



NEWSLETTER

FeBRUARY 2011

AGM Meeting minutes

An impressive 38 members attended including new faces:

Trevor Harnet – Paignton - completing CPC on HGs;

Steve Coley – Brixham – PG training with Par Avion

Les Charrington – PG student

Mike Gadd – ‘old’ HG pilot returning to try PG

Also Mike Reed (Martin’s son) who has helped with weather station experiments.

Apologies:

Bob Moore – injured by model aircraft;

Mark Canvin

Brian Clavin – working in London

Colin Jones - abroad

Treasurer’s Report

Details of the 2010 Accounts and Notes are attached.

It was agreed that £300 should go to the Devon Air Ambulance this year, as we have had several calls on them (and none on Cornwall) during 2010.

Julie has also raised £750 through talks she has given during the year. Gordon has also been directly supporting through talks.

Martin R requested that we ensure that we use our skills to help with repairs at sites in order to reduce costs on the club.

PAYPAL – this was very successful in gathering subscriptions in 2010, so recommended to keep it, especially for visitors. However members were encouraged to pay directly if attending meetings, as that saves on the PAYPAL commission.

There was an enquiry as to whether we intended to have a Sites Fund to acquire land. This was briefly discussed and considered not to be a viable option.

Election of Officers

Mark S (Chairman) thanked last year’s committee for their efforts and looked forward to a successful 2011 season.

There were some changes this year, so please note below:

2011 Committee Members

Chairman

Secretary

Treasurer

Membership Secretary

Club Contact & Coach

HG Safety Officer

PG Safety Officer

Sites Officer (Dartmoor & East)

Sites Officer (West)

Club Webmaster

HG Comps Officer

PG Comps Officer

XC League compiler

Social Secretary

Club Librarian

Newsletter Editor

Schools Liaison Officer

Mark Stapleton

Tim Pilling replacing Mark Ansell

Julie Stapleton

Dougal Martin replacing Bill Arkle

Bob Moore

Mark Nicol

Paul Cioffi

Robin Mogridge

Mark Ansell replacing Karl Sweeney

Ashley Ryall

Colin Jones replacing Karl Sweeney

Matt Allott replacing Mark Canvin

Ashley Ryall

Gordon White

Simon Kiddy replacing Matt Allott

Mark Ansell

Paul Cioffi

Other meeting points raised

Club Coach course 2011

Pete Coad of the Kernow Club is listed as the contact in Skywings, but actually you need to speak to Steve Drudge, 01208 851442. He is the new chairman of the Kernow club and is taking the bookings.

The course is being held in Portreath village hall, there is a social evening arranged with buffet in the pub in Portreath - which also does B+B and some pilots will be sleeping in their vehicles in the pub car park.

There are 18 pilots already booked in and there are 30 places on the course. Pilots are coming from Ireland, from France and from around the uk with all different levels of experience.

The cost is £30 first timers. £20 if you are doing the course as a refresher.

The club coach course will help you to talk to fellow pilots on the hill -and give them the right support and advice. Also it will help you with your own flying.

2011 Repack

Andy and Robin Mills are offering to run the event again.

Gordon will check availability of the Devonport Gym. Dougie will also check with a friend who owns a gym.

Members were reminded that the venue is paid for by the Club and that attending is strongly recommended.

It is proposed to have a voluntary donation bucket, with proceeds going to the Air Ambulance.

Spring Competitions

The Kernow Club Frostbite competition is scheduled for the 5th/6th February.

Karl proposed (in Colin's absence) our Brass Monkey Competition 2 weeks later to catch the next low tide [he has since moved this to the 5th/6th March]. Details to follow nearer the time.

Sites Officer (West)

Karl is standing down as Sites Officer (West), but says he will try again at Tregantle Downs as the farmer was happy, but the landowners objected.

December Curry Night

Gordon reported that everyone was very pleased with the event. There was a huge selection and everyone thought it very good value for money.

He said he would organise some similar events if members wished.

Rob Greenwood's school

Training has been suspended following an inspection by the BHPA. Hopefully this will restart soon. [Skywings reports that his school licence has now been withdrawn].

Guest Speaker

Robin Mills had proposed a talk on skydiving, however this didn't start until rather late, for some members, so will be moved to the February meeting to give him more time. [Robin can't make this week, so swapping with Alan for March].

Future Events

March [**Now Feb**] – Alan H will give another talk on flying at Larange. He will again be going there with the Northampton club this year, and is being joined by several SD members. Google earth tracks photos of take-offs, landing fields etc. Though this time it is even more relevant as quite a few club members are now going down there this June.

April – a Cross Country tips talk is proposed with Karl/Matt as possible presenters.

First Aid – we are still getting problems with cost and red tape arranging this. Dave Beard (old member) was mentioned and also Julie/Gordon will approach the Air Ambulance for some form of talk.

Other ideas:

Theory discussion evening

Sites Officers presentations.

Winter Flying News

Sunday 30th January Matt went to King Tor:

The wind seemed light at take off, but we rigged and as soon as we inflated the wings it felt very lifty. So we all launched and had a lovely time floating round in the valley, in a bit of wavyness and very weak thermals, I've never been that far in front of take off at king. Easily boating around at 4 or 500 feet, Dougie and I were without varicos and Alan had forgot to zero his!

It wasn't even as cold as we had feared! It was a glimpse of things to come for the spring.

Same day Robin Mog was out:

Robin Mills and myself went down to Start and had a similar day to last time (10 days ago). Though, initially, it was way too windy (over 25mph at Start Point carpark) so, with a hook and a fork I'd bought down, we tried to clear the lower T/O at Hall Sands. After 3/4 hour or so the wind had died down so we took off, still getting brachen in the lines but not as bad as last time, but the flying was much the same - glorious day with views to match and 700' above the sea at times. Robin pushed the envelope and flew way out over the lighthouse and then got so low he only just made it back to the bottom of the cliff. Whereas last time the wind-speed increased, this time it died down, so after 3/4 hour we landed on the beach and, unlike last time, made it easily.

12th Feb Freathy Bill wrote:

It was probably blowing about 20 mph, judging by the nice take offs seen with immediate height gain etc, so I rigged up & took off at 1340. I only gained a maximum of 50' as there was a lull in the wind, & all the other hang gliders were getting low too, so I landed after 5 minutes. It was only 11 mph after I landed (I like 15/20 mph). Just after 1400 it had increased to 18 mph, so I waited a bit & it continued to be strong, so I prepared to take off at 1420. I struggled to get to take off & then someone said it was 25 mph & gusting to 30 mph. I could have struggled & taken off with help, but the gusts put me off & I waited for a bit.

Soon after we saw a paraglider, with big ears flying across from the right of take-off, back to Polhawn cove, near Rame Head where it had taken off. The red flags were flying all day at Tregantle Fort, so we could not cross in front of the firing ranges. The wind calmed down gradually & I took off at 1455 when it was blowing 22 mph. There were about 10 or 12 hang gliders parked behind take-off. I was alone in the air for a lot of the time, though 3 other hang gliders joined me before I landed at 1550. Then it was blowing 15 mph, but still quite Ok to continue flying, especially as the low tide was about 1700. Bill



I arrived at Freathy at 13:00, Alan and Rodger were seeking shelter in Alan's car. Massive Q nimbs out to sea and behind us building over Dartmoor and 28 - 30 mph breeze.

I then drove in from the road by which time Alan suggested that the floppy was probably more of an option. The wind had now come down to 5mph????? Time for some gardening so Alan and I cleared some of the gorse at take off that has been creating some turbulence.

Thursday 17th Feb Jim & I went to Beesands:

An aerial photograph of a coastal town, likely in Cornwall, England. The town is situated on a narrow strip of land between green hills and a sandy beach. Three paragliders are visible: a yellow one in the upper right, a red one on the left, and a blue one near the center. The landscape is a mix of green fields, a small pond, and residential buildings. The sea is visible on the right, with white waves crashing onto the shore. The sky is overcast.

Mick and I had a pleasant hour or two at Strete yesterday. The wind was off to the South but it was quite buoyant and we had height gains of 400' to 500'. When I got there and started to walk up I found the fence by the car park had been knock flat at one point where a post had broken off, presumably by the cattle as the ground was very chewed up there. Luckily they hadn't escaped and, as I couldn't find a handy mattress to plug the gap, I uprighted the fence as best I could and informed the tenant farmer (Clifford Dayment of Blackawton) about the damage.

I don't think the damage was anything to do with us **but I urge members to treat the fence with care if they climb over it - the best way into the field is probably to walk up the lane beside the car-park and hop over the lower gate at its hinge end.**

Other News

The 2 local competitions are now imminent:

Kernow Club Frostbite competition is scheduled for next weekend, the 26th/27th February.
We should have further news this week.

Karl is planning our **Brass Monkey Competition** on 5th/6th March.
Details to follow nearer the time.

For Sale

Skywalk Cayenne (on trial, still available), medium weight range 90 to 110, the best looking wing in the club in gold with a black and white leading edge, loads of pictures on dougies blog or on my picasaweb album linked off the club website. It's a dhv 2, although most things on the dhv report are a 1/2, it's certainly very solid in the air and very nice to fly. Steve Uzochoku (skywings reviewer) described it as a lovely well rounded 2.

It was made in 2005 and was first flown in June 2008 so it's had 3 seasons use. i would estimate an honest 200 hours out of the bag, although it's still very clean and in very good condition, with one tiny patch. Test flights are more than welcome. I'm asking £500 ono
Give me a bell if you are vaguely interested! Mat 07969 404756

I am selling my **Firebird Matrix Medium (still available)**, DHV 1/2 as I want to trade up to a DHV 2.

I bought the glider new from Simon Murphy in July 2004. It's blue and white, still quite crispy, probably less than 60 hours, no tears or damage of any kind. I think its in very good condition. Of course it's old technology now and not as good as the later Firebird Grid and Spider. It would be a good, safe, first wing for someone new to paragliding.

I would like around £450.

Anyone interested? Mark Nicol 01753 896597 / 07773331964

Next Meeting is on Thursday 27th February at the **Royal Oak, South Brent**, at 8:00pm.

Directions (roughly) are to go into the town centre from the roundabout before (westbound) or after (eastbound) the London Inn. The Pub is in station road (near the station car park) to the right, when you get to the middle.

Mark Ansell, Newsletter Editor,
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