



NEWSLETTER

february 2013

It's been a cold start to the year, with an Easterly system setting in for the 2nd half of the month. However some flying was had, including a good day on the 16th when pilots were in the air at several sites. The use of heated gloves has been rather topical to avoid freezing fingers.

January 2013 AGM minutes

Apologies

Mark Ansell

Alan Hughes

The meeting was chaired by Mark Nicol in Alan Hughes' absence

New Members

Russell Andrews - currently training with Flying Frenzy, based in Bovey Tracey

Chairman's Report

Alan Hughes' report was read out by Mark Nicol. Highlights were:

The club continues to do well with 100 Full Members for 2012 and healthy finances.

Powered Paragliding and Speedwings are becoming more common in the club.

Bill Arkle's retirement from flying and honorary membership.

The air ambulance has not had to be called for any club members this year. There was one call out for a visiting German pilot. This could have been for various reasons including improved experience in the club.

Dave Reckitt commented that as a newish member he has found the club attitude to safety to be very good without being too overbearing.

Treasurer's Report

Colin Blagdon reports that the club finances are in good shape and recommends that the membership fee remains at £15 for 2013. The fees will now be by the end of February.

He also commented that PayPal takes a 5% cut if members pay that way and would be better if members could pay by BACS.

There is currently no asset list on the club balance sheet and this is currently being worked on.

Air Ambulance Donation

After a little discussion and a vote the Devon Air Ambulance will receive £100 and the Cornwall Air Ambulance £50 this year.

Awards

The awards for the year were:

Fun XC League-Dougal Martin for the second year running, with Robin Mogridge only a few Km behind in 2nd.

Mark Stapleton Memorial Award-Alan Hughes. The votes for this award was compiled by Mark Nicol.

Most Improved Pilot-Jim Macdonald. Voted for by the committee.
Chairman's Pint-Ashley Ryall

Committee Election

After voting there was only one change to the committee and one new post created. The post of Social Secretary was also removed. The Committee for 2013 is:

Chairman-Alan Hughes
Secretary-Tim Pilling
Treasurer- Colin Blagdon
Senior Coach-Mark Nicol
Club Contact-Bob Moore
Club Library-Simon Kiddy
Safety Officer PG-Colin Blagdon (changed from Mark Nicol)
Safety Officer HG-Mark Nicol
Sites Officer East-Robin Mogridge
Sites Officer West-Mark Ansell
Newsletter Editor-Mark Ansell
Club Website-Ashley Ryall
HG comps-Colin Jones
XC League compiler-Ashley Ryall
Membership Secretary-Darren Shepard
Speedflying Liaison-Dave Reckitt (this is a new role)

Club Coach Course 9/10 March

This is now oversubscribed with 8 names on the reserve list and emails have been sent to those who were interested in attending.

Zillertal Trip

The Northampton club have confirmed dates for this trip. They will be leaving 26th June and be back in UK on 7th July. [The chalet is booked from Thursday 27th, when they arrive, to Sunday morning 7th July].

BHPA Bulletin

A recent BHPA club bulletin advises after the recent incident and court case (settled by insurers)at the Dunstable club all members are covered by 3rd party insurance provided the member is not acting outside of their qualifications.

Club Constitution

The current draft of the club constitution is now on the Yahoo group and members are encouraged to comment. This will hopefully be ratified at the February meeting.

Bill Northcott

It was reported that Kernow member Bill Northcott had suffered a serious heart condition. His wife is concerned that thoughts of returning to flying may excite him too much and would prefer fellow flyers not to visit him. Contact through Graham and Kaz Phipps would be preferred. The club has sent him a get well soon card.

Next Meeting

Agenda – 28th February 2013

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

1. Intro - Alan
2. Club Coach Course – Colin B
3. Zillertal trip update – Mark A
4. Repack – Andy F / R Mills
5. Flight "Confessions" - All "guilty" pilots
6. Safety Matters - Mark N & Colin B
 - Beesands bottom landing risks & strategies
 - Emergency water landing

Break

7. Forward Launch Technique - Tim
8. Flying the Atlas Mountains - Graham

Meeting End 10:30

[UK] Flying News

Geoff Brook reported on the Frostbite Competition on the 9th Feb: Thought I best do a quick report of the frostbite which went ahead on Saturday at Perran. The south Devon hg team consisted of Andy Farrow and myself! Task set was a ridge race and spot landing. Conditions were a bit up and down with a good number of both hangies and paras down on the beach in the ridge race. I managed to 'arrive'! Back on top after my ridge run, no spot score for me then. Unfortunately while I was doing my second ridge run Patrick Buxton of the Kernow got turned in on take-off; we cleared the air in case a helicopter came but Pat was taken off in a land ambulance. I spoke to Kaz this morn and it seems he's broken his sternum, I think he's home now so wish him a speedy recovery. I spiralled down to the beach and did regret swooping down to mock a Kernow pilot who went down on his ridge run only to land next to him five mins later! Conditions went light for a while but by the time I got back up top the wind had picked up a bit so I test flew an old glider I bought ages ago. A couple flights on that were a nice end to the day.

All in all a good comp barring Pats accident. Results have to undergo Phippy's special scoring system before they're released!

Monday 11th Bob was at Beesands: On take-off 1230 ish, wind NE measured 8-9 mph. Popped up the wing and it felt as though it was just about enough, so picked my moment and took off, did a few beats and made up to 100 feet at times with small sea thermals. Top landed and had another go. Waited again for something to come through and did the same. Bit light at times, but just enough to get height to top land. Still off to NE but possible to fly a long way around behind the village. And good fun in between times grass skimming all on my own!

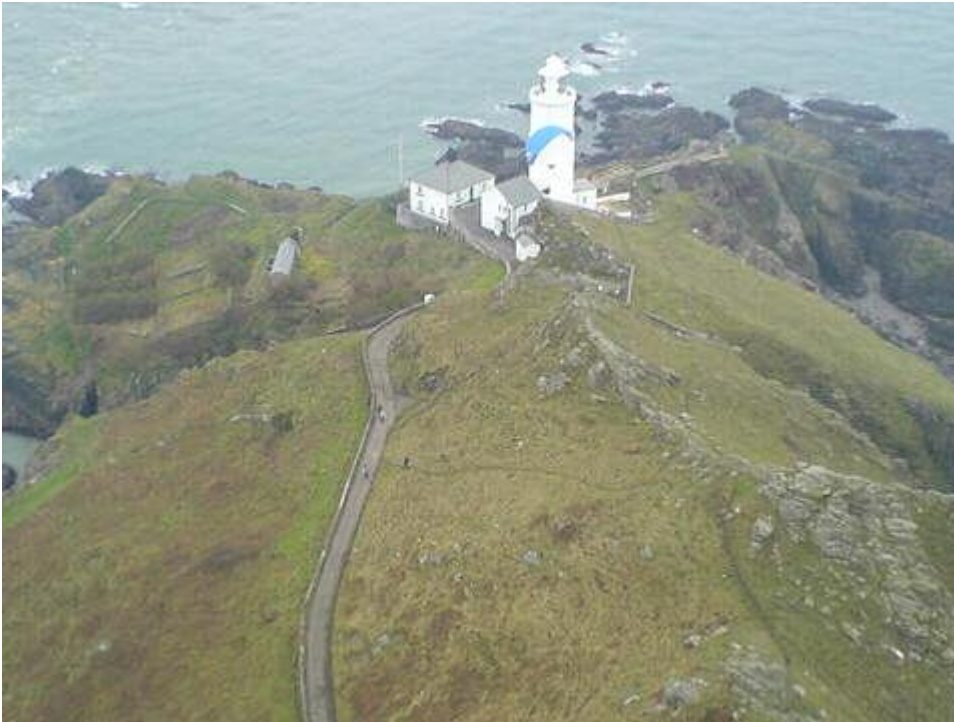
Then flight 3 it dropped a little and had to scratch in and slope land. Spoke to Rob Mills to say it seemed to be dropping and 5 mins later it picked up a bit more though got greyer and colder. Stronger sea thermals, 200 - 400 feet per min. still well off, maybe a bit more east in it. Lift well out over the sea at times with sea thermals. Ventured halfway to Hallsands to test the possibility of Start Point but lost a lot of height coming back pushing into wind. I maybe could have across Hallsands but was very sure I wouldn't get back. Then a few white horses beginning to show and I was occasionally having to go hands right up to penetrate, plus was getting cold so flew to the l/z and go over it with a good 400 feet above the green.

About an hour anyway, max height 282 feet ato and good fun.

Tuesday 12th Robin went there as well: Here's [a photo] of Cad around Start Lighthouse. Unfortunately my phone didn't click (lack of light maybe?) when he was dancing on the lighthouse's weathercock! Quite an impressive performance as although heights of 750' @S/L were poss on the main cliff near the car park, low down the wind was quite light and bottom-landing options around the lighthouse are pretty tight. Luckily Robin Mills had packed up at the time, so I didn't have two crazy flyers to watch out for.

I can't be critical of anyone else flying yesterday (in fact Cad's was very skilful), as when I was landing at Hall Sands later and trying to avoid a bouldery section of beach, I turned too sharply and spun the canopy which didn't matter because I only dropped a few feet but horror of horrors the canopy had dropped in a fast flowing stream which I hadn't noticed and was fast filling up with water. Luckily the water was clean fresh water

overflowing from the marshland behind the beach but have you ever tried to move a canopy half-filled with water and with the lines catching on pebbles and small boulders? - nightmare! Eventually I got it to a clean dryer section of beach and emptied the water out and a few pebbles and then spent 3/4 hour kiting it to try and dry it out. All the lines were still intact but it was still sopping wet when I packed up.



Friday 15th Editor got out to Freathy:



I arrived at 1:30 to find it SSW 8-12mph. By the time I had rigged the wind seemed more square on (although the first time I brought the wing up it swung hard off to the south) and I tentatively launched with few gulls up and no other pilots about. However after about 10 mins Dougie arrived so I landed for a quick chat and then we saw Mark H coming from the Polhawn end, where he'd camped last night. During the 2nd flight Colin B turned up and joined us in the air. I stopped for another coffee after 30 mins as it had clouded over and my hands were getting cold. Then Tom D arrived and we had another flight, but the wind had gone further West (contrary to f/c) and dropped off and I decided to land and check conditions at Polruan / Looe - these had now dropped as well, so called it a day with an hour logged.

Saturday 16th Sam took the Hangie to Vault Bay : Worked for hangers and Para's so a grand old day across the whole peninsular. On arrival just after mid day para's were up but wind was steadily on the increase settling at 18-22 and consistent. It was off to the south so launching from the Gorran Haven side and landing in the larger field at the other end of the bay.

Rigged the Glider which took a while as its a slightly different process to the Amour and I'm not quite used to it. Got pre flight jitters as this was the first hangie flight since end of October, new glider and new site. The Wills Wing Sport 2 is an excellent glider that instantly instils confidence. Pulling speed with VG off found it got into a Yaw oscillation (could have been me) but with half VG flew straight and fast very fast! Got the bar further back than I would dared on my old glider which buzzed and flapped. Flew hands off very well and did not need the constant control inputs i was used to, found I could fiddle with my harness and vario with greater ease and was generally more relaxed and comfortable. 6 Hangie pilots on sight height gains of about 500 ato. Landing was interesting due to wind being off, was ok until the last 20-30 feet then dead air when I hit this and the nose dropped I lost my nerve and let the speed off. Glider ballooned and dropped again. Suffice to say I arrived on one foot and one keen pilot and glider undamaged.

Keith added: Much as I wanted to fly Beer again I reckoned there was going to be some East in it so opted for Vault Bay near St Austell. 4 or 5 Kernow PG flying on arrival and timed it about right as had a leisurely, first of the season rig and check of my glider before the wind came up as forecast. The white horses appeared and the floppies obligingly landed clearing the way for us to take off into the lift band which saw +200ft in 2 beats and up to 550 ATO at times. Had a good hour to blow the cobwebs away and found the same dead air as Sam on landing - it nearly caught Phippsy out too (though not quite). Nice to see Sam trying out his crisp new WW Sport 2. I think the only difficult bit was trying to find a poo free zone to de-rig it in!

Same day Mark H was at Strete for an adventure : Seagulls might not be up to buzzard standard when flying inland but I followed one today and it took me from Strete, over Blackpool sands and then towards Dartmouth. I was happily joined over there by another bird like creature (Robin Mogridge) and also the wild "plumaged" Mick Boarer before we all made it back to Strete to do some showing off.

Robin added: I didn't rush to follow you cause I didn't think we'd get back and that would have shortened the day's flight drastically. As it was, I only just made it over, arriving at the low 150' cliffs on the other side with only 20' to spare before I would have had to dump down in the field behind (no chance of reaching the beach from that height). Managed to scratch up from there and, as you did, get some decent height over Stoke Flemming's cliff-top houses. Saw you tempted to go on round the next point(s) to Dartmouth but it would have probably been a point too far. I was a bit fearful of the return trip as the only previous time I've managed it (over 10 years ago now) I'd only just made it, skimming the roof of Mathew's Point House to get on the cliff beyond. This time it was a doddle - only lost 150' the whole crossing and arrived over the big Monterrey Pines with a couple of hundred feet to spare. A memorable afternoon.

Meanwhile a small crowd was with Jim at Maker: What a cracking day, first of year for me. Me, Malc, Ivor, Mark n, Dazza, Bob m, Colin c, Tim p, Innes, John t, a newbie having fun. At least 3 others. Came on around half ten / eleven, and stayed bang on SE and flyable till around nearly 3pm. Started to get just top end; a fantastic day had; a good 2 to 2 and half hours airtime. A first this year for many. And great company in the pub after. Fantastic flying and like a spring day,, I'm well made up,,

p.s. Editor and Colin B chose Struddick – managed 45 mins, but not the best choice.

And David R and speedfliers were up in Wales: Just completed an epic 2 days. Speedfly Brecon Friday followed by PG at Marros with the pembs crew - 2.5 hours, plenty exercises including some big pitch control swings - huge fun. Looks like everyone had a great day too - superb.



Tuesday 19th Bob was at Beesands early:

It was at about my limit when I got to take off at 10 30 - 1100 ish, about 17 mph, white horses and some big gusts and I didn't hang around getting in the air. Mark H, Michael J already up. Popped up the wing A's and C's ok and went straight up 50 feet. Then Dave R took off too. It got progressively stronger and I had to full bar back from Hallsands on my last run back. Plenty of white horses too. Figured it was getting time to land after an hour and a quarter and Mark and I landed at the green. Despite leaving with good height, with such a strong wind and only a little bit of north in it, I was surprised how much height I lost en route. Julie said it was now up to 24 mph on take-off.



Half dozen or more trickled up the hill a bit too late to fly in the first shift. The late comers tramped down the hill and we all decamped to the pub.

And sure enough, after a couple hours it dropped to a comfortable speed and Simon, Julie, Evan, Jim Fish, Mark A, Col Blagdon, Tim (and even Mark helm and me) traipsed back up for another flight. Julie, Evan and Mark H still flying when I left at 5 ish or later (getting dark even). Col B and Mark H got on to the Start Point side and got some good height there. But Tim and I, having had a pint, decided against trying it today. Martin and Billy Whizz came to have a look too as did Steve Coley who left after walking down

I learnt something. First flight, heated gloves great, no cold hands. 2nd flight I discovered one glove had been accidentally left on and battery was flat. So half an hour with cold fingers one hand!

A good hour and three quarters flying, 320 feet at first and then 270 feet at second flight. Nice sea thermals too and at times I pushed out to sea further than ever before and was still going up. Great fun.

Nice day and very sociable too. And on top of Maker, what a bonus this week.

Same Day Sam went back to Vault Bay: Vault came on for hangers got in the air about 15.00 for 45 min flight. Started off bang on east and to far off be safe, slowly veered ESE and increased then mellowed slightly but still gusty. I launched in about 18 - 28mph, which was quite committing, although it was a good launch on reflection I think I was pushing it a bit today. A little bumpy in the air but not too bad once high 500 at, half VG seemed to be most comfortable to push through the rough bits, had a 4.8 up punchy thermal, one 360 but was going over the back rapidly so flew out. Nigel's vario showed sink of 9.4! Four of us flew Phil L, Nigel W, Graham A, and Me. A mad paraglider had a go not sure who they were not a Kernow member, they parked in the field. Nigel W asked them diplomatically to move the car and not fly, they politely agreed and left.

Monday 25th Michal braved the cold at Corn Ridge: I flew there for 40 minutes. Landed. Mist showed up so moved to King Tor where I expected the wind to change to NE. It did not be clear NE there, more NNE or so and the wind speed there 18-25 mph. Very cold day again, but not wasted for me.

Other News

Club Coach course

The Club Coach course is fully booked 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.

Beesands Beach

For those not on Yahoo, especially less experienced HGs who can't slope land and might use the beach, we found no beach to speak of at our recent visit. I know it was high tide, but upon close inspection of the slipways it seems the beach has dropped 3 feet! – The village can't launch any boats even at the neap high tide, and they've blocked off the worse slipway to avoid mistakes. I've looked at an old video of Darren's from last September and there was sand over the slipways at that time, so it's gone during the winter!

Please beware as we don't want anyone turning up to have a shock.

Carbis Bay Sam has highlighted further concerns for this site:-

Strictly speaking Carbis is Kernow only site the guide says visitors should be accompanied. It has at times been a sensitive site and many complaints have been made to the club about low flying over property by residents to the left of launch.

Recently the lovely grassy launch/land field was ploughed up, which makes it very difficult to use after rain.

Parking has also been an issue on site upsetting the tenant farmer. The road to the site is narrow with few parking places. It is tempting to park opposite the entrances to the fields along the road. **This is a big No** and do not be tempted to do it as the farmer has made it clear he needs these spaces to swing a tractor and trailer into and out of all his fields along the road.

I flew this site for a couple of years without being a member, the Kernow bunch are so very friendly no-one took issue, but after jitters about losing the site a few started to joke I should join, they had a point as I do use their sites quite often so I joined.

I would think a call to Phippsy would be much appreciated if SD members intend to fly. Do fly, it is a great site and this time of year can produce excellent sea thermals. Jump the headland and you can get excellent views of St Ives and really open the site up. Do bear in mind it is a much loved site that has had its issues in the past, any east in the wind direction limits where Kernow can fly. See Phippsy's blog for the weekend.

Get a brief particularly if on a hanger as launch can suffer from rotor.

Zillertal Trip

The dates have now been fixed as 27th June – 7th July (Thursday – Sunday) for the chalet in Mayrhofen. Anyone else wanting to come and needing a bed in the chalet needs to contact me in the next week or so. Cost is £150/person with £50 deposit required now. Most people are intending to drive themselves there, with only 3 or 4 who will fly to Munich and hire a car (usable for retrieves). I will need to start firming this up as well, so need to finalise numbers who wish to fly to Munich (this also dictates hire car size).

For Sale (see club website)

See <http://www.sdhgpgc.org.uk/>

Next Meeting is on Thursday 28th February 7:30pm at the **Royal Oak, South Brent**.

Please be 'early' as we wish to start the meeting promptly at 8pm to help members who cannot stay late.

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