



NEWSLETTER

JuLY 2011

It is with great sadness that I write this newsletter shortly after hearing of the loss of our Chairman Mark Stapleton. I will not attempt at this time to sum up the huge contribution to the success of this club that Mark gave during his life, but we will miss him greatly.

June Meeting minutes

Apologies:

Paul Cioffi, Robin Mills, Brian Clavin, Mark Canvin, Mark & Julie, Alan H and others in France / Spain.

New Members:

Chris Whitley – paraglider recently arrived from South Africa

A fairly low turnout due to most of the club being in France

Struddick and Monkey Sanctuary

There has been another complaint about over flying the monkey sanctuary. Mark Ansell gave them a visit and they seemed ok but couldn't give a description of the offending glider. All present on the day in question were sure nobody did directly overfly the sanctuary.

Withnoe Barton/ Freathy

There has been a complaint that the combination lock hasn't been spun round sufficiently when locking the gate. This is the club's most sensitive site and members are reminded to ensure the gate is locked behind them.

Wessex Bash

This is on 5th to 7th August this year. Details and a link from the last newsletter and from the Wessex club website. <http://www.wessexhgpg.org.uk/bash11/bash11.htm>

Maker

James bull recounted a recent attempt to fly at Maker. The wind was on the hill however on his first inflation the wing tip folded in and wouldn't stay up. At the second attempt he managed to take off only to immediately have the wing dive and quickly forcing a landing in the bushes below and to the right of T/O. The theory is that the true wind was coming from the S and over the top off Rame Head but was straight just on the hill. Tim Pilling has noticed this effect before when the wind was on the hill but the signs out to sea (waves and sailing yachts) indicated otherwise and decided not to fly.

Paramotoring

Colin Blagdon reports that he has had a go at Paramotoring and strongly recommends that anybody thinking about it does not DIY it. There is a lot more to it than you think.

Future meetings

Any members with ideas for future meetings can air them on the Yahoo group or mention them at the next meeting.

July Meeting

We intended to have some presentation(s) from those who've been to France and Spain this month. However there is currently **no wish to hold a formal meeting this month**, so this will be delayed to a future date. Several members have indicated they will go for an informal gathering.

Other News

Freathy Padlock

The gateman has fitted a **new padlock** (£30) with same combination.

Apparently people have been yanking at the padlock when entering combination (he says that a PG flier in a white car has been seen doing it several times) and he spent 2 hours trying to get in the other day to open up after someone abused the padlock.

Please note that after entering the code you **MUST PUSH BUTTON** at the base of the padlock to release it. Don't just yank at it.

Other [UK] Flying News

Sunday 26th June Mike C went to Corn Ridge:

Mysteriously I was the only one flying at both Corn Ridge and Sourton yesterday. I had thought it may have been a bit fresh on the drive there but on the hill it was fine. 10- 15mph.

Initially it was NNW so I headed up to Corn ridge, then just after take off it went around to NW. I hooked into some fairly nice lift, which was petering out around 500 ATO. Both ranges were active so my only option would have been to go down the road towards Tavy, no chance.

I then flew and walked across to Sourton by which time the sky had closed in from some earlier beautiful streets. Again 500 feet ATO was the max height so I headed back towards the van, I kept hooking into small climbs some quite violent and one causing a collapse of the whole of the right wing. This took a fair bit of pumping to get completely re-inflated but the wing was as composed and stable as a complete wing throughout.

Sunday 3rd July Jim McD went to Labrador Bay.

Jon Thorne and I spent most of the day bouncing around in the field which was fun. Then we were able to venture out over the cliffs due to the thermals coming off them. Not so much lift, and we couldn't stray from that end of the site but great fun. Jon Landed at the Ness and I landed over the river on the beach. Triumphant beers had in the Ferry boat after.

Also Sunday 3rd July at Maker Chris Whitby joined us

Superb day for flying at Maker today. Thanks to all for making me feel welcome. I was not intending to fly as I have not flown for over six months. However, once the wing was up there was no way I was restricting myself to ground handling. Must have been about eight gliders there this afternoon - lost count on the number of Chris's.

I added:

In fact around 15 pilots came and went during the course of the day, some staying less than an hour, others exhausted from day-long flyable conditions.

The wind was always slightly off to the E and threatening to drop off, but never too light to fly. I left around 4 pm with only Chris Nash and Chris Miller still flying, but the wind had picked up again and they were having the best height of the day.



Monday 4th July I went back to Maker:

Thanks to Sam for confirming it was flyable that afternoon at Maker. Not sure how many went during the day as I had some 'work' to do and only arrived at 5:30. Sam was already up at that time, (but packed up and left while I was still up) so I quickly launched and had an hour boating along to Fort Picklecombe and Cawsand getting around 200' ATO. Just a nice bonus flight (3 days in a row).

Sunday 10th July Mark & Julie went to Woolacombe

Left the gloomy skies of South Devon at 9.15 in search of sunnier climes. Arrived at Woolacombe 11.30 to find blue skies and a westerly breeze, as promised by the BBC.

Mark Helm already in the air. Les and Simon soon joined us and we all enjoyed a great day.

Julie flew a one and a quarter hour flight. Others much the same. 13 gliders and 1 hangie in the air at one point.

Mark & Julie.

Chris Whitby was also there and provided the photo:



Thursday 14th July Freathy:

Michael and Martin Reed were flying together today for the first time (normally Martin coaches Michael).

(photo on previous page).

Bob had his epic XC from Batcombe:

Got there 1130 and found 4 Avon guys and a 3 or 4 Condors parawaiting, plus one or two testing the air. Wind off to the north, plus v light with occ. thermic gusts. One or two pilots doing ok on hot gliders, but a couple of others went down. I wasn't in a hurry to walk up the front so waited a while. Things improved around 1330, wind more on the hill and more people staying up. A couple got away early. I took off did a couple of beats and just at a point where I was below take off height and thought I was going down I caught something good and took it over the back.

To cut a long story short, I'd gone to Batcombe with the hope of making the coast for the first time, and I did! Woo hoo.

Landed at Lulworth Cove, 33k or 30.76k straight line. Only 1h 20 mins flight time, but lovely flight, 8 up's on the averager at times, 4381 feet ato, 5,200 ft asl. Love the Aspen 2. Speed and glide to next cloud. Martin Foley and James Lynch, plus one or two others got to Swanage. (A destination for pilots who have done Lulworth and want the extra 20k!) At one point south of the A352 I caught up two gliders from earlier 'get away' (James Lynch close enough to shout to) and I was tempted to go their way, but Poole Harbour didn't look very inviting, plus I wanted to go to Lulworth! Eventually, getting to the coast I could see white horses on the sea plus onshore wind so chose a landing spot carefully as didn't want to get rotored. There are some biggish hills just behind the coast and cliffs at Lulworth. Getting back wasn't so easy, (3 hours!) Almost made it back to Batcombe and was then picked up by Martin Foley.

Nice pint at Evershot with Martin, James Lynch and an Avon pilot to round off the day.

And the pic is a video still when getting close to the coast still more than 3k feet asl.

I had a light aircraft flyby quite close when near the coast which freaked me out somewhat. They go quite fast! I hope he'd seen me?



Friday 15th Dougie snatched a flight at Struddicks.

Managed to fly for 30 minutes at 8.30am this morning at Struddick - landed just before the gust front came through I had been watching. Nice height gains and a trip to Looe and back avoiding the Monkeys by flying way out to sea.

There has been no reported flying in the past week

Girle European paradvventure report (for those who didn't get the Yahoo report)

Jenni Fleming and I spent a month in Europe last month. Of 31 days there were two non-flyable days which we used for traveling and I had 3 days off and Jenni had 2 (After three weeks non stop flying we got a bit tired). We flew lugano, stubai, lake garda, Gourdon, Chabre, Annecy, Verbier, Chamonix and Mont Blanc.

Highlights included sunset flight playing beside orographic cloud at Lake Garda, the flight off mont blanc (take off at 3700 metres), my first xc flight from Semnoz Annecy, para hiking up Charbon and staying in a refuge before flying down and the awesome views soaring Gourdon.

Local clubs and schools were always really friendly when we asked for advice about flying their sites and if there were any restrictions or hazards to watch out for and sometimes even gave us a lift to take off. We bumped into some of the Devon crew in Laragne and Annecy thanks especially to Colin B for a nice cuppa!

For me this trip was about getting some continuity in my flying and learning to assess conditions at and fly new sites and I feel very privileged to have flown so many amazing places and been able to experience a huge range of flying conditions. It was also great to chat through the days flying with Jenni who flies really well, thus learning lots more about thermalling and xc.

My flights were not that long, I didn't get very high and I didn't go very far but I had a whale of a time playing in the sky and bimbling about looking at the world from the very special perspective that Paragliding gives you.

Becky Seeley

Flying in the rain! (Just had to publish this again)

Thought I'd give a report on the last round of the British open series held in the Long Mynd area, Here it is.

Day one saw us at the Mynd with a nice soarable breeze blowing against it, Pete Coad our meethead set a 116km task to Banbury, I was a bit late arriving so as I was getting ready the lead gaggle was leaving. I launched any found fairly choppy conditions; thermals were broken up a bit but did get together with height. I spent about 3/4hr trying to get away before I committed to going over the back with four other pilots, we stayed together until Wenlock edge when I caught a good 'blob' and finally climbed to base. The clouds on track were spreading out so I pushed north of track into the sunshine, sort of staying up and making reasonable progress. After 40k or so I started to get concerned about two danger areas I knew were north of track so thought I should fly back on track to be sure of avoiding them (must get a gps that shows airspace!) this was a mistake, track was out of the sunshine and lift tricky to find, I ended up down at about 47km in 16th place. Only two pilots made goal, Dave Matthews first and Justin Needam 2nd.

Day two saw us travelling to a North Wales site, Llangollen, It was a bit murky when we arrived but the wind was smack on and the sky to the north looked quite good, it was best not to look towards Snowden! Rob Greg was first off and made it look a little tricky but soon got up, so we all started to pile off, trying to ignore the shower the other side of the valley! I got off quite early this time and fortunately launched right into a cracking thermal. Then it started to rain. The climb was still pretty good and the company was all the hot pilots. I figured the glider was already wet so top landing would be a bit risky so it was best to stick with the task. We climbed to base in the rain and then set off on glide to the sunshine, with sky gods all over the place it was quite easy going and about 10 of us stuck together for the first 20k, each time we climbed it rained though. Until we met a quite big shower, unsure what to do I hung back in the lift a bit, the others heading of into the rain on glide, what else was there to do but put the visor down and chase them? After a very smooth glide in the rain it looked like we were getting to the other side of it looking around I wondered where everyone one was, 10 went in and I could only see two, Phippsy and Justin Needam. With no sun on the ground and rain all around it was looking like landing time, I had pulled the zip up toggle off so knowing I couldn't zip up again I decided to leave unzipping very late. Then we saw a rigid wind climbing about 500' higher than us, we all shot off in his direction, Justin the highest of us and me the lowest and a bit behind, I got slightly better air than Phippsy on the way in and went just a bit further before I turned, he did a 360 then landed, it was low! I decided if i could get 40' in a 360 I would commit, after 4 or 5 360s it started to rain again. It rained all the way to a low base and got pretty rough; with 30k left I could now see the Mynd, the south end bathed in sunshine. I took a glide to the hill and found a good thermal at the north end, in the rain again. I topped up in this then caught sight of Justin again. Now determined to get out of the rain I whizzed down the ridge into the sunshine and a epic looking sky. Justin was climbing well with a sailplane out the front, I took another core which went fairly quickly over the back of the hill, closer to goal but not as strong as Justins, I was just going to leave it when it kicked off and hoovered me to base. Goal was at Ludlow 20odd k from the Mynd base was 4500' so it was a straight glide in, the icing on cake was spotting Justin quite a bit lower than me and a bit behind, I got to goal with about 500' to spare, and before Justin. Realy nice views of Ludlow as I flew over. When I landed my arms and hands were still soaked, and with it being freezing point at base I couldn't feel my hands! Again only two flexwing made goal, me first! We then had two days where not a lot happened one on the Mynd and one at Bache hill.

Day five found us at Bache again, with Rebeka telling us there was going to be spread out in the afternoon its was a day to get off early. The wind was light and from the west, Bache faces east, so it was a case of watching the windsock to launch safely. A few got off and were climbing out the front, but with the wind coming over the back I had to wait and watch, when it was safe to launch I did scrabbled around a bit then went down! The bottom landing was a busy place. I got back up for a relight, but flat cloud cover wasn't encouraging. When I did launch into v weak lift I got a bit of height and headed off to a valley in a bit of sun but couldn't make much of it and landed after 6k, pushed it a bit much to horrible field where I modified a upright! Hero to zero in two days. Goal was 100k, back to the campsite via Ludlow and Shrewsbury, Dave Matthews was first in followed by Tony Stephens, four made it with Phippsy 170m short!!
It was a nice comp with some interesting flying and the bonus of finishing 6th for me.
Cheers Geoff Brook

For Sale (still to my knowledge)

My **Niviuk Artik** is up for sale and available now! 170ish hours, in perfect condition and always concertina packed. Pick up a bargain wing with great performance for around the £700 mark.

See blog for pictures. Dougie 07771676622
<http://dougieandjulie.blogspot.com/>

Advance Epsilon 5 It has under 100hrs flight time.
Seat- big and comfy suit intermediate or big person. with parachute.
Helmet almost new. Skyrunner full face.

Mike Hardy - 7mhardy@gmail.com , Brixham

Advance Harness. I have an Advance Success 2 +. I paid £750.00 for this and have flown it around ten times (this harness is as brand spanking new). It is a large, if you are six foot or over and around 12 stone, then this would be fine. I have come to the conclusion it is too large for me. I bought it from The Sick and The Wrong in Keswick end of last season, didn't get to try it as it was raining all week. Obviously to try to sell it back to a shop now I would be given a silly offer. I have the receipt & booklet . I am looking for £600.00 please no offers. Have gone back to my old harness for now , shall buy a medium once this is sold <http://www.advance.ch/SUCCESS.602.0.html?&L=1> Contact Jim Saunders 07743 259020

Mike Gadd's paraglider equipment. Most of this kit is new, and will sell as a complete lot or can split up:

-Firebird Spider (Large - with outer bag, stuff sack and compression straps), very clean and tidy, I paid £600, had only 2 hours on it since - £600

-Firebird Mowenpik Reversible (Large) - As new, one hour of air time, very comfortable and lightweight - £525 <http://www.turfhouse.com/acatalog/harnesses.html>
http://cms.flyfirebird.com/paraglide/index.php?option=com_content&view=article&id=69&Itemid=84&lang=en

-Charley Second Chance 118 – New and in the harness for only 2 hours - £390

<http://www.turfhouse.com/acatalog/paraglidingreserves1.html>

-Airwave Magic Bag (Large) - £20

-Renschler CoMo AV + easy GPS. As new with leg-strap, storage bag, PC cable and instructions - £300

<http://www.turfhouse.com/acatalog/Instruments.html>
http://www.renschler.de/eng/pages/produkte_e/frmprod1_e.html

That is £1835 in total but I will ask £1735 for the lot. Call Mike on 07887 750772

Firebird Matrix Medium (still available), DHV 1/2 . New in July 2004. Blue and white, still quite crispy, probably less than 60 hours. Very good condition - no tears or damage of any kind. It would be a good, safe, first wing for someone new to paragliding. I would like around £450. Mark Nicol 01752 896597 / 07773331964

Below is the list of paragliding equipment that Mark N has been asked to sell.

The equipment belonged to a paraglider pilot who has recently died of a heart attack - definitely NOT paragliding. I will sell it and give the proceeds to the Devon Air Ambulance.

Nova Ra wing size medium. DHV 2,. the take off weight range is 90 -112 kg. The wing is in fantastic condition. Virtually unmarked. -£500

Charlie stirrup Harness - old, a little scruffy £75

Small reserve -would suit an all up weight of 85 kg -£150

Open face helmet, medium size, as new £ 20

please give me a ring if you are interested. **Mark Nicol - 01752 896597**

Next Gathering (no formal meeting) is on Thursday 28th July 7:30pm at the **Royal Oak, South Brent**.

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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