



NEWSLETTER

June 2011

Well it's certainly been a glorious June if you are a duck. I was away for a week, but didn't seem to miss anything, and this time the overseas fliers appear to have had all the fun. That said quite a few days have been scraped in, particularly early in the month.

May Meeting minutes

Apologies: Tim, Andy F, Bob, Gordon, Colin J and Dougie.

New CPs

Congratulations were given to new HG CPs Sam Allum, Paul Cioffi and Trevor Harnett.

Kernow Visitors

Keen Kernow members would like a 'guided tour' of our better XC sites. Matt spoke to "Simon" and invited them to some of our events. New Chairman Steve Dredge wants to arrange some PG competitions.

Cox Tor Bash

Gavin Foster would like to arrange an Advance Demo Day which could tie in with another BBQ and fly-in at Cox Tor. Matt will monitor conditions to call the event.

Robert Greenwood is still the Advance agent for the area, so please don't contact Gavin directly.

Dougie commented that Tim Pentreath is also an Advance agent (see <http://flyaszent.wordpress.com/about/>).

Olu Deniz trip in May

Julie & Mark, Mick & Lyn Boarer, Andy & Trish Holt, Jim & Anjie Saunders, Steve & Carol, (Coley). All reported a fantastic time (even Jim) with a day with a 4 mile glide over cloud before dropping down the side and back to the beach. Mick managed 8,000 ft, but still saw others above him!

No-one went XC as the winds were not suitable, although some local guides apparently knew tricks to get away.

Mark Leavesley CFI

Mark has been e-mailing clubs offering Ground Handling courses. This has raised some interest amongst members, but needs 15 people to sign up for him to come down. He is currently planning a training day for the Condors, but no details on their website yet.

Struddicks

25th May was a good day for the Hang Gliders Sam managed 500-600' ATO (no alti) and had multiple take-offs and landings. Mark N recommended trying 10 circuits for practice to get ready for the Laragne trip. Bill arrived later but took plenty of photos.

Unfortunately we then received a complaint about low flying, even though there were no PGs and the HGs all looked to cross with plenty of height. As Sites Officer I have since visited the Sanctuary and asked that they call me in future and try to identify the colour scheme of the 'culprit'. The apparent eyewitness wasn't there when I called in and they seemed to appreciate the attention, so hopefully that will calm things down.



Guest Speaker

Jeff Hoer came to give a talk on 'Flying Free and Powered in Western Europe'. Jeff is the Condor's Chief Coach has many years experience flying HGs, PGs and Microlights (with Mark N) and recently pursued Paramotoring.

Although Jeff has now gone over to the 'noisy side' and his talk was focussed on Paramotoring, everyone was enthralled by his presentation on touring the Iberian peninsular for 3 months. His photography, film and fascinating stories had us captivated and was one of the most enjoyable talks we've had for some time

June Meeting

A number of members will be away on the Laragne Trip, but Matt has offered to give some advice on Alti/Varios following recent requests. Matt suggests that pilots bring their own manuals with them for cross-reference to other models.

We should also have time to show any interesting [flying] videos/photos members would like to bring along.

July Meeting

Hopefully we can have some presentation(s) from those who've been to France and Spain this month.

Other News

Reserve Checks

For those who haven't seen the video, Neil's lucky escape is a reminder to check all pins and Velcro before taking off. <http://www.youtube.com/watch?v=XkGtRevnlJE> . [I recently made a pre-flight check (before this video was released) and found both pins were out and only the Velcro holding the chute in].

'The Mighty Wessex Bash 2011' 5th – 7th August

I stumbled into one of these a few years back when I turned up at Bell Hill and had a great time (didn't have a ticket to stay over) so if the weather is good it's worth the trip. Details on

<http://www.wessexhgpg.org.uk/bash11/bash11.htm>

Joint Services Tandem Visitors

We have a group of Joint Services Tandem pilots (lead by CFI Paul Farley) coming down for a couple of weeks from the 20th June, they will be based at Chivenor but will be brushing up their Tandem skills on our coastal sites.

Mike Gadd goes Sail Planing

Mike has announced he is giving up converting from HG to PG and instead is going to the senior service – Sail Planes (which he's done before). As a consequence he is selling his kit (see For Sale below). We wish him well finding the money and maybe see him in the sky sometime.

Dodgy geezer on the hill!

A message from Barney Andrews, North Devon Club.

"We had a slightly concerning individual turn up at Woolacombe the last flyable weekend we had, and one I think perhaps you guys should be made aware of.

He called me a few days prior to turning up in Woolie and was enquiring about training etc. I did the normal and pointed him at the BHPA site for info on who to train with. He did give me his name on the phone but I confess I have forgotten it. He is from your neck of the woods though; perhaps Chudleigh is what he said? Anyway - I finished the phone call explaining that once he had completed his training he would be able to join a local club etc.

We were all stood on the hill waiting for a 30mph gust front to pass by when this guy appears (at this time I didn't realise it was the guy I had been on the phone with a few days before) he had a glider on his back and began asking some really poor questions i.e. "why aren't you flying - I had hoped to see that" he was met with the answer that the wind was blowing at 30mph and it would be suicide to launch.....then he asked "if your flying at someone who has right of way?" At this point we asked if he had done his training, as it was fairly apparent he hadn't done any. He explained he had done some training in Bulgaria and was in need of signing off in this country "would your club instructor do that for me?" urrrr no - mainly as we don't have one.....He turned up with every intention to fly and had we have not stopped him he would have raised serious safety concerns for everyone in the air. He left shortly after we explained he would not be flying.

All I can say is he will stand out like a dogs dangles, blonde type of pudding basin haircut, spoke a little slowly (almost as if a mild mental health issue was present) Late 20's, tall - maybe 6ft, skinny build. He was driving a green Vauxhall Astra. We had no doubt that he would have thrown himself off a hill nearby, but I figured if your aware of him at least you could guide him as we did.....

Robert Greenwood's Appeal Rejected

Robert Greenwood has had confirmation that his appeal to the BHPA has been turned down, it's unclear what he's going to do with the school or his future in the paragliding world but he has some of his equipment for sale, most of it nearly new including a tandem wing. The items were on [eBay.http://shop.ebay.co.uk/alchemy_m/m.html?_trksid=p4340.l2562](http://shop.ebay.co.uk/alchemy_m/m.html?_trksid=p4340.l2562)., but I suspect this has closed.

Other [UK] Flying News

Friday 27th May Colin B went to Cox Tor:

So I take off around 6:45 and it seems like I'm going down straight to the van when the wind picks up and some scratchy soaring becomes possible about level with the top, I take a couple beats of the ridge finding the best lift over the ridge at the southern end. The lift is sweet and smooth, but, I had plans and couldn't contemplate getting away, so turned north from about 350 ft above the top only to find zero penetration. in fact I was going backwards over the rocks at the Southern end and losing height fast. Fortunately once near level again with the top forward speed returned and it was almost possible to get back to the road. An odd, but very enjoyable little evening flight of no more than 20 mins.

Wednesday 1st June Editor was at Freathy:

Didn't get to Freathy 'til gone 1pm. Found Martin & Michael (HG's) taking in the overcast views of Allen W scratching below t/o in about 10mph SW. Prediction was that it was dropping sooner than expected so rigged for some G/H at least, however couldn't even get the wing to stay above my head. Reckon it was 6 - 8mph going WSW.

Allen scraped into the lower field opposite gate and reported **no lift by monument**, but had to work the bowl in front of t/o to get back in. I checked Polruan and it had gone NW and dropped to 2kts! The others therefore headed home.

I played on and decided that if I could get the wing up I would do a top to bottom onto the well-exposed beach as I had an hour to kill before the Dentist's appt. When a gust did come (2pm) I had to quickly walk the wing off the cliff to keep it inflated and needed some brake to clear the barbed wire fence (no traffic). It took 3 beats of the bowl to get back up to level with t/o. Wanting to land near the bottom of the cliff path I then headed left past the monument with the vario getting increasingly excited. Instead of sinking to the beach I was quickly at 260' ATO heading on up. Realising Plan A was a failure I pushed out to sea holding 200'ATO and back into a moderate WSW headwind until level with t/o. Worried that a quick switch to NW might leave me unable to get back in and in rotor below t/o, I landed after only 10 mins in almost nil wind just behind t/o.

Decided to have lunch and monitor when it switched, it was still light SW at 3pm. Getting to the ferry it was blowingly moderately strong NW down the river. Curious, but nice to have the flight.

Wednesday 1st June Simon was at Woolacombe:

Good day at Woolacombe Wednesday, Les & I got to the top car park around 13:30, wind was off to the south a bit & blowing top end + for PG, a few of the local were waiting, what's new. Richard gave us a great site brief and heads up and was a star all day with help, a big thanks there. Pete & parents arrived later with 2 HG's, rigged and got up at once. Although it was strong, not a lot of lift around for the whole day. A couple of visiting pilots and a few more locals turned up (8). When it dropped a little to a more manageable speed I got away. The wind was off all day, which affected lift, although some of the locals got off the hill a bit further. Finished with some GH practice in the back field clear of the wall, so good time to give the A & C risers a good go, works for me.

Thursday 2nd Robin Mog went to King Tor:

Not much wind at King Tor today but it was quite thermic. Mat and I took off around 1pm and climbed almost immediately to base (about 2200' @T/O) and with hardly any drift, but there wasn't much to crow about for me as I went

on a glide, didn't find any more lift and landed in a bog near Postbridge - luckily the bog was virtually dried up due to our recent drought. Mat sneakily hung back and then avoided the sinky areas I'd found and after a couple further good climbs got to the golf course at Tavy. To rub salt into my wounded ego, 20 mins later I saw Malcolm get a low save by the Warren House and then fly over me to also land at Tavy apparently with 2000' to spare. The sky seemed to improve as the day went on though Ivor said it got really rough at T/O. He and Sam flew back to the cars. Innes had got away earlier and also got to Tavy. We all had a celebrational pint at the Warren House - at £3.80 a pint you can't afford much more than 'a' pint now!

Mat added:

It's a good job the thermals were good, pulling the wind onto the hill as they went through. I got there shortly after Malcolm, Ivor and Innes, you had to time your launches well and there were a few sweaty walks back up and time on the deck waiting for it to come on. A few thermals came through and we were getting higher all the time, Innes found the first decent thing to come through and quickly took it up, I dropped out the bottom first then Malcolm a few hundred feet further up, Innes rode it to base, played around to the north for a while, then shot off downwind.

I stopped for lunch when Robin turned up, then we took off straight into a whopper, we were circling lovely together for a quite a while, we lost it a bit before base, I stuck around in the blips trying for those last few hundred, the drift was minimal, we were still over the top of King Tor!

Robin gunned it downwind towards the pub! I got another few hundred feet, climbing a little up the side of the cloud and jumped on the bar downwind, heading for clouds, Over the plantations I was constantly topping up and was hoping for Robin to catch something to come back up and join me, but saw him land safely around Postbridge.

Lots of little bubbles kept me floating around the halfway to base, until I found a good climb back to base around Beardown, more bubbles heading over Princetown, then I headed towards a big cloud. It turned out to be a big sink cloud with little reward! A few more bitty climbs had me most of the way towards Tavi and I shot onto the golf course to land once again, as close as I can to my house. Sadly this time I had to go back out to King to get the van! A pleasant pint at the warren house inn with all the boys and a big thanks to Ivor for the lift back to the van.

Friday 3rd June Peter Dixon went to Meldon:

Flew Meldon yesterday after speaking to Simon K. Came round more northerly but was still off and quite strong. Punchy and turbulent thermals took me to 200 ft ato but think the wind or my flying put a cap on it. 30 mins scratching but learnt a lot flying on Dartmoor for first time. Hope the day comes for that site with a NNE! Minimal carry and huge thermal generator.

Monday 6th June Robin went to Sourton:

Thank goodness for RASP! If you'd looked out of your window first thing, seen the cloud and it blowing a hooley, you'd never thought of flying but because RASP forecasted a pretty good thermic day, there was a reasonable turn out at Sourton Tors yesterday - Mark and Julie, Malc, Innes, Tom, Robin Mills and myself. It was a bit scratchy to begin with, not much wind and thermals few and far between. I didn't take off till after one but managed to blunder into some lift straight away which took me to 6 or 700ft but no higher. After twenty minutes or so Robin and Tom came up to join me but North of me. Suddenly Robin shot up in a thermal like he'd been fired by a gun - he must of got up 500ft in a couple of turns, he looked like he was spiral-diving upwards, Tom also got high over Corn Ridge. I went over to where they'd been but nothing - must have been a 20 second wonder - maybe a bubble. Anyway I continued north and eventually got a good climb to base over the West Okement valley - a good hunting ground for me. Base was 4000'@S/L - another correct prediction for RASP! On the way up I could see Fir Tor in the distance across the great expanse of the North Moor and it looked a long way and not a good goal for today so I pushed on to Meldon Quarry where I'd been a few weeks ago without success. This time, however, it produced a stonker - 8 or 9up all the way to base. The rest of the flight was a meander down the A30, quite rough at times, sometimes picking a cloud that worked, sometimes not. I got low just south of Cheriton Bishop and landed in a recently cut field by the road to Dunsford. I'd shared a lift with Robin so rang him for retrieve but, at the time, didn't really have a clue where I was. While I was talking to him a tractor and trailer stopped and a man and girl got out who turned out to be Geoff Brookes' dad and sister - it was their farm I'd landed on and not far from where Innes had also landed last year but rather heavily under his reserve! Anyway I switched the mobile over to speaker mode and Mr. Brookes kindly gave directions for Robin to find me. Then Jim phoned to say he'd seen me fly over his house and he was coming to pick me up. Retrieves are just like buses - some days you can't get them for love or money others they come in twos!

Thursday June 9th Jim & I went to Woolacombe:

A good day had by Mark A, and myself, Ill let Mark tell you about his flying , but if it were not for the piece of string attached to him that I had hold of he would probably still be in the air now , top of the stack all day and a good few hours ,,, Mark and myself left Okehampton around 9 am in the pouring rain ,, the coast looking very black ,, got to Woolers nice sky but no wind ,, My impatience led me to a slope landing half way down ,, It was

scratchy to start with small punchy thermals ,, As the day went on it improved and basically stayed on all day ,, some good thermal activity to be had for a coastal site ,, a most enjoyable day had ,,,



I added:

A great first visit to Woolers for me, the weather came good as we arrived, despite driving through heavy rain past Tavi and seeing dark Cu Nims all the way up.

Wind was light until after lunch. Only managed 2 flights (1 hr and 1hr 40mins). Tried to top land a couple of times, but air rules were ignored and in one example I approached from the S (ridge on right) and made a positive turn to go 45 degs into the hill, but one wing seemed intent on matching my moves until I had to take evasive action and head down-wind as my only option to avoid him. Later I set up 360s in a thermal and the same guy came in and then tried to cut inside me nearly touching wings and pushing me out. Perhaps as well I didn't top land or would have been having words. Never had such problems on our sites.

In general though it was very enjoyable flying, as you had to work the thermals to stay up and I was regularly top of the stack (400'+ ato) avoiding the melee below.

Saturday 11th June Sam ventured up to Westbury:

Had a fly at Westbury on the para sat afternoon, conditions not great, too far off to the west and only five pilots out, unusual for Westbury and testament to the conditions. Soarable at times with short thermic cycles and some big clouds passing either side of hill leaving a blue hole out front. Not enough lift to push out very far away from the ridge, managed 1200 before drifting to the edge of the danger area and having to push back to the hill. A poorly timed launch into sink and a slope landing into stingers low down on the spur. Conditions then got quite gusty with showers in the distance so called it a day.

Tuesday 14th June Simon went to Beer Head:

What a great site Beer Head is, had a good soar in front of takeoff before heading out around the stack, got around the other side but didn't tuck in close enough to the cliff and lost the lift, by the time I had dragged me ass back up the path the wind had picked up enough to get another flight in, top landed in the last of the sunshine before the clouds came over at 17:30. Only 4 there, couple of HG turned up and went home.

Wednesday June 15th Ashley went to Freathy:

Go to Freathy at 10:45, very clagged in and light, but appeared to be trying to clear. 15 mins later took off through the clag, across the road into the light. Visibility very good once in front of the orographic cloud and could see Rame Head and Looe.

Flew along with one wing tip in the cloud down to the Café and back a couple of times, then tried crossing to the west of take off. The air got rougher, swung a lot more southerly so I headed off to the beach. When I got back to take off, Mike Connatty was there, he took off into a strengthening Sw'ly and was hoovered up just in front of take off.

By the time I got my glider ready it was blowing 18+ , wind lines were very visible and white horses just starting to form. Called it a day, and Mike landed after a brief but good flight with full speed bar !

Went for a paddle and a surf at Portwrinkle on the way home as the clagg started to form on the hills again and lower

Received a complaint from the 'old car park attendant', the padlock has been left with the unlock code showing too many times recently. He was very good about it, would not take car park money despite it being offered.

Friday 24th June Mat went up Widgery:

Interesting flying today, I arrived at Widgery around 9, lightish winds and the sky was already looking a little gloomy. I walked up, nearly sacking it halfway as it had gone a bit SW. Sod it, I thought I'll have a walk up and at least fly half the way back.

At the top there was a reasonable breeze and it had come back west again, I scratched around for a while and was ready to sack it and go to Cox, so I glided out and got a bit of height, circled round and was having a nice time now, 100' or so ato. All the time the sky was getting blacker and blacker, so I went out and landed by Jim and Chris who were just starting to walk out. There were 3 others who I couldn't recognize from the air nearly at the top when I sacked it, one took off and seemed to be doing ok gale hanging a bit maybe.

So we went to Cox, where it was blowing south! with a bit of west at times! Ray and his brother Gordon were just walking up when we got there. I was first to launch into a lighter looking sky than earlier but was instantly rising quite fast everywhere, a little glimmer of caution was creeping in and I was mentally flying with big ears in already! The lift stopped soon and I was back down! We all had a little boat around and I sacked it around 12 to go shopping, had a few spots of rain on the way.

Sunday 26th I ventured out:

With a sunny SE forecasted I was keen to be out and loaded the car at 10am. However the web was giving mixed signals (fog in Whitsand, light in Start Bay) so rang around to find Dougie and Tom were flying at Maker, but soon was blown out. Found out Andy & Simon H were heading to Strete, but wouldn't be there until 12:30. They reported clear skies, but off to E. Had a chat with Bob and decided nothing better to do. Upon arrival (1:30) found others walking up, but no-one flying and no bloody spaces in car park (mobbed). Appeared light on the hill with it well off to ENE, but white horses out to sea! Bob & I weren't keen, although Andy did a respectable T2B. Some visitor HGs then arrived, so got distracted taking them to Beesands, although that end was in fog. It didn't clear so went back to Strete by 4pm to find that several had flown (including John Thorne quoting 1 hour!), but only over limited beat. By then everyone had landed, so went home.

For Sale

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/fmprod1_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 Meeting is on Thursday 30th June at the **Royal Oak, South Brent**, meet at 7:30 for 8:00pm start. 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,

SOUTH DEVON HANG GLIDING AND PARAGLIDING CLUB

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