



# NEWSLETTER

## JULY 2013

### June 2013 Meeting

There wasn't a formal meeting

### Next Meeting

**Agenda – 25<sup>th</sup> July 2013**

**Meet 7:30 in the bar; Meeting start 8:00**

- |                                       |                    |         |
|---------------------------------------|--------------------|---------|
| 1. Intro                              | Alan               | 10 mins |
| 2. Zillertal trip - headline summary. | Mark A             | 5 mins  |
| "Pilot Extraordinaire" trophy award.  | Alan               | 5 mins  |
| 3. New XC Yahoo Group.                | Malin.             | 5 mins  |
| 4. Flight "confessions".              | All guilty pilots. | 15 mins |
| 5. Safety Matters.                    | Mark N / Colin B   | 10 mins |

Break 9:00 - 9:20

- |                                            |        |         |
|--------------------------------------------|--------|---------|
| 6. SIV / glider certification / collapses. | Malin. | 20 mins |
| 7. Active flying.                          | Tim.   | 30 mins |
| 8. Discussion / debate on above            | all.   | 10 mins |

Meeting close 10:30

### [UK] Flying News

Sunday 30<sup>th</sup> June Julie was at Polhawn

Just landed after peachy hour in the air at Polhawn. Really smooth. Now here are Darren, Martin, Michael, Evan, David, Malin, Richard

Darren added: I basically headed towards Tregantle with about 100ft above take off and maintained height along the road; as I came to flattish section of hill just past the second coast guard hut I hit sink and was skimming the bushes by around 4ft and was slowly getting closer to the bushes and which point I decided to turn out from them to get some clearance, 180 back towards Freathy still losing height, my ground speed then increased dramatically and I thought it must have swung around more to the west, I was faced with a solid spine of rock where the second coast guard is and looked quickly at the end of my speed bag for the aspect ratio and could see I would just make it past I cleared it by about 10 ft but could now see the 1st coast guard hut sat on the out crop of cliff and there was no way I would make it past them and between the two coast guard huts was nothing but beach at the back by the cliff and out front very large spines of rocks separated by sand every 10ft.

No problem I just headed to the back staying close to the cliff with the intention of turning out toward the sea and land between the two rocks. As I came to the end of the beach facing the 1st hut I turned to aim between the rock and unlike the rest of the rock that had sand between them these had a nice bit of water and I was heading for it fast so I applied brake to slow down; couldn't turn back to the right without hitting a crag of rocks so slowed the wing right down my feet where about 10ft above the ground felt the wing about to stall but I didn't get my timing right and let the left side brake up and kept the right in stall but didn't let the left side up soon enough so all though the wing spun instead of a vertical landing onto my feet I went slightly sideways and landed on my feet a little off balanced and then rolled hitting my elbow on the only large piece of slate within a square meter - so I've got a bit of a lump and bruise appearing but glad that's all I got, thanks to Martin for

getting on the radio to check if I was ok and mj who flew overhead to get confirmation and Billy for offering to pick me up from where ever I reappeared after climbing up the hill, apart from that with close to 3hrs total air time in one day I would say that was epic. Thanks to all those I shared the air with today.

#### July 1<sup>st</sup> Billy Whizz was at Perran:

Had a fantastic day today with Michal, Julie and Evan at Perran Sands. We were flying all day, joined by a couple of locals now and again.

However my last flight wasn't so good, I was up for about 40 mins, really enjoying this flight in what felt like fantastic conditions, I was flying over a tuft of grass just in front of take-off, about 4 to 6ft above it, when the wind seemed to drop and I went towards it scraping my harness on it. That wasn't the problem, the problem was it knocked me off balance and then into another more solid mound of grass.

My back feels a little bruised, as well as my pride, but OK. Thank you very much to the guys for all making sure I was OK after



Julie added: I only saw you after you were already on the deck in the gully, not seeing what had happened before. It wasn't thermic, but it was gusty and the constant wind had dropped a little, hence making it more scratchy. I've been in similar situation at Woolacombe once and was lucky as it happened on a slope. Skimming can work or can bite. Those gusty conditions are good practice for flying in thermals as glider will pitch and roll in same way, but when that happens, height is your safety margin, We ended off the day with pasty and chips on the beach in the sunset at Perran.

#### Sunday 7<sup>th</sup> Robin Mog was at King Tor:

Beat my own PB for the site, but not Robin Mill's club record. Who was on the blue and white glider with the pod harness I was flying with? - he had a very low save by the Warren House and then was a great help finding lift, but lost sight of him crossing the Tamar and be interested to know where he ended up. There was an inversion at just over 4 grand very hazy underneath but above clear air and a very noticeable temp drop. Managed to use my bus pass twice on the way home - the Cornish honour the Devon one luckily.

Landed by Menheniot Station (49.2km - annoyingly failed to top 50 yet again), hoping to catch a train back to Plymouth. By luck there was a pub right next to it and the landlady had both train and bus timetables so I had a celebratory pint and watched Murray win the second set while I waited for the bus which came first (and was free). The guy I was flying with was Malcolm Patterson - one of the North Devon aces - who I should have recognised as Martin and I flew across the moor in his company a few years ago and he was flying a blue and white Gradient Avax then if my memory serves me right (prob not). If I'd realised it was him I would have hung back and followed instead of shooting off alone. He took a better line, more inland, and got to Liskeard - another 4k. Still it was a pleasant flight and more mellow than the April and May ones!

#### 9<sup>th</sup> July Bob was back in the UK:

Toddled over to Beesands this afternoon for 1st UK flight since France after Mark Helmut report ene 13 mph. Think the wind had dropped a bit but had a couple of flights on the NE corner getting a long way around behind the village. 45 mins flying time and 187 feet ato which wasn't bad considered the lightish winds. I think it was helped by some quite rough little thermals popping off some freshly cut fields just behind the houses. At one point my wind was wrenched sideways by one? Wind dropped further so I retired to the pub with Colin from Dartmouth for my 1st pint of real ale since being back home!

And Friday 12<sup>th</sup> he went back again:

After looking at Sharkham (too far east despite Brixham coastguard telling me it was SE on Berry Head) , Strete (too far east despite Froward showing SE for hours) went to Beesands this afternoon. 3 wings already on the hill and I guess I was a bit late. Steve Coley had had two hours, Malin had been to Start point twice, but by the time I got there it was quite light , still a bit off to the north. Mark Helm there too.

Great fun though, skimming about quite low, top landing, taking off again and doing it all again. And working hard for every little bit of lift. 50 or 60 foot ato at most. Eventually it got a bit too light.

As far as inland or coastal goes, after my nasty frontal and a couple of pretty unpleasant flights in France where I was pleased when I finally got safely on the ground I find it great to get back on the coast and remind myself that paragliding can be fun. I was about to sell my gear I was so p..d off with it all. (Not really.)

Same day Dazza was at Freathy:

Well myself ,Tim and Phil joined Colin at Freathy. Colin launched and was just coasting along. The rest of us followed had a good twenty minutes in scratchy conditions , col and Phil landed in time while Tim and I tried to gain that little extra lift; needless to say we both touched down smoothly on the beach, with a nice view of some stunning girls, the down side was their beefy boyfriends, but still nice to get out .

Meanwhile Sam went up on the moors:

Had a bumble around Sourton and Corn today very hot flying not great saw [someone] doing very well, North Devon hot shots Ant M, Malcolm and Chris B were out but no one went XC.

Sunday 14<sup>th</sup> Bob was out at Sharkham:

Mick B had about an hour at Sharkham Point and me a little less when the sea breeze worked for a while. Wind a bit off to the west and then went further west. Mick did get 'round the first lump' towards Mansands once but after that it wasn't possible. I took off and got about 180 feet ato, but after a while it got more difficult. At one point it got quite lumpy bumpy and we both top landed. Weird.



Taking off was a bit tricky at times. I prefer to be further back away from the steep edge but it can be hard to get the glider up there. The grass is now pretty high making my other favoured take off more difficult too.

Nice to get off the ground and just 10 mins up the road for me and only 5 mins for Mick!

Same day was good for the moors as Colin B reports:

Malin and I took off and crossed the moor and the plantation around Fenworthy Res, then the Warren House, then for a really odd feeling flew the "wrong way" across King Tor with Steve from the Condors and a guy I think from South Devon on an orange wing who landed in front of KT, while myself and Condors Steve landed on the edge of Manaton Village in the same field a few miles further on. Malin seemed destined for Tiverton but got drilled suddenly from very high a couple of miles further on. One or two didn't make it all the way across the Moor. Luckily Manaton has a fine pub where we all met up and from where Condors Steve arranged our retrieve. In all a very good day, and an hour 20mins to edit on the new editing computer.

Just about everyone who went I think crossed the moor, Richard Osbourne got to Dawlish, no doubt Dougie who got away earlier with him got somewhere nearby.

Dougie added: Both Richard and I met up under the convergence at Dawlish after losing each other over Oke, then flew down the bay to Dartmouth; he flew 68km (2nd longest flight in the country) and I did 66km (3rd longest in the country). We landed together!



### Sunday 21<sup>st</sup> Bob was at Labrador Bay:

Had a horrible bouncy 20 mins at Lab Bay this afternoon. Very weird. Mick was 1st off, flew back across take off and shouted not as bad as yesterday. I took off next but too late to hear him come across again and shout it's horrible! Direction was good and strength very good and should have meant a few hundred feet at and Babbacombe run, but it was very rough (I even checked my chest strap setting to try and figure why I was getting a kicking)

Where there should have been lift there wasn't, or there was sink and it was very up and down in general. Even the big cliff wasn't giving much. I saw Mick land and wondered why, but after a couple of mins he took off again. Michael J flying also but none of us ventured beyond the two take offs and the big cliff. I saw Mick head in to land again and figured I would too as, I wasn't enjoying it.

Mick said it was rubbish, Michal J said he was having to work hard to stop the glider diving, after we'd landed Rob Mills arrived and flew (he hadn't seen us) and we sat and watched from the right hand field as he got tossed about. He landed after a while and said it was the roughest flying he had ever had on the coast.

A couple of others arrived but sensibly didn't fly and after a while the wind picked up to 25 mph.

A few of us ventured to Combe Cellars and had a nice pint in the sun by the river afterwards which was the best bit.

Robin added: Malcolm reports to me that when he picked up Ivor from the Teignmouth lifeboat station on Saturday after he was rescued by the inshore lifeboat (apparently he'd taken off in too light a wind at LabBay and got marooned on an inaccessible beach).

### Tuesday 23<sup>rd</sup> Editor finally got a UK flight at Whitsand Bay:

A good turnout today with over a dozen pilots. Conditions were on the strong side if off to the south, but I had 2 reasonable flights. Nice coastal air, but not epic - only Malcolm got across Tregantle ranges and back, but I retrieved Tim, Tom D and Michal who ended up on the beach there. Also there were Ross (FlySpain), Gary (visitor), 'Get me a lifeboat' Ivor, Mr Mog, Mr Bond, MarkH & Joe, Richard Seabreeze and 'I have GP's permission' Bill Northcott!



By 3pm the wind had gone too far south and 6 of us headed to Struddick for some late flying. I left at 6:20 with the rest still flying.

I have also re-instated the windsock at <http://www.looebaycaravans.co.uk/webcam2.htm>, although it is not as high as before as the pole snapped, so check other data as well (it drooped down just as Michal flew overhead!).

## Other News

### Struddick reminder

On the 25<sup>th</sup> June I had another call from “Maiser” of the Monkey Sanctuary complaining of low flying and this time got a description of the wing and soon Mike Bond confirmed he was flying there. However he said he had not ‘infringed’ our guidelines, so I challenged the complaint and got a bit of a climb down. However I reassured them that we are taking care not to upset their monkeys. It just shows that we still have not got full acceptance that we fly responsibly there. And thanks again to Mike for quickly getting back to me, so that I could defuse the situation with a couple of hours (I think the speed of response also helped).

### Kernow Alps Trip

Last newsletter I didn’t get to mention that Bob and I joined the Kernow Club’s trip to the Samoens valley in early June. Although the weather was not ideal, and did result in one serious accident, it was an enjoyable trip and well suited to reasonably new PG pilots (a couple were CP+10 hrs) as well as having good XC development opportunities. The main take off is 1,000m above the landing field giving a relatively easy top to bottom of 12 – 15 mins, or you can cross the valley and have small XCs fairly easily.



The thermic activity was limited, although improving towards the end of the week, and this meant that our only HG pilot struggled to find lift and was typically down within 20 mins.

There are no cable cars running in the summer, but lifts could be found if you didn’t have a minibus as we had (15 mins up a good road to T/O).

Thanks again to Kernow member Ben Burrows ([www.extremechalets.com](http://www.extremechalets.com)) for giving us the chance to join them and make new Kernow friends.

### Zillertal Trip

The trip to Austria offered a more challenging environment than Samoens and better suited HG pilots. Melchboden, the main HG take off, is 1400m above the LZ giving a PG 20 – 25mins for a top to bottom and the HGs quicker when they couldn’t find thermals. Access was more difficult with a 40 min drive up a narrow road and 1 public bus in the morning, so a retrieve driver is useful.





For PGs there was an alternative option of Penken, only slightly lower, but served by a cable car. However this could prove expensive at 11.30 Euros a trip if you didn't find any lift [and I rarely did], but was in walking distance of the chalet.



Alan, Sam and I stayed at the chalet, Tim & Kim and Mark & Jen camped and Peter Reeve rented a local apartment with his family.

Several people cancelled their trips late on (none of them booked for the chalet) due to forecast bad weather, and I won't suggest they made a bad decision. The weather was challenging with several days where SD members decided not to go up the hill (the Northants crew were less current and tended to be keener!) and thermals were harder to find than hoped, and when you did find some, they

could be gnarly [I had one large asymmetric low over trees, but the wing looked after me, so glad it was EN B]. Cloudbase was low most days and Melchboden was regularly in cloud for hours at a time.



Heroes of the week were Mark N for the best PG XC up the valley, Alan for scaring himself on the Atos after his XC at 11,000 ft, and Sam for being the best LZ controller and keeping us advised over the radio of the wind speeds in the landing field, which certainly helped on some challenging landings.



[And a thank you to Tim & Kim for taking my PG over in their camper]

### British HG Open Comp

Geoff reported: All this recent flying made me think I should do a post on the British hg open held over the weekend of the 23rd. It was held in the Long Mynd area and supposed to start on the Saturday, a quick look at the weather early on sat made me decide to stay in bed and make a leisurely trip up, mainly for the meal and beer up on sat night, weather looked bad for sun too, no amount of beer on Saturday night made Sunday's weather better!

Monday dawned bright and windy so it was off to the Mynd to find a strongish but flyable wind; a 90k race to anywhere was set. Conditions on the ridge were surprisingly nice and after a bit of ridge soaring and a few climbs to try and shake of the rust, I took a climb out with a rigid wing and Shedsy on his flex, the climb was weak and I thought it felt like a day for hanging and drifting, Shedsy and the rigid had other ideas. They buggered off on glide and I watched them go like a fool. I followed but arrived just a little too low to get in the climb they had. There was a small ridge I should have soared but I had just enough height to get over it and into the sunshine and lee side, all I got was turbulence and no stonking climb. Soon came into a nice big field for a safe landing and 13k! I was happy to fly but gave myself a stern talking to about decision making! Justin Needham won the day making goal after a 8 month layoff! Brett was just up the road from me.

Tuesday and all the winds gone, we sat on the Mynd and waited patiently for the sun (lots of spreadout), a couple tried and went down, then Rob Gregg took off and went up, those that could get off did and found a climb, I think about five got away with Gordon Rigg winning the day, the rest of us poor losers tried and plummeted to the bottom! In the evening I asked Rebekah what the forecast was for Wednesday, awful was the answer! I started to question the wisdom of comps!

Wednesday and the weather still doesn't look good, the lawley is considered, but we end up back on the Mynd, while we were rigging what light breeze there was blew at 90 degrees to the hill and the sky looked iffy! Nick set a 54km task to the Malverns, we waited again! I realized I had left my vario in the scoring room so scrounged one from Rebekah, someone launched and went up, not wanting to be left behind I got off as soon as I could, it was a good run to get in the air. I stuck with the climb and everyone else while I tried to make sense of the noise coming from the vario, the sound had quite a lag on it which threw me a lot. I ignored it and stuck with the gaggle that soon seemed to drop off until it was just Steve Penfold, a sailplane and myself. I was on top and managed to stay there while I got used to the lag. Steve flew off when the climb weakened, but in an odd direction I thought? I went on glide towards Wenlock Edge where I could see a rigid circling low; I came in about 300' above him found very weak lift then watched him land! I worked a 0- 0.5up towards the ridge and as we went over the top it finally unstuck, first decent climb at around 3up which only slowed as I got near base, I think at about 3000'asl. All the comp the skygods had been warning people not to fly to cleve hill, it looks like it should work but doesn't was the opinion! The cloud had spread a bit, the only sun I could see was on cleve hill with a nice cloud above, I ignored advice and went for cleve, I cleared the top by about 600' and into the sunshine, I thought I was down but a lovely leesider took me back to base which was now about 500' higher, I managed to cloud hop for a bit staying quite near base and taking every climb I found, drift was now taking me north east so I was crosswinding to stay on track. A quick glance at the gps showed 10k to go to goal, the other side of the malverns, no gliding in low then? I went for a cloud that didn't work, another that didn't work over brown fields now getting desperate with 8k to go, I found a weak thermal at around 500'agl and drifted in a 0 for several miles only getting a tiny bit closer to goal, it never did 'unstick' and I landed with 7k to go. Special mention for the day must go to one Luke Nicol (Marks nephew!) who made his first goal flight on his rigid wing, must be in the blood! Shedsy won the day with Dave Matthews 2nd and much to my surprise me 3rd, seems everyone else had landed! (well flexies anyway).

Gordon Rigg won the comp, Shedsy was second and Dave Matthews third, I came in 9th which I was pretty pleased with. I like comps again! Good to lots of flying going on round here too!



Teignmouth Lifeboat talk

Following Ivor being rescued from an inaccessible beach at Labrador Bay, it is proposed that we give a talk on our activities to the rescue services. Any help will be appreciated.

**Next Meeting** is on Thursday 25<sup>th</sup> July 7:30pm at the **Royal Oak, South Brent**.

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