few flights of ten fifteen minute cycles and slope landing made it well worthwhile. Chinkwell never seen so many pilots with me, Chris, Tom, Andrew [visiting pilot], Richard, Cad and Keehan all getting flights in and bob adjudicating from the ground. could have been better, but I had fun. Mick

Same day Robin Mog tried a Looe run:

Wind was too light at Freathy a.m. but Malcolm said it was picking up so drove down about 2 and sure enough he and the tandem visitor were flying - though scratchy. I took off and after a while it improved and I flew to Polhawn gaining height on the way over the gorse, which is unusual. The wind must have picked up a bit and was off to the south so I thought it was worth trying a Looe-run.

Portwrinkle was no problem but getting onto Batten was tough and I nearly got downed by the rotor from a sharp-edged low cliff on the corner. Got around that and picked up lift on the big cliff enough to clear Downderry easily but crossing Seaton beech got low on the other side and had to skirt around the Pine trees and just managed to get some lift on the fore-cliff at Struddick and scratch up to T/O height. That's all I could manage so the wind had died a bit.

Went on as far as I dare to the Bay View Caravan site and then back to scratching to Struddick T/O again. The wind was off to the west so I thought I might make it back but the crux was getting onto Batten. Crossing Seaton, I got low on the other side and had trouble gaining height on the corner in the westerly - got to 340' above S/L but needed another 100' really. Anyway managed to get across Downderry soaring some of the higher houses but had to go around the big Pine (by the hairpin bend) at the end to get onto Batten (flying over the Pine would have prob been OK - it has in the past) and only arrived third of the way up and with the wind off to the west, couldn't connect and landed on the beach.

Although it was a couple of hours to high-tide some walkers said I only had 20min to get by a rock-fall onto Downderry beech so packing was a bit of a rush (using the concertina method that I haven't quite got the hang of yet)! Apparently there's a very steep footpath up the Eastern end of the cliff if all else fails. Enjoyed a pint in the 'In the Shore' pub in Downderry with Malc who very kindly retrieved me - thanks Malcolm.

Sunday 26th Robin then went to Chinkwell

Good turn out at Chinkwell today and, unusually for me, not too windy to fly, though rough at times. Robin Mills, Cad and Kean got away first. Cad and Kean landed at Chudleigh (near Cad's home) and Robin went on to Exmouth, a good effort, considering he had no vario!

I got away 20min later and after a very slow climb to base (2250' above T/O) didn't find any more lift and landed close to Hennock. You could see the black rain clouds following us across the moor and I made the Palk Arms (a walk and a lift) without getting too wet. Tom came out and kindly retrieved us all and congratulated me on my choice of retrieve-waiting pub as it was Hennock's fair this weekend and they had hog roast and a ceilidh band playing in the back bar. Thanks Tom. Rob Mog

Tuesday 28th Editor was at Freathy

Arrived 9:30 to find Chris and Spencer had already had about an hour scratching in light conditions with morning mist.

I quickly rigged as Ashley and others started to arrive and found good moderate lift (a bit WSW) getting me to the knoll before Polhawn and back to Tregantle with up to 200' at (could have gone higher). Wanted to stop for coffee, but usually that spells doom and can't get off again, so stayed up for an hour.

Bob and 'coach' (CB) had arrived by then, and Mike Bond was flying low over the beach (indicating there was lift low down), so after coffee I pushed off again into stronger conditions and now SW, as f/c. Stayed low out front, due to my 'lightness problem' and got to Polhawn field with hands up and some bar, before heading back over the beach to Tregantle. Here Bob was clearly considering options and even though less than 50' at suddenly he's off across the gap, so I follow along to Portwrinkle, although less lift than expected, so we had to work the gullies. We topped up over the golf course as 'coach' caught up with us, but I couldn't get more than 100' at, when Bob heads off across the village. "This guy's got balls!" I thought as I followed him (knowing he is heavier on the wing), only for him to turn back half way! Well I was committed [or should be] so pushed on expecting CB to follow, but looking back I couldn't see him. Arrived at other side with -50' bto, but no lift! No way of getting back so pushed on into gully and got a low save. Went on to end by Batten Cliff, but decided that was enough. Topped up and cleared Portwrinkle, where Bob and CB had kindly waited and then headed back getting low over Tregantle as it was going SSW! Thankfully we all got back and top landed after exactly an hour. I left satisfied at 1pm, with the wind too strong for me and the tide coming in, but Bob, Colin and Chris stayed on and Martin arrived with his HG.

Other News

Committee vacancy

Due to pressure of work Dougie has had to stand down as Membership Secretary creating a vacancy for an enthusiastic member who would like to contribute to the running of the club (spreadsheet skills are a help). If you are interested, please contact the Chairman or other committee members.

Woolacombe Site Rules

I'm sure you all remember the re-statement of the Woolacombe site rules issued earlier in the year. Sadly, there have been further developments which could have a serious impact on our ability to enjoy flying this site. We are in the middle of the holiday season when we are at our most visible to the general public, and pilots have been flying the site and ignoring the site rules. As a result of this, Richard (N Dev Chairman) has had to work hard to try to preserve our right to land on the beach. See his note below, and note the **NEW RESTRICTION: 100ft minimum flying height to the North of Mill Rock:**

"Since the last round of meetings with the beach owners / managers, where I had to go cap in hand to explain why pilots had landed north of Mill rock, embarrassingly, I have had to attend yet another meeting for the same thing. Non of ours this time, it was a group from up country.

I mention it though, because pressure is mounting from the beach owners to ban bottom landing on the beach altogether. This would be a disaster for all. I managed to win an agreement to continue bottom landing on the beach, strictly between the known boundaries, but I had to concede a new restriction as follows :- 1/ No flying whatsoever is allowed north of mill rock below 100 feet. 2/ Beach landing within the known boundaries should be kept to a minimum.

To communicate this to all, I am putting an article in Skywings, but would be grateful if you could put these new rules out ASAP please."

Please let's make sure we behave as responsible citizens at this highly sensitive site - it's too good a place to fly to risk having any more restrictions placed on us.

Incidentally, Richard has commented that they are finding increasing numbers of mini-wing / speed-fliers on the site, some of whom have been getting themselves into trouble, and of course the concern is that it only takes one out-of-control pilot to injure a member of the public, and we would almost certainly lose the right to fly the site completely. I'm sure RichardT and David would not come into this category, but perhaps we should all keep an eye out for novices or others attempting to do stupid things, and try to provide some gentle advice! Not easy, I know, but we can all play a part in safeguarding this important site.

St.Agnes Restrictions as well

Steve Dredge of the Kernow club has advised of current restrictions at in place at St Agnes. The agreement with Perranporth airfield that we were allowed into the ATZ as long as we phoned for permission (01872 55 22 66) has been withdrawn.

Please look at the KHPA website which shows a detailed googlemap image of the restriction. This restricts the amount of available ridge dramatically, and makes crowding a problem/danger especially when the modellers are using the site.

Kernow are working to try and return to the old agreement. As far as I am aware this situation arose due to the airfield having been called and permission granted for us to fly. Later in the day a change in shift at the airfield failed to inform the new controller that we were flying. A plane coming in to land had to take evasive action and abort its approach as control failed to warn the pilot we were flying. The airfield believes this situation arose due to us not informing them flying was taking place inside the ATZ.

The explanation above was only information I was given by other pilots on the hill and as mentioned the club is still trying to sort out exactly what happened and negotiate a return to the old agreement.

It is a delicate one as the Perranporth launch is only just outside of the ATZ (if you launch and turn left you fly into it) and a reminder that you must call the airfield and inform them if you intend to fly or ask other pilots on site if the airfield has been informed.

T-Shirts

For those not at the last club meeting, Ashley has been able to get the original logo from Paul Coiffi, amend the mis-spelt hang gliding, and found a supplier that can do small production runs at a reasonable price.

Sizes available are ;-

Small (34-36) Medium (38-40) Large (42-44) XLarge (46-48) and XXLLarge (50-52)

Ladies shape and sizes are also available

Colours at the moment are limited to white, grey and black.

With small runs the cost comes out at £15 each, with the club making £3 on each one. Maybe a little more with a larger order, but the price will remain fixed at £15.

If anybody would like one, email Ashley the size and colour and he will add it to the next order.

For Sale (see club website)

See <http://www.sdhgpgc.org.uk/> - apparently a lot of kit coming available.

Next Meeting is on Thursday 30th August 7:30pm at the **Royal Oak, South Brent.**

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