



NEWSLETTER

NEW YEAR 2013

Welcome to the first edition of 2013, with the new logo (apologies to HG pilots, but I haven't got the correct spelling version yet!). Although there was not a lot of flying over the last few months, there have been some interesting days. We have also had several social activities and other news to cover. I hope you therefore find it of interest to spark your enthusiasm for flying this year.

November 2012 Meeting minutes

Apologies: Julie Stapleton, Mark Ansell

Curry Night

Numbers were finalised for the Christmas curry night on 14/12/12

Zillertal

No dates are confirmed as yet for the 2013 Zillertal trip. The Northampton club will decide on dates at their January meeting. There may also be some Condors members coming along in their vans.

AGM

A reminder that the January meeting will be the club AGM, including election of committee members and annual awards presentation.

Any members with nominations for the Mark Stapleton Memorial Award are to email them to Mark Nicol. A reminder that this award is for the member who has made a significant contribution to the club/ fellow pilots.

Bill Arkle Retirement

Bill Arkle has announced his retirement from hang gliding. He was a founding member of the club for 36 years.

He also has some gear to sell including a flying suit, a glider rider and a Moyes Extralight HG. Contact Bill for details.

Beesands Ste Review

Robin Mogridge gave a detailed talk on access and hazards at Beesands. He asks members to contact him if any damage is caused to the landowners land and reminds members that BHPA membership includes 3rd party insurance to cover any damage.

Safety

Mark Nicol was concerned about some pilots using big ears to penetrate into wind.

Bob Moore pointed out the dangers of using thick winter gloves and looping hands through the handles. There may some difficulty removing the hand quickly enough in an emergency.

Attention was drawn to a recent Skywings report where a pilot was seen to be coming to land in strong winds, but was not seen to be dragged into a wall and was later found dead.

In strong conditions it is prudent to check pilots have landed safely and in control, of their canopy.

Next Meeting

Agenda – 31st January 2013

Meet 7:30 in the bar; meeting start 8:00 prompt

AGM

Reports

- Chairman
- Treasurer

Awards for 2012

- “Fun League” winner
- Mark Stapleton award
- Most Improved Pilot
- Chairman's Pint
- Bill Arkle Hon Membership

Committee vote

Club Meeting

1. Report from Frostbite & any flight highlights ("Flight Confessions")
2. Site Review – Strete – Rob Mog
3. Coach course update
4. Club trip update
5. BHPA Bulletin
6. Proposed constitution & process to ratify constitution

Proposed Special Topics for 2013

February – Matt – Active Flying

March - Richard O – Codden site, & XC from N coast sites

April - Tim – Alpine Launch technique

May - Alan – Zillertal – club trip prep

June - ??? (Club Trip)

July - Club Trip report

August - Sailplanes & Speed to Fly II – McCready?? - Mike Gadd

Meeting End 10:30

Committee Meeting Notes

Membership Fees – it was agreed to keep the 2013 fees at £15, so if you want to pay at the next meeting, this will save on PAYPAL charges, or otherwise via the website.

Committee Posts – the positions have been reviewed and it was decided to drop the Social Secretary post (Gordon did not want to stand for re-election).

Instead 2 new posts are proposed:

1. Powered Flight Liaison Officer – to cover PPG and PHG activities and ensure that the committee is aware of any issues that may impact on the club and to liaise with those associated sports (several club members are active in this area);
2. Speedflying Liaison Officer - as speedflying involves different skills to the standard PG, and sub-20m wings are not covered by the BHPA, an experienced person is wanted on the committee, again for liaison with such pilots.

Additionally Mark Nichol is currently holding 3 posts, and wishes to stand down from at least 1 – this would be PG Safety Officer and/or HG Safety Officer. These roles are primarily administrative, following up on incidents and liaising with the BHPA – there is **no** training/coaching aspect responsibility.

So if you are interested in these posts (or any other, as all committee members must stand down for re-election) then please let Alan Hughes know before the AGM starts – e-mail or in the bar beforehand!

[UK] Flying News

Following on after the November Newsletter went to 'print', Colin B reported that he managed an XC from Struddicks on 18th November

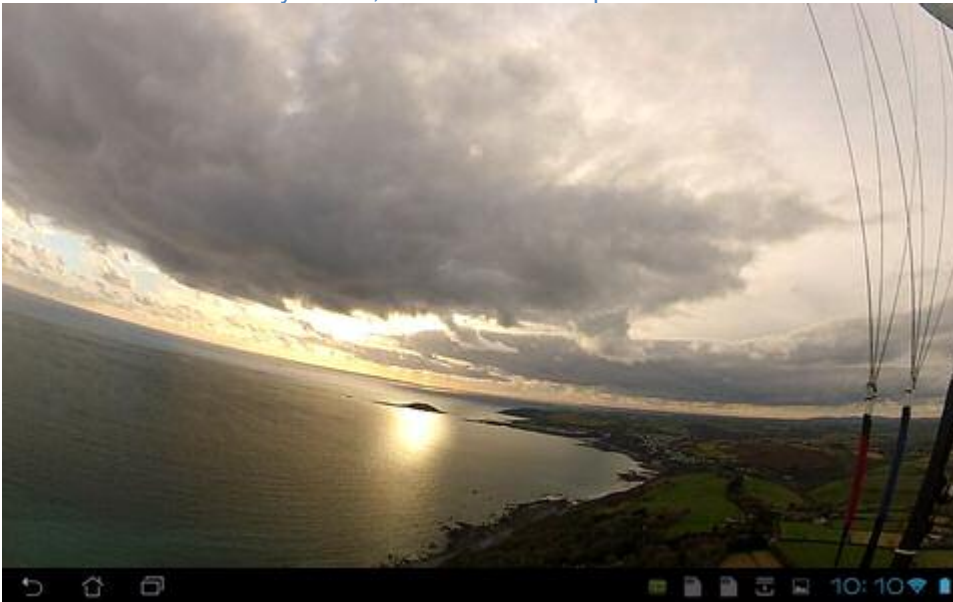
I was rather late to the party so didn't want to do anything that might put me on the deck early; else I'd have joined the ridge runners, but, I was desperate to fly and get some quality airtime in.

When I first took off it was for the first time with a new reversible harness, I immediately hit the strongest thermal of the day, an easy large 4-5 up that sucked me out over the sea from take-off to around 720ft and kept me at the top of the stack for ages, but I mainly ignored it as I was preoccupied with making the new unfamiliar kit comfortable and safe.

Much later when most people had landed and the light was going fast an ominous dark cloud coming in from the sea drew me in, it was obviously going to be good because I was at over 500ft while still well out over the sea. Then I found myself directly over the Monkey at 800ft and by the time I was past the point of no return beyond the back of the first fields I was at 1000ft ato and circling in tiny bits of weak lift to a max altitude of 1220ft halfway between Struddick and No Man's Land.

From high over no mans land I drifted towards Widegates, the wooded valley of Hessenford clear to see slightly to the east

The dark, ill formed and ominous cloud above me was a good 200ft away I'd say, though at times it let a wispy tentacle down to chill my bones, it was dam cold up there.



Odd thing was that the flight was a very lengthy affair, seemed to be in the air for ages, only covered about 7k but it took nearly an hour, found myself hovering for ages above Great Trethew, just drinking in the experience! The wind and drift at height was very different to that lower down, it was much lighter and slightly off to the east. If I'd continued to the A38 I'd have fouled the Helipad at Treyone and possibly found myself with only turbulent valleys as landing options so I tracked West aiming for the Surf Shack on safe high ground, it was darker in the valleys.

Had I been flying with others to mark lift or if it had been a little brighter, then there was more distance to be had I'm sure, but the best lift seemed to be over the most lumpy, wooded and pylon ridden routes and I still had to land safely, pack and sort a lift.

The biggest problem was that the light was very low indeed and I could no longer confidently pick out power or telephone lines, so, with the light continuing to fade fast I decided that a big bright safe easy field on high ground was my best option so took it from 500ft landing some 600 metres shy of the A38 Surfshop on the left before Liskeard.

Thursday 13th December Bob flew with the RAF

Nice hour at Lab Bay today, with Rog Davis and Chris Bellamy, joined later by Peter Reeve. 460 ATO, sea thermals and not as strong as the last couple of times there. Maybe 12 mph? I made it beyond Maidencombe to about Watcombe but got very low that end and thought I might have to make a forced landing. I did make it back after scratching along the low cliffs back to Maidencombe.

Other latecomers were Roger (a Condor), Jon Thorne, Julie, Evan, Chris B again with his dad for a tandem flight, Mark Helm. All flew but it did get a bit grey and drizzly almost I think.

Roger and I were at about same height 300 - 400 feet ato, say 800 asl and a few hundred yards apart when a Tornado jet flew past me and headed down the Teign Valley. Same height as us and VERY close.

A couple of minutes later, two Tornados passed, same height, eye level, one either side of us. First one my side which then continued down the Teign low, chucking in a quick barrel roll (to say hello maybe?) then Roger's which banked hard and followed the first. Mine was **very very** close to me, close enough to see the plane well and see the pilot, say 300 - 400 yards away. Roger said his was also a bit close for comfort.

Absolutely BRILLIANT!

Peter said they looked close even from the ground and he was waiting for me to have a collapse, but happily nothing happened. It didn't even occur to me to worry. Can't say it was an AIRPROX as hopefully they had seen us? A first in over ten years and 350 hours of flying! What a buzz!

Me, Pete, Julie, Evan and Jon ended up in the Thatched Barn for a nice pint afterwards

Friday 4th January Editor got out for the first time in 4 months!

Good day Freathy with wind coming up and down within reasonable margins allowing all to fly who wanted to (20+ pilots incl 6 or 7 Kernow). Several managed Polhawn (or just short by model fliers) to Portwrinkle - I was just short and struggled to get back over Tregantle (Bob made it look easy). Think Mark H may have had problems trying to cross Portwrinkle, but later saw him flying near t/o.



Managed a quick beer with Robin and Dazza in Ring of Bells, Anthony, although they locked up as we left!

Bob added:

Yes not a bad day, even without the sunshine. A few gliders up as Rog and I arrived at 11 ish, but it was just going light. And people bombed, scratched in on low cliffs, or top landed. Then maybe after an hour of waiting and it came good again. Bit off to the west but flyable for a good few hours. Just started to drizzle as we left at 1600 ish. Some sea thermal activity and sinky bits too. Polhawn easy and good height that end at times, Portwrinkle not too bad but loads of beach anyway by the time Mark A and I went. Mick B and Mark H went down there early. But my 1st look at Tregantle I decided not enough lift so turned back. My second flight Mark A and I got down and there back without too much difficulty. (well I thought so anyway!) Loads of beach at that time, so no worries when scratching at times. My best heights 406 ft at 1st flight. 282 ft at 2nd. But 2nd was basically takeoff and do a quick dash to Portwrinkle and back with Mark A. Best of all, my new battery heated gloves were a great success. After 1st flight 55 mins, hands perfectly ok. And 2nd flight, Portwrinkle run, 40 mins, hands still at room temp! A couple of other people, inc Dazza were complaining of cold hands after 40 or 50 mins.



Great to see such a big turnout for most people's 1st flight of 2013.

Saturday 5th Darren was back at Freathy:

It was pretty similar to Friday except it was slightly off to the south at times, wasn't many there to begin with but numbers slowly built up probably 15 of us. In total, I think Malcolm got to Donderry and back and a few others headed down that way and all got back. Karl managed to get off on the hangie after he had waited patiently all day, the wind seemed to be coming through in waves it was 18mph to begin with and then would slowly drop to 14 and then pick up again and drop again in 30min cycles (well that's what it felt to me) I think the max I got was 73 ft at. Although the wind picked up at times it felt like you had to still work to stay up; that said everyone stayed up.

Editor added:

The pair of Robins flew west (making Millendreath!). They timed it well as 30 mins later it eased while I was still down the Polhawn end and I abandoned the attempt and stopped for coffee. Good to see the Torbay crew (Alan H, Ed, Ian and Russell) and Alan K had a worthwhile trip and all were grinning at the end of the day.

Wednesday 16th David dashes out:

Sometimes mad dashes work..its too late..the directions wrong..bah, at 3pm set off for Strete..turns into high speed chase when I see 2 up (Bob & Mick)..drop off and dash up hill, gaping take off and serene 20 minutes but a bit of drizzle means I land to find my entire family waiting for me on the beach!! After school pick up from Stokenham :) Apparently in car conversation was 'is that dad?' Mum: 'no, he's working'...

Bob added:

Mick B, Robin Mog, David Reckit and me had a result at Strete. Thanks to Robin who went over first. I had been watching the wind at Froward most of the day and had been steadily dropping. A bit grey and wet, with spots of rain, but not quite drizzle. When Mick and I arrived Robin was flying and had some very good height. Mick and I launched, got on top of the house on Matthew Point quite easily and it was very lifty at times with good sea thermals, though dynamic wind quite light.

Robin crossed Blackpool Sands, soared the cliffs that side but couldn't get back across and landed on the beach. I had 700 feet ato at best in lovely strong sea thermals that you could 360 in as the wind wasn't particularly strong. I think Robin slightly better at 750ft ato.

Mick did better still and had close to 300 metres ato and carried one thermal a fair way back. Dave Reckitt turned up a bit later and also had a nice flight.

Bit chilly, but battery heated gloves helped and I had about 40 mins. Mick flew a bit longer as did Robin I think. Me, Mick and Robin enjoyed a nice pint (or two) in the Start Bay in afterwards.

Sunday 20th Julie was up in snowy Wales:

Managed to get my first flight in of the year yesterday at snowy Pontllyon in South East Wales.

Had approx. an hour in soaring conditions, think may be thermals from town in front. Got to around 200 feet ato. Very different experience taking off in and flying above snow but was awesome.



Woohooo. Let's hope that 2013 is a brilliant one for flying.

Thursday 24th Mick was at Labrador Bay.

Well Lab bay was worth leaving work for after phoning Robin Mills who was flying at the time along with Tom, Mark Helm and a new guy Simon. I arrived at one. Mark in the air the others just arriving back from beach landings.

I took off with Robin quickly gained height in a lovely sea thermal and headed for Babbacombe with Robin in tow trying to push on to the next point onto the quarry. I got some lift to head across the bay, but not working turn back try again Robin then made it by staying over land. So I did the same over the quarry - not a lot of lift and even further across the next bay we played around and waited until a thermal came through. Only chance so I took it as I'm going across I'm thinking we won't get back, but by then committed. Robin seeing me in lift

came after me – we now in Anstey cove pushing for the next point got some height into wind leg. Almost there, but losing height and no bail out options in front that I could see, I turned back to work the bay again. Robin then tries the same, but got very low, turned and had to dump it in a very small cove.



Seeing this I thought time to get back but I had to get onto the quarry; another into wind leg made it on full bar then nice and easy until Maidencombe - wind dropped, thermals stopped I had to put it in on the beach. With the tide coming in you had to pack away pretty quick. I got a lift back went to get Robin, by which time he's being escorted by half a dozen coastguards called by a worried walker. They have asked me if we in future could call Brixham coastguard to let them know when we are flying as this is not the first time.

Other News

Storm damage

The Monkey Sanctuary was hit badly in the storms in November - large trees blown down, the house & offices badly flooded. Ashley picked up a call for help on the local radio, and he contacted them to see if he could help to recover their drowned computer equipment.

Xmas Curry Night

Colin B reported a brilliant night; "I think the food was better than ever".



Past chairman, Karl Sweeny announced that Bill Arkle is now an honorary SDHPGC member for life. One time flying Ace (he'll be back) and now skinny cyclist Matt was in attendance and gave me his old flying suit in return for a donation to Devon Air ambulance in the name of the club, thanks Matt. An inspired indoor flying competition, what fun that turned out to be! It can't be easy thinking these things up and arranging them, thx Al.

Julie's Birthday

I don't want to remind Julie that in November it was her 'n'th birthday. I couldn't attend the party, but just had to show the cake photo again – fantastic!



Club Coach course

The Club Coach course is now fully/over for Saturday and Sunday 9th/10th March 2013. Colin will therefore be contacting all those who showed interest to secure advance payment. The cost is £30 for first time training, with a rebate of £10 on the day for SD club members who attend.

Any questions contact Colin Blagdon on kol8in@gmail.com. Food and drink will be available for purchase at the venue.

Bill Arkle Hangs up his Boots

Bill has announced that he is retiring from flying and the club awarded him Honourary Membership at the Curry Night. Bill wrote an extensive history of his flying:



When I started flying in 1974 I was 31 and had seen *Roger Moore*, as James Bond fly from a boat towed hang glider, onto an island where the villains were. I heard in the local press that the *Rank Radio Social club* had purchased a hang glider & joined the few lads who were trying to teach each other to fly. We went to Coxes Tor & the lower cliffs in the valley below Tregantle Fort with the Wasp 229B3. This had an 80 degree nose angle & ripstop sail – very stretchy & flapped loudly. The pilots were all on swing seats, with a small control frame that was in front of the pilot's waist – it was impossible to pull on much speed if the wind increased!

The Western Counties hang gliding club was formed in 1975 & I still have my membership card – recording blood group, next of kin, etc. I purchased my own second hand glider which had been upgraded with a kingpost added & first soared in August. By 1976 I had 189 short flights & had put a new Vynair kit sail on the frame of my glider – sewn together in a church hall – purchased from an advert in "*Wings*" an A5 monthly magazine for the new BHGA. Previously there had been "*Flypaper*" & a couple of hang gliding organisations.

We used to hear from *Plymouth Sound Radio*, which had just started broadcasting, where the pilots had decided to fly at the weekend. We would tie a ladder onto the roof rack, tied to the front & rear bumper, to support the hang glider which was very light – single surface & no battens, with the control frame tied against the folded wings which were in a bag. Often we would meet & travel with up to 4 gliders on my Morris Marina, to Woolacombe or North Hill for a day's flying together. By April I was flying for over an hour at a time & went to Mere in August. In July I passed my Pilot Exam – no 115 & received a certificate signed by Ann Welsh. In August I climbed up Snowdon with the glider & flew from the summit (I could not afford the train). Facing west into the wind I waited for a gap in the clouds which were covering the top 500' of the mountain, took off & gained enough height to turn 180 degrees & fly east down the inside of the Snowdon horseshoe – only 10 minutes until I touched down. By the end of 1976 I had flown over 400 flights & done 15 hours!

Early in 1977 I flew a Falcon 111 and an Eclipse hang glider (Built by Brian Wright) at Bossington – in March I purchased the Eclipse which had battens. I went to Westbury & Mere in April, & I was flying at Sennen Cove during the summer holidays. North Hill, Bossington & Woolacombe were favourites & easy to get to with my company car! We used to fly from the fort above Kingsand – over the spiked fence below until Mike Atkinson (who was also a local fisherman) cut the fence down with a blowtorch! Now we fly from the other side of the valley. By the end of 1977 I had flown 55 hours and then purchased an Eagle Hang Glider from Brian Wright. This had triple wing wires (down, out & up) on the 1½" diameter leading edges to stiffen them & give them more strength.

In March 1978 I flew at Beesands & crossed Hallsands without enough height – I should have landed on the North Hallsands Beach, but ended up in the sea near Prouts Hotel in 4' sea. I tried to lift the glider out onto the rocks, but the sail & wires wrapped round me & I would have drowned without help! For the next couple of months I flew the Eclipse while Brian Wright repaired the Eagle & re-cut the sail too.

In May there was a national hang gliding meet & competition at *Perran Sands holiday camp* near Perranporth in Cornwall. This was very well attended by all the ace pilots from everywhere! Later in May a group, of us went to Haye Bluff to test fly new MidasE gliders, before they were sold to new customers - "having been test flown by experts!" In June the club was flying at Myther Tydfel in a competition. After the speed run I hit some rotor when landing & was concussed. I was taken to hospital but was released next day & drove part of the way back to Plymouth. The concussion built up pressure in my skull & my brain switched off. The next day I had driven early to work & there I was sent to hospital – I cannot remember any of this from flying to waking up in hospital several days later! I did not fly again until February 1979.

In the summer of 1981 we went to Rhossilli & flew along the coast & over the sea in a northerly wind. I test flew a *Solar Wings Typhoon* in August at Beesands & purchased a new one through the local agent Mike Atkinson in April 1982 with 100 hours in my logbook – 190 flights. In January 1983 a group of us flew at Brixham & I took some cine film flying there. In August I went on holiday to the Isle of Wight & flew Blackgang Chine & Compton

Chine. Here I followed one of the local pilots along the coast towards Blackgang, but with more height, & we both were caught flying too low downwind on low dunes & I landed in the edge of the sea – softer landing a foot deep in the sea than trying to land on the beach!

In July 1984 I flew along the coast in Yorkshire while on summer holidays there, landing at Filey.

In January 1985 I flew at Countisbury & round Foreland Point to Bossington. Later that month I flew at *Staddon Heights* & landed at Jennycliff. About this time the Southern Hang Gliding Club visited Plymouth & flew at Staddon Heights. One of their pilots got low as the wind dropped & turned towards Bovisand, but was too low to reach the beach & landed in the sea. He was rescued by a boat & abandoned his New Falcon hang glider. On the next low tide, early the next morning I went down to the rocks off the beach & retrieved the bent & battered glider & eventually it was sent back to London!

In July the club went to the *Long Mynd* and I was gaining over 1000' above take off & mixing with gliders from the airfield next door! In August we flew at Praa sands in Cornwall and later Devils Dyke which was very crowded.

In August 1978 I had 300 hours & over 1100 flights in my logbook and then purchased a *Solar Wings Ace glider*. This had black anodised uprights, with a green leading edge – very smart & handled very well but was heavy to carry. I took it to Long Mynd with the club in July/August but the wind was not as good (direction) as usual. In September I went to Dizzard & flew to Pencarrow Point, gaining over 1000'. In October I flew from Beesands & over the lighthouse at Start Point. In December we were flying at Struddick Farm.

In 1989 I went to Chapel Porth on 8th January & took off without checking the wind that had dropped, and landed below take off "*Arkle's Folly*" on the sand, which quickly became the sea - sea waist deep. – I had to carry the glider through the surf with help to the beach to the south. Here I put the glider in a stream to soak away all the salt & stop any corrosion. Later that month I got my towing endorsement at the *Isle of Wight* (350 hours & 1170 flights).

In May the club went to *Pandy* & the *Blorange* in South Wales. I took some cine film but the sky was very crowded. In June at *Smeartharpe* I went towing & gained 1000' after release – landing 5 ½ miles downwind near Honiton.

In January 1990 we went to Praa sands & flew along the coast past Porthleven to Loe pool – about 4 ½ miles. In February 1992 there was a *Kernow Frost Bite completion* at Struddicks – speed runs to Looe & back, runs to Downderry & back too. In March we were flying at Highcliff – where a pilot took off without clipping in – I was flying above & the pilot rolled down the cliff on the heather & was not hurt, but the glider continued to fly on its own for some time! In August & October we flew Highcliff again.

In February 1993 I flew at **Lanzarote** with the Condors – Mirador, Mala, Macher, Teguisse & the Famara run. At the end of 1994, with 550 hours, I got a second hand *Solar Wings Rumour 1* from Pete Mason - a BHPA league pilot from Bovey Tracey (other local league pilots from our club were Bob Tremblett & Colin Graham – now known as De Gasperi!). This was lighter than my Ace, but had weak gold anodised uprights. I had to stiffen them with a planed down broomstick, to stop them breaking so easily. I continued to fly the Rumour until January 2000 at 720 hours – 1145 flights. So the Rumour has an extra 170 hours on it & sits in my garage if anyone has a use for it!

Then in January 2000 I got a second hand Moyes Xtralite 147 from Cyril Kevern - a North Devon Pilot. The first flight I had was from North Hill to Ilfracombe Golf course – crossing from Bossington to Porlock, round Foreland Point & across Lynmouth to the *Valley of Rocks* etc. In February the *Frost-Bite competition* was enjoyed at St Agnes on Saturday & Studdicks on Sunday. A couple of weeks later the *Brass Monkey comp* was at Freathy with a speed run past Downderry, great winter fun after the Christmas break. In August I flew for 90 minutes at Labrador Bay – to Babbacombe & back, then crossed the Teign & met the cliffs above the railway, even managed to prolong my glide back to return across the Teign & land on the beach at Shaldon! Later in August I flew from Sandy Bay to Hartland Point & landed near to the Lighthouse. These were very dramatic cliffs with few emergency landing places.

Early in December 2001 I flew from North Hill across to Porlock & down to Ilfracombe with more height than my previous first flight, so then got over confident & crossed Ilfracombe & down the cliffs past the 'Madonna's Bra' Theatre. I was going downwind & very low past Lee Bay but managed to find some lift on the way to Bull Point. I should have landed on the fields between here & Morthoe, but pushed my luck – managing to connect with the Morthoe cliffs. I tried to top land here, on top of the spine, but hit some rotor & landed heavily in some gorse & hurt myself. I was taken to the hospital at Barnstaple & had cracked ribs. I stayed overnight with my sister in Bideford & the next day they dropped me back to my car at Minehead. I drove & collected the damaged glider (loaded with help from the local coastguard as I could not lift it myself). Then I dropped it back to Simon Murphy in Luppit for repairs.

I did not fly again until May 2002, but in June at Woolacombe the wind dropped while flying and instead of safely landing on the beach I tried to top land & attempting a low level 180 degree turn behind the wall of the take off field, my wingtip touched & I piled in again, damaging my glider & aggravating my ribs. Harriet was

there & took my glider back to Simon for repairs again. In September I was back at Woolacombe flying again. Sometimes I could cross Woolacombe to Morte Point & back if the conditions were good.

In July 2004 there I flew above Orographic cloud – very exciting. In November I flew from North Hill & crossed Porlock & round Foreland Point. I crossed Lynmouth & the valley of Rocks but the conditions were not as good as previously & I was low near Berrynarbour – not able to make it to Ilfracombe golf course. There were woods below & I lost height until I caught rotor in the campsite at Watermouth & landed heavily again.

In the summer of 2005 I joined Alan Hughes & the Northampton Club on a trip to Larangue – a great time with lots of video taken there. Before the trip I purchased another identical Xtralite & stripped it for spares to take on the trip – uprights etc.

In April 2008 from North Hill I crossed to Porlock but could not regain height & landed at Porlock Wier. The tide was coming in & I managed to de-rig & get the Xtralite onto a wall behind the marsh there. The road into the area became cut off by the rising tide & I had to go across fields behind the cottages to get out of the village & to a road where I hitch hiked back to Minehead. Eventually I got back & retrieved the glider when the tide dropped.

In May 2009 at Labrador Bay the wind dropped while I was flying with Mike Connatty, Andy Farrow & Mark Nicol. I was taking photos & not paying much attention to my height until I was getting low. I should have tried to land on Oddacombe beach, but went to the bigger cliffs at Watcombe, they did not work & I eventually landed in the sea at Maidencombe – writing off Cyril's glider.



Now I had the spare Xtralite to use & continued my flying until September 2011 when I had a heavy landing at Struddicks – stalled at the back of the field – not flying fast enough there. A year later at Woolacombe in July 2012 I did a similar landing, but hurt myself badly, wrenching my shoulder. The local paraglider pilots called the Ambulance & put away my hang glider – onto the Xantia. The next day I was in Derriford hospital for X-rays etc & I am still having physio & ultrasound. I am 70 next month & decided it is now to retire. I have used up all my 9 lives! I finish with about 2000 flights & 880 hours logged. Bill

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