



NEWSLETTER

AUGUST 2013

July 2013 Meeting

Apologies

Mark Ansell

Zillertal Trip Summary

Mark Nicol reported that the trip was generally positive despite some poor weather earlier in the week. Sam Allum was awarded the "Pilot Extraordinaire" trophy by the Northants club.

New Yahoo XC Group

Malin Lobb has created a new Yahoo group for XC pilots in the Southwest area, including the North Devon, Kernow and Condors clubs. The group is intended for the more experienced XC pilots rather than lower airtime ones. A search for "swxc" on yahoo groups will find it. There is also a Facebook page though this intended more to share pictures etc. as some pilots are not on Facebook.

Flights

Several flights were discussed including Colin Blagdon's from Corn Ridge to somewhere nr. Bovey Tracey and Robin Mills' and Caedmon Mullins from Chinkwell to Sidmouth and Woodbury.

Mick Boarer also reported on Ivor's unintended beach landing at Labrador Bay.

Safety

Colin Blagdon Pointed out that there are no site codes for reporting flying with CANP and that OS references (2 letters and 6 numbers) should be used. Also that Plymouth ATC would like to be called if there is any flying at Whitsands (Tel.: 01752 557808)

Julie Stapleton reported that Devon Air Ambulance now have an app that will help with locating you if they are called. It is currently only available for iPhone but an Android version is in development.

Tim Pilling pointed out the dangers of brummel hooks for attaching speed systems, which can catch a line in a big collapse. The recommendation is to either cover them with tape or replace them with maillons.

Next Meeting

Agenda – 29th August 2013

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

1. Intro. Alan
2. Exeter TMZ RobM / Alan
3. Countryfile filming on Dartmoor - MarkN
4. BPC report Tim / Malin / Bob
5. Other flight confessions all guilty pilots
6. Safety Matters MarkN / ColB
 "All in one place" flight planning ColB

Break

7. Zillertal report Sam / Tim / AndyF / Mark N / Alan (Peter?)
 Videos/photos/flight tracks etc

Meeting close 10:30

[UK] Flying News

Thursday 25th July Bob reported::

The dynamic duo of flight. Batman? and Robin have XC'd from Chinkwell again today. Even further.
Robin Mills – Woodbury; Caed - Sidmouth. Well done; must be another record.

Robin Mog added: Yes, excellent flights from both Caed and Robin. Just got back from retrieving them. Caed was 40km in a straight line (doesn't carry a GPS), so he's taken Robin's Chinkwell record now. If he hadn't had to skirt the airport he could have flown further. Cloudwise it looked like a cracking day but a bit on the windy side for a safe take off at Chinkwell me thinks. His first involved a bit of boulder hurdling by all accounts!

Friday 26th Bob flew Sharkham:

Mick and I had hiked along the coastpath to try a take off near Mansands. Mick took off and once around the corner was staying up so I followed. Fog had cleared. We soared that bit with good height then crossed back to Sharkham. As Mick had shouted it was better than walking back. Had a couple more flights and for the first time ever got around sinky corner onto the Mansands stretch helped by strong thermals kicking off from the rocks.



Must have had an hour or so. Mick got some nice height with rock thermals and flew over his house and landed at the camp site in Brixham!

Evan and Alan H also made it around that corner for a first time too. Some good height with thermals off the rocks, but a bit rock n rolly too.

If you look very carefully you can see Julie sat on a rocky peak at Sharkham.



Same day Robin Mog went to Chinkwell:

After Caed and Robin's heroics flights from Chinkwell yesterday I thought I'd better check it out today. Wind was very light and southerly at car-park so wasn't going to bother. Then saw Roger Slaney setting up on the S side so thought I'd walk up. Got half-way up and he passed me on a 5 min TTB, so thought might as well carry on and do the same. Was setting up when a couple of condors, Steve and Paul, turned up having been less than impressed with Cox Tor, which they had briefly flown earlier. Paul turned out to be the pilot I flew down to Menheniot with a few weeks ago - amazing co-incidence. Anyway while we were talking a massive black cloud was forming over the hill, shading everything for miles around and would you believe it the wind was picking up until it was top end or more. This always happens to me at this site. So much so that I'm reluctant to venture there any more for fear of being labelled a Jonas. Anyway as I was taking up the only TO space on that S side I thought I'd better get going but the S side is too shallow really to fly in a strong wind and I soon found myself virtually pinned. To make matters worse the battery on my GPS/vario packed up almost immediately even though I'd checked it Ok this morning, according to the manufacturers instructions! So I only managed 10mins and landed on the plains to the east of the hill. Paul did the same and Steve, seeing our efforts, didn't bother. Predictably as I drove off the big black cloud had dispersed leaving a classic-looking XC sky and the wind had dropped! Hope this makes the parawaiters at Struddick feel a little better. Sharkham was obviously the place to be.

Saturday 27th Editor had a frustrating day:

Light winds inland so progressed slowly to Maker to find 5 baffled pilots and no wind (1pm). I wandered down to Cawsand for Pot of Tea and Pasty and didn't get back to the car until 2:15 to find the wind was not on the hill and everyone else had left.

I headed back round to Freathy where it was on but a bit light. Just about to clip in when I heard rain drops on the canopy, not much, but enough to bundle it in the back of the car.

The rain kept coming and going, but the wind also swung more S. Dazza reported it dry and on at Struddick. So after 4pm I headed over to join him and at least dry the wing and re-pack it. As soon as I arrived it started to drop again, so ground handled for an hour and Dougie & Julie arrived. The others didn't unpack, but kept encouraging me to launch and around 6pm it suddenly firmed up a bit and I launched into good lift, heading along to Seaton and then back to Millendreath where I thought of jumping the gap the lift was so good.

However I erred on caution and headed back into an SSE wind towards the Monkey Sanctuary, only to find I wasn't gaining height and needed a top up to get back to t/o. D&J were just launching on the Tandem and Dazza was still ground handling as I went past back to Seaton, but was still not finding much lift, so quickly decided to dump in the next field. D&J also landed after only 5 mins and Dazza didn't get off!

Mark & Jo then arrived as the sun came out (D&J called it a day), but they only managed sinking flights into the next field as it was going SE (contrary to XC f/c going SW). So around 7:30 Dazza and I checked Rame and decided to go back to Maker. Arrived there to find it only about 5mph and SSE – then spotted the mistake – Rame hadn't updated since 6pm (13kts SE)! Got home 9pm.

Thursday 1st Aug Billy Wiz was at Freathy:

A cracking afternoon and evening with lots of good company. Was also great to see Todd's smile after his first post CP flights.

Saturday 3rd Mark N went to Freathy:

Colin and I got to fly our hangies yesterday. Colin had two flights. He flew down to Seaton on his first flight, but had to turn back because the sky looked horrible and there were showers a mile inland.

I got as far as the bowl to the right of Struddick -but it was too far off to the West to get any further and there was street of very dark cloud and rain just inland.

Interestingly, the forecast on Friday evening had said that the showers would form in lines (streets) due to the strength of the wind and it would be clearer on the coast. I'm told that it was blowing 20 mph at 7.00 am -and it was certainly 24-28 mph when Colin and I were flying. That's too strong to be really comfortable. You're always wondering about the landing. Sam was out but wisely chose not to fly because of the strength of the wind.

Was it worth it? I flew for an hour, it took me an hour to get there, 40 minutes to rig, 40 minutes to de-rig and another hour was spent in the pub drinking and eating cheesy chips, before driving another hour to get home. But yes, it was worth it. I'm current again on my hangie, I flew about 16 miles up and down Whitsands Bay. From Struddick to Freathy I flew in a straight line, speeding up a little crossing the gaps but otherwise at min sink, knowing I would get back easily and just enjoyed the view. What a privilege to be able to do what we do.

Next day Sam went to St.Agnes instead:

After disappointment on Saturday at Freathy I had a great fly on the hanger at St Agnes. The front seemed to pass a little slower than forecast and the wind veered right round to NNW started off at Perran but it was way off, though it would not be enough North for Agnes, but a quick visit proved fruitful. Started off quite strong then started to ease so got off quick and had half an hour before lack of a bottom landing and diminishing lift made landing quite an attractive option. The approach was fast, much faster than anticipated, ended up having to go cross into wind to extend the available landing area for fear of flying through into not much lift, ended with a bit of a belly flop. Damp to start with but the sun eventually made an appearance, ended up being a lovely evening. Andy Rogers had a flight on the PG as the wind dropped.

Monday 6th Michal was at Freathy:

It was very nice day at Freathy. There were 7 pilots and 6 took off at least for few minutes. It was a shame that the tide was going up as it was flyable was till at least 6. The last pilot landed around 5 (I did it few minutes earlier); Very nice company and good day.

Paul added: It was a lovely day at Freathy with breathtakingly beautiful Cornish coastal scenery to match.

Clare and I were very pleased to meet everyone there. Thank you for the kind advice and warm welcome from all those on the hill, for which Clare was particularly grateful for all the reassurances and especially the help and assistance from Michael J. which was greatly appreciated too by me!

I found the site to be extremely enjoyable, with enough lift to explore and as mentioned already it is a pity about the tide, as I feel the lift got a bit better as we got closer to 5pm.

Saturday 10th Dazza was at Polhawn and Freathy:

Today was a good, but strange day. I started off at Polhawn with Dougie, Julie, and Tom. After Tom had unpacked and set up his new wing off he went, soon followed by Dougie and Julie on the tandem and then I eventually got airborne just as Kernow Bill flew over head, so bill and I pondered over to Freathy and flew past to head to Tregantle but it was too far off and not enough lift so as I saw bill turn around I also followed and put it in at Freathy. Bill then gave Tom and I a lift back to Polhawn to retrieve our vehicles and every one headed back to Freathy (Dougie and Julie flew back to Freathy and then left).

At Freathy we were joined by Russell, Paul, Mirko and his partner who are visiting from Germany, Mark A, Blue, Malcolm, Ivor, Phil, Mick b and Richard. We all launched and had a boat about, and saw Bill bottom land 5 min later mirko and i had joined him, soon followed by Mark a and Ivor. We all walked back up and had another go as it picked up again, but was always off to the west, there were a couple showers that stayed over towards Portwrinkle; we had a few drops but nothing major. Come 5pm the beach seemed to be vanishing fast, so rather than push our luck we called it a day.

Sunday 11th Billy Wiz went to Woolacombe:

A fantastic day at Woolacombe today. Arrived with Darren about 11am, just leaving now at 7pm. Lots of South Devon members there as well including Mark N, Colin B, Todd, Jo and Mark H, Richard T, Paul aka Hawkmaster, Chris B, Liam, Gary V, and possibly more. It was flyable all day with 21 pilots in the air at one time. An epic day. To say I'm buzzing would be an understatement.

Same day Robin was at Sourton:

Didn't have to worry about overcrowding at Sourton yesterday as there were only four of us - myself, Ivor, Malc and a German visitor. Strange conditions - a big blue hole around the hill as I walked up and light winds. As I neared TO it clouded over and the wind got up. It was pretty unpleasant in the air, gusty and hardly any sunlight breaking through to create decent thermals. I top-landed and waited a while for the wind to die down, the others

flew to the cars, the German having the best flight on his Gradient Golden on which he was top of the weight-range as they normally have windy conditions where he flies in Germany. It didn't improve so I packed up about 3pm and went for a pint with Ivor at the F&Hs.

Monday 12th Geoff took the tandem HG to Woolacombe:

After a frustrating couple of days, carrying up cox on sat and the long drive to woolacombe on sun to find it marginal (for tandem hg anyway!) and definitely busy. It was a day out with the girlfriend today, happened to leave the tandem on the roof and ended up at Woolacombe. It was as good as it could be for tandem so we had a fly about for 45mins until Carol felt a bit airsick, managed to land before it came up though! There were about six of us skiving up there today, two Atos, one lite speed, one lite sport, Trevor on his malibu us on the tandem and I think another Atos rolled up as we left. A pg came up as we left, launched from marine drive I think?

Tuesday was also Woolacombe for Hawkmaster:

Very enjoyable day at Woolers yesterday and a big thank you for the help and assistance to Colin, Mark and Gary.

The day started off a bit light but got better all the time and I managed another 3 and a half hours flying before being summoned in by the powers that be on the ground lol. Mark was still flying as conditions and lift got better towards sunset.

Can members please be vigilant to keep an eye out for an anemometer that was lost by Gary if I recall it is a brownish orange colour?

Monday 19th Sourton was working for Mark N:

Sourton did come good –as predicted by RASP.

Robin Mills got to Paignton, Robin Mog got to Cox Tor, Caed got to Belstone and I flew to Post Bridge.

It was soarable all day except when it came through really sinky –which caught a few out. Cloudbase was less than 2000ft at 12.30 pm but rose to 3000ft at 4.00 pm. The sky got better and better later in the day.

Robin Mog probably had the most technically difficult flight –flying cross wind under a low base to Cox Tor.

When I got to base somewhere over Corn Ridge with Caed and a Kernow pilot I immediately went on full bar and flew away from the strong lift that was taking us all into cloud. After 20 secs and clear of cloud I did a 180 and flew back under the cloud, got hovered up to base again and then met the Kernow pilot spiralling down in front of me. Time to find a different cloud.....

I then flew crosswind towards Widgery and got a thermal that took me back up to base. This time on my own. This cloud was equally active but by flying out of the lift and then back again I was able to cross the moor easily. Unfortunately Postbridge and the moor upwind was in shadow and I didn't find any more lift.

Well done to Robin Mills. He nearly always pulls a good one out of the bag. Robin Mog reckons it's because he is flying Robin Mog's old wing. It knows where to go.

Thursday 22nd Bob went to Labrador:

Got to Lab Bay 1300 ish. Wind 12 mph but a bit off to north. Had a couple of scratchy flights in the take off bowl slope landing as did Evan who turned up with Julie as I took off 1st time. A few others turned up and had scratches about inc Rob Mills and Caed who even ventured to the big cliff. Rob Mills even getting back to take off (he weighs less than a sparrow on his Aspen 2.) Parawaited some more with Caed, Evan and Julie, Tom, Russell, Jim McD but the wind stayed off to north and a bit light.

Same day Dave Luscombe was at Beesands:

Beesands didn't really work today, off the hill and variable but mostly light winds. Steve Coley tried mid afternoon but pretty much went down to the beach, I waited a couple of hours with Mark ? (and later a guy called Simon ?) but finally gave up about 5pm and took off, had a couple of turns before heading off to land. My first flight there so thanks Steve and Mark for the sight info.

Unfortunately Simon Kiddy had an accident on landing approach. He says his wing tip snagged on a boat mast which ditched him around into a boat; sounds painful and probably is. Wishing him a fast recovery

Dazza flew at Maker:

Well that was worth it. Got to Maker with Billy to find Mark and Mike bond. Phil and Blue on the Hill. Others had flown earlier in the day but when we got there it was slightly off and speed felt good but loads of lift demonstrated by Mike and Mark. After a while it dropped and around 8 of us ended up having a good half hour plus boat around. Pilots were . myself. Billy wiz. Mike. Mark. Phil. Malin. Spencer. Blue.



Mike Bond on his new wing at Polhawn

Other News

Austrian Flying Restrictions

In case you are planning to go to Austria with a paraglider. It is illegal to do so without the Certificates from one of 3 countries: Austria, German, Swiss. Having IPPI card does not change anything.

Here is a explanations why that happened: <http://justacro.com/news/130809/gerlitz-en-how-dream-place-turns-nightmare>

and FAI information: <http://www.fai.org/ippi-card/recognition-and-use/373-civil/civil-ipi-card/31579-ipi-card-austria>

BPCup Derbyshire round

Bob, Tim and Liam took part in tis round of the competition and will be reporting at club night.

Exeter temporary TMZ

Attached is a letter explaining that a temporary TMZ will come into force from the 16th September due to upgrading of existing ATC equipment at the airport. This covers an area stretching from Paignton to Tiverton (see map) so may affect XC flights and Labrador Bay. It is stated that it applies for 28 days, but we await formal confirmation that it will be completed well within that time.

More explanation will be given at club night.

Next Meeting is on Thursday 29th August 7:30pm at the **Royal Oak, South Brent**.

Mark Ansell, Newsletter Editor,
SOUTH DEVON HANG GLIDING AND PARAGLIDING CLUB
E-mail: 44homepark@supanet.com