



NEWSLETTER

NEW YEAR 2011

Happy New Year to one and all, and let's hope it's a good one. Already some have been out flying (including myself!) so a good start, but my flying log records that we often get a few fine flyable winter days before the spring showers arrive, so I'm keeping my fingers crossed.

Novemer Meeting minutes

18 members attended including new face Steve Orme.

Guest Speaker

Gavin Foster, UK Advance Paraglider Importer gave a talk on the history of paragliding and the company. Advance was founded in 1988 and now manufactures their paragliders in Vietnam. Gavin lives in Devon and Chamonix and works with Robert Greenwood who is the agent for our area (and club member).

Other meeting points raised

Club Coach course 2011

Pete Coade of the Kernow Club is running a training course on the 12/13th March next year. You need 10 hrs post CP to attend. [Details are in Skywings.]

Mark & Julie had recently attended the Condors course and said the courses book up very quickly, so if you wish to go you need to book a.s.a.p. Kernow only run the courses every 3 or 4 years, and coaches are recommended to refresh every 5 years.

Reserves

The BHPA will publish a report, based on German studies, recommending that reserves should be thrown towards your feet to ensure it clears the canopy. Obvious comments were to keep your legs together if you do.

Struddick

Martin Reed spoke with the man from the Monkey Sanctuary about recent concerns. He says they were not 'anti-PG/HG'.

The following restrictions have been advised:

1. Do not overfly the Sanctuary at less than 200' above, otherwise turn back and top up before trying again;
2. Try to pass behind or otherwise out to sea.

If members can follow these site guidelines then we can see if the Sanctuary monkeys are less disturbed.

Sites Officer (West)

Karl is standing down as Sites Officer (West) due to excessive work commitments. A new volunteer was requested to go round with Karl on the Xmas booze run.

I (Mark A.) volunteered as the only person present living in Cornwall. However this was on condition of giving up either Secretary or Newsletter Editor (or both?).

This can be clarified at the 2011 AGM when committee members are elected.

Olu Deniz 2011

Mark & Julie plan to go again, with other members, this May for around £600 including flights for 2 weeks.

Anyone interested should contact them.

Promotional Leaflet

Alan H brought along drafts of his promotional leaflet for members to see. It went down well in A5 format, so we hope to see more for circulation.

Condors Xmas Dinner

Several members were planning to attend and may give feedback at the next Club Night.

MD80 Video Cameras

Apparently these are now available for around £15 on E-Bay, so very cheap for flying videos. The only problem, apparently, is working out if they are switched on.

FlyBe Credit Card

Matt advised that users can get 2 free flights (non-peak times) for minimal usage.

Winter Flying News

Sunday 12th December Pete D wrote:

It was a lovely day for hangies. Managed to make it across to Hallsands and the Start Point car park. It was too Easterly to go along to Start Point. Arrived back at Tinsey Head and made some more height. Thought I'd give Limpett Rocks above Torcross a go and to my surprise actually made it. Gained some height there and scared the wits out of some tourists on the cliff and then set off back for the swings. Very nearly managed a transfer back onto Tinsey Head but wimped out and landed on the common. Probably last flying of the year so a good one to end on.

Monday 13th December Alan H followed up:

Inspired by Pete's report of his flying at Beesands at the weekend, Mr Nicol & I decided to give it a go today. It didn't look good to start with - overcast early on, low cloudbase, and wind 45deg off (ENE) - on the point, rather than the face of the hill.

Mark launched first, and was soon climbing out, with the best lift seeming to be up the small valley to the left of TO. I followed, and found that the lift needed to be worked to get more than about 200' ATO. So having got to about 500' ATO I headed towards Torcross to check my into wind glide, turning back when I met sink by the buildings just short of the headland.

By now Mark had disappeared. I assumed he must have crossed to the cliffs & gone on to the lighthouse, but couldn't see him anywhere. A little concerned, I checked the top landing area, and Hallsands beach, but no HG anywhere... until he reappeared clearly on a run back from the cliffs, crossing onto the Beesands face below me. Strange how difficult it is to see another glider sometimes, even if you know it has to be out there somewhere.

After he'd topped up with height, we both headed back for the cliffs, leaving Beesands with around 400' ATO. It was pretty lofty the whole way across, and most of the way along the spur to the lighthouse. The run back was again mostly in lift, and even the into-wind run was easy.

Fingers were starting to get a little cold after the second run out and back, so time to go the other way again, and think about landing. This was where the fun started! I spent a bit of time working height up the valley to the L of TO - there was definitely thermal, and I could manage 2-3 circles before it fell apart. By now it was getting a little wispy, and cloudbase wasn't too far away. The GPS trace shows max height of nearly 1000' AMSL. Heading towards Torcross into wind I was

loosing very little height, skimming 100-200ft below the cloud. Once over Torcross, a trip to the tank became the next objective. Now well away from any hills, I still hadn't lost much height. Keep going... Strete seemed just about in range. No, I didn't... ! About a third of the way across the Ley the air was a little less buoyant, and I started to lose height and bottled out as the sink rate started to increase! Probably would have been do-able, but a bit of nasty sinky stuff in the wrong place would have left some "interesting" landing options. And we all know what follows after lift. Those are my excuses, and that's why I took the safe option and turned back, Your Honour!

Return to Beesands was an uneventful straight glide, before burning off height (too much initially!) and joining Mark in the top landing field. So another unusually good day on one of our coastal sites in the depths of winter. Just like at Struddick a few weeks back there seemed to be two distinctly different air layers - ratty stuff low down that needed to be worked, and smoother buoyant stuff higher up and nearer to cloudbase. Oh, and who should I meet driving back across the Ley but Peter (of Slapton) Dixon - the inspiration for getting us out and onto the hill today. Thanks Pete!

Sunday January 9th Jim was at Woolacombe:

Got there around half twelve, was in the air by about 12.45 All had a fantastic day best at woolers for a long time, with an impressive turn out from our lot, Mark, Julie, Mick Boarer Gordon White, Jim McDonald, Andy Holt and about five others from our lot but names on tip of me tongue. The wind was bang on, lots of playing down in dunes then back up to top, never seen so many people smiling after a days flying, well worth the journey. Had a good two - two half hours in the air.. Mark and co probably got more ,, hope for more soon. Happy new year ,, jimfish ,,

Same day at Polhawn I added:

Small crowd went to Polhawn - some as early as 9:15! Finally came on at 3pm for an hour's lovely flying along to Freathy and back. Just what the doctor ordered.





Thursday January 20th Bob wrote:

Spoke to Slapton Pete who said it was NE 6 mph at beach, probably 12 mph on top at Beesands, gulls soaring high on the NE corner. Dashed over but saw loads of white horses in Start Bay. Sure enough the wind had picked up. Pete was rigging his hg, but I walked up and measured 15 gusting to 18.9 mph. Just that bit too much. Plenty while horses and streaks on the sea.

Anyway I hung around a half an hour or so and it dropped to more like 14 mph, though it was well off to the north. Had a 15 min flight but there was only a small area of lift, 100 ft at best. Almost made the landing field. At least shook the cobwebs out of the wing, 1st flight since mid November. Still ice and frost in the shadows walking up, but not too cold in the air. I saw one pg high on the Hallsands to Start Point side and apparently there were two up earlier. Robin M and ??? I guess.

Robin Mog added:

Yes, Bob, it was me and the other Robin M (Mills). We went to Start Point car park to check out conditions. It was blowing over 20mph and off to the North a bit and I thought that would be too much, but Robin was keen to check out the lower T/O by South Hallsands so we drove down and parked at North Hallsands. The few times I've taken off there before we've had to climb 2/3 way up the N shoulder of the cliff to find a clearing in the gorse etc. big enough to take off. This time there was a large area of broken-down bracken about a third of the way up (130' @S/L by my vario on landing - about Strete T/O height) that looked doable. The wind was strong enough to soar there but I was concerned about penetration higher up, especially as reaching the bottom landing was into wind and we'd seen the anti-flying farmer near the car-park so didn't want to have to top-land if poss.. Anyway wind-dummy Rob was keen to give it a go - he reckons to be able to land anywhere - so I was happy to give him a hand to take-off - mostly extracting bits of broken bracken from the lines. He was staying up and penetrating higher up so I got ready to take-off but had the same problems with bracken in the lines. Robin saw this and, backing-up his claim to be able to land anywhere, slope-landed and very kindly helped me off - we old blokes have to keep together.

In the air the flying was amazing, especially as I hadn't flown for two months. Well out to sea and 700' above the waves with the lighthouse to the South and the whole expanse of Start Bay to the North (see photos). You could fly beyond the carpark but I didn't venture as far as the light-house as the cliff becomes spine-back and you wouldn't want to be blown back there! You needed to keep your wits about you though, while taking photos and answering a phone call I noticed I

was starting to drift back out of the lift-band. After about half an hour or so the wind started to increase and penetrating was becoming more difficult so it was push out as far as poss. in lift and then full-bar and head for the beach. Unfortunately during take-off I'd got a top brake line knotted in with a c-line which deformed the trailing edge. Luckily this was near the centre so it hardly effected steering but it must have cost me a knot or two top-speed! Consequently I had a buttock-glenching moment getting around the houses on the low bit of cliff between S & N Hallsands but made it with about 10 ft to spare! Robin, who'd managed to take-off again (minus any bracken) seemed to have an easier time getting down but he'd come down the spine/shoulder of the cliff which might be the better option! We'd seen a lone H/G (Peter D. I guess) flying at Beesands but no sign of any P/Gs at that time.

Other News

December Curry Night

Gordon arranged a most excellent meal at the Royal Oak. There was a huge selection and everyone thought it very good value for money – there were even left-overs that people had to be encouraged to go up for more (3rd helpings, etc).

Colin B added his own editorial:

The food was outstanding this year and those who went on to try the deserts I think were well impressed, especially with the Jack Daniels waffles and cream. Anyway it was all going so well, everyone certainly seemed friendly, chatty and happy when it all ended way too early! Luckily the pub was open till midnight, so, to make a good impression for the club Dawn and I supported the bar till the bitter end. We were staying overnight in the van for the first time since fitting it out with a proper toilet or milk carton as some might call it. We enjoyed the added bonus of a balmy 5°C van temperature, mainly due to the success of the curry/flatulence driven under duvet heating system, bliss.

Thanks to all who helped make it such a good night.



AGM Agenda

1. Apologies
2. Treasurers report
3. Setting of subs for 2011 and Air Ambulance donation
4. Election of officers
5. Report on Curry night
6. Repack 2011
7. Frostbite comp
8. Future events, club talks, meetings
9. A.O.B
10. Presentation by Robin Mills on Reserve parachutes, canopy handling and Safety.

2010 Committee Members showing those standing down:

Chairman	Mark Stapleton
Secretary	Mark Ansell (standing down)
Treasurer	Julie Stapleton
Membership Secretary	Bill Arkle (standing down)
Club Contact & Coach	Bob Moore
HG Safety Officer	Mark Nicol
PG Safety Officer	Paul Cioffi
Sites Officer (Dartmoor & East)	Robin Mogridge
Sites Officer (West)	Karl Sweeney (standing down)
Club Webmaster	Ashley Ryall
HG Comps Officer	Karl Sweeney
PG Comps Officer	Mark Canvin
XC League compiler	Ashley Ryall
Social Secretary	Gordon White
Club Librarian	Matt Allott
Newsletter Editor	Mark Ansell
Schools Liaison Officer	Paul Cioffi

Future Events

Feb. 2011

This is the time of year to organise another Repack. Details have not yet been planned.

For Sale

Skywalk Cayenne, 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 Uzochokwu (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 a large **Firebird Spider** if you are interested. Very clean, stable, safe and no nasty surprises. It has done me good service and I am looking for something in the DHV 2 range.
Mike Connatty

I am selling my **Firebird Matrix Medium**. 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

If anyone is interested in buying a **Davron HG harness** please let me know. It is of a Pod style. It has a side mounted pocket for reserve and has recently had a new split zip fitted professionally. It is clean, in good nick and looking for a good home. It would fit a slim person between 5ft7 - 5ft11. I am selling it as it slightly too short for me and I got sick of cramping into it. £150 (negotiable).
If you are interested and want some photos please let me know.

Pete Dixon

Nova Mamboo DHV 1-2 size 90-110 kg £700 ono red white and blue. Owned from new (May 2006) always concertina packed. Approx 120 hrs mostly xc. Annual service at the loft (who described as good condition). There are a few small professional patches on upper surface. Located in N Devon and available for demo anytime, contact ant on 07588051478 or e mail at anthonymoorepenhir@gmail.com. (North Devon Member). Possibly I will be selling my sup air **Altix** harness in the near future so would consider a package

AGM Meeting is on Thursday 27th January 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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