



# NEWSLETTER

## JULY 2010

Sorry no photos again this month. The only times out I had flat batteries. Given the time of year there were surprisingly few flying reports, but perhaps not everyone feels compelled to share there experiences on Yahoo, which would be a shame as it helps motivate the rest of us.

### **June Meeting minutes**

13 members and prospectives came to the May meeting, including Ben and Clint who are learning with Phippsy.

Apologies from Gordon White.

### **October Social**

Although Gordon couldn't make the meeting, he is proposing we arrange a social event for the October meeting. The Royal Oak can provide a group deal meal for around £7.50, or people can choose from the bar menu. The room only takes 25 – 30 members and there is no accommodation (so an invite to Condors mid-week was ruled out). Normally these events are with partners, so Gordon is looking for commitment / interest [count me in].

### **Accident at Corn Ridge**

Members will have read on Yahoo groups that a German visitor crashed in rough thermic conditions and suffered extensive fractures of the back and feet [not just the ankle as reported at the meeting].

Chris Nash had been flying at St.Agnes that day and reported very smooth air at the coast. However inland pilots reported 18 mph gusts from calm in a few seconds.

The pilot's sister later e-mailed:

I think some paragliders of your club were flying at Okehampton last Sunday. They witnessed and helped when my brother's parachute collapsed in the air and he fell. Until he hit the ground! They called the air ambulance and Gerrit was transported to Derriford. This E-Mail is really to thank everyone involved for their help and especially the one who lent his mobile phone to contact me! Also, I wanted to let you know that my brother completely smashed one of his lumbal vertebrae, so that all the doctors said it is a miracle that he is not paralysed! He also broke both feet, the right one very complicated and he broke his right knee. On Friday Gerrit was flown back to Germany for his operations... They estimate that he might be walking again in a year or so...I just thought I'd let you know. I think until this accident he had really enjoyed flying that day. I would be grateful if you could pass this message on,  
Kind regards, Sibylle Schunemann

Matt added:\_The accident happened just as I was walking up the hill, I didn't see him impact, but saw the wing go limp. From what I gather Gerrit suffered a major asymmetrical collapse which then dropped and turned him into the hill. There were lots of people on the hill, we all helped to keep

Gerrit as comfortable as possible. Once again the Air Ambulance did an amazing job, how would we get on without them?

As far as learning from it, it was a thermic day; maybe it was a very strong small thermal popping off? he was flying a Gradient Bright DHV1 he didn't seem to do anything wrong, keep active flying is all I can say, if you are low on a thermic day keep stood up ready for plf? give up flying?

### Camping near Struddicks

Mark N reported staying at the campsite at the Looe end of the ridge to the right of T/O and recommended it at £15 / night. Although you can't take off from there it is walkable to the main T/O past the Monkey Sanctuary.

Contact details are: Penhale Caravan and Camping [www.caravan-site-looe-cornwall.co.uk](http://www.caravan-site-looe-cornwall.co.uk).

### Avoid Smart Phones

Colin B reported a disturbing incident when he witnessed a PG pile in at a Southern site. He rushed to assist, but found he couldn't operate the touch screen in bright sunlight and couldn't call an ambulance. It was only when 2 other ladies nearby came to see that they used their phones. Colin couldn't move away as he had wedged himself to stop the injured pilot from rolling down the hill.

{Recently I also witnessed Mick B struggling to read his phone when we were at Freathy}.

The advice is to make sure you have a phone with a keyboard for emergency calls.

## **Other News**

### Freathy Gates

Again there was a disappointing report from Karl:

On Weds 30th of June a number of pilots were flying from Freathy for a large part of the day. At some point one of them entered the gate and did not shut and lock it (in fact propped it open)

Result a - Joe Public park up in the field for free and stay there well into the evening.

Result b - when it comes to the end of the day I (who was assuming that the field was in fact being used as a car park due to the presence of vehicles/propped gate when I arrived) once again have to deal with an irate car park attendant who was presumably alerted that the gate was open and approached me to complain.

AS is clear in the sites guide and always has been.....CLOSE AND LOCK THE GATE WHENEVER YOU ENTER THE FIELD -EVEN IF YOUR MATE IS TWO MINUTES DOWN THE ROAD.

As I said a few weeks back - unless pilots switch their brains on when on our sites (ie. other people's property) we will lose them.

Karl Sweeney, Sites Officer

### Tregantle Downs Site negotiations

Karl has also declared that he is in negotiation for us to fly at Tregantle Downs nearer Tregantle fort, owned by the Anthony Estates. I won't publish more details yet, but this will be discussed at Club Night. The site is much larger than Withnoe Barton, but the access track will need working on.

Apparently the farmer renting the field is the same one who uses Withnoe Barton (he doesn't own either) so is familiar with our operations.

## **Flying News**

### Sunday 27<sup>th</sup> June Andy H reported on Woolacombe:

Left early this morning with Simon and all the family, when we arrived at Wooly the wind was light, so had a cup of tea and something to eat. Looked up to see a paraglider in the air, so thought it was time to walk up the hill. On arriving at the top the wind had picked up a bit, so thought it was worth a go. Very scratchy for half an hour, but kept working at it up and down the ridge, then wind picked up and had another 2 and a half hours smooth flying. Only 6 of us up in the air, and the most we had was 8 briefly at one point, have never flown at Wooly with so much space! Landed on beach & joined Trish & family for a swim - what a fantastic day!

### Saturday 10<sup>th</sup> July Bill reported:

First went to Freathy (Withnoe Barton) & admired the small wooden post cover. The wind was off top the south & the low clouds level with the top of the cliffs there. Driving to Struddick Farm with little hope I was surprised to see lots of cars in the field & **even some hang gliders rigged!** The three Grahams were there & Cornish Bill. The cloud was low there & the wind only 12/15 mph. There were gaps in the orographic cloud occasionally & Graham Phipps took off on the large dual glider to test conditions a couple of times, landing through the cloud or scraping in just under it! Other hang gliders flew & disappeared in the cloud behind take off, for what seemed a long time before reappearing as they touched down. A Paraglider pilot also flew. As things brightened I rigged my Xtralite & waited for things to improve. Graham had a dual flight & I took movies & photos of the event. A lone paraglider pilot flew & when he landed after his last flight said that the wind was stronger & I found it was now 15/17 mph & the clouds were lifting too. I took off as the others were packing up at 1640 and had about 300' above take off (the others had only about 200') so I could fly to Millandreath & Seaton for an hour - building up my confidence as I relaxed. The others had all left when I landed on the track across the field & near my Xantia.

Since landing in the sea in March last year I have only had a couple of flights at Freathy (Withnoe Barton) on 25/7 & a flight on 31/10, this year I had nearly an hour there on 25/4 & in spite of trips to Beesands, Streete & Woolacombe have not flown! It is nice to relax in the air & have regained some confidence in my glider too! Thanks Graham! Bill

### Thursday 22<sup>nd</sup> July Bob reported:

I dashed over to Strete this afternoon after seeing ese 10 knts on Froward web site. Crossing the Dart on the ferry there was plenty of wind blowing up the river and I wondered if it would be too strong.

Got to the hill and found in fact it was pretty light but looked flyable. By the time I walked up there was even less wind, enough to keep the glider above your head. I launched and flew left into the bowl and scratching close enough to almost kick the trees worked some height and got at best 272 feet ato. Didn't Tweet or post a mail as I doubted I'd stay up! I had phoned a couple of people and Mark S turned up by which time it had almost got too light. I had about 50 mins and Mark had a bit of a scratch for a while. Nice to get off the ground and made up for six and a half hours parawaiting (without success) at Beer Head on Monday. There were 3 guys there that had driven from Malvern. 3 hours! Nice pint with Mark after at the Torcross pub. Bob.

### Saturday 24<sup>th</sup> July Editor reports:

Finally got out for a flight (1<sup>st</sup> successful t/o in 3 months!). Arrived around noon to find about 10 pilots milling around. The wind was marginal 8 – 12 mph, so PGs were only making 100' above chalets. 4 HGs huddled down for long talk about good ol' days and pretended not to be interested in flying. It had been stronger at around 9:30 when Dougie & Julie had flown tandem, but the HGs arrived too late and it eased to smooth souring, to be enjoyed by up to 9 PGs at one point. Could have stayed longer but the tide was coming in and an approaching rain shower caused a rapid-pack at 3 pm. A very pleasurable afternoon in good company.

**Next Meeting** is on Thursday 29<sup>th</sup> July at the **Royal Oak, South Brent**, at 8:00pm

**Alan Hughes will be talking about his recent annual trip to Laragne.** Always an inspiring report.

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.

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