



NEWSLETTER

June 2012

Well I was a bit optimistic last month suggesting that things were looking up as June swiftly turned wet and windy. Those who got away to foreign climes picked the right time to go. There were only a handful of flyable days locally and most of these weren't forecast far ahead, so there were lots of 'rearranged' days for the hardened flyers.

May 2012 Meeting minutes

Apologies

Brian Clavin, Colin Jones, Tim Pilling, Bob Moore, Colin Blagdon, Chris Bellamy.

New Faces

Stuart Cameron (paramotorist), Kian Elmhirst (PG – Nepal / Bulgaria)

Site Updates

Beesands (mainly an HG issue) – Robin has been speaking to the farmer, Mr Honeywell, because the back field has been planted up to the edges, instead of leaving a margin (it is sub-let to another farmer). He says it is still alright to drive round the edge to the usual parking place.

Andy says top fields are fully cropped, so no top landing. He suggested not taking the car up to last field, but park further back (at the gate). [Later update - Further to our discussion about the Beesands access last night, Simon Honeywell (the farmer who leases the fields behind TO from the National Trust) rang me back this morning and said that, as the sub-letting farmer hadn't left a margin around the edge of the field, it was alright to follow the tractor-wheel tram-lines around to as near to TO as poss.. He'd prefer us to do that rather than drive around the edge, flattening the margins. Obviously top-land in the tram-lines or as near to them as poss.. Hope this makes the situation clear].

Struddick – currently there is long grass (hay or silage) in the field, so recommended to park outside and walk around the side of the field (public path) to minimise damage.

Codden – The North Devon Club are concerned about crowding on site and poor airmanship. A workshop is planned to collate information from pilots and review recommendations for flying the site. They then plan to visit local clubs to talk over the findings.

Dartmoor Flying Club

Alan H and Mark N took their HGs for static display. They were treated to dual flights in the trainer, including thermalling and MN had 'spin recovery'. There was also a very impressive display from the Hurricane and Spitfire when they 'beat up the field' at 20' – 50'!

Flying Confessions

Following a very busy month, the following reports were given:

Olu Deniz – The 1st week was very hot and the thermals were not very good, but Mick and Mark N still had a good time. The 2nd week weather deteriorated, so there was more hiking than flying. Up to 34 members/families/friends were in the entourage. The North take-off still had snow on it and the plough had to be used to clear the road.

Sharkham point (Berry Head) – Mick had flown this earlier in May and it aroused interest from the old HG pilots as they used to use the site. It takes S/SE and has no bottom landing, so Mick ensured he was always flying over some land.

Saunton – David R took his speedwing up to Woolacombe, but found it off to the south. He described how to get to a site further down around Saunton, using a toll road, so he could fly the dunes there at 6' ato! A few other pilots knew the beach.

Guest Speaker Ben Old – First Aid

After many attempts to find a speaker, Ben didn't disappoint. He gave a fascinating talk with plenty of audience participation to explain best techniques for the injuries we might come across.



Next Meeting

The next meeting will be 28th June at The Royal Oak.

Agenda

8:00 Meeting Start

1. Intro - Alan 5 mins
2. Treasurer's update - Colin B - 5mins
3. Flight "confessions" - all guilty pilots 30 mins
Oludeniz; Austria; Wales; LCC; etc etc...
4. Safety matters - Mark N 5 mins

9:00 Break

9:20 Active Flying – Mat Allott (please bring your glider manuals)

Also possible further chase cam video - Colin Blagdon

10:00 Meeting Close

[UK] Flying News

Monday 4th June Editor was at Freathy:

It was cloudy inland, but clear at coast, so appeared to be sea breeze.

Shortly after I checked conditions, Bill N arrived from St. Agnes (15 min flight before N wind switched off). We then had nice flights in smooth air and increasing lift. However I couldn't persuade him to try a run to Freathy.

Phil B and Polperro Tony then arrived and had another flight in improving air to 300'ato. Dougie & Julie then also arrived from Cox Tor and flew the tandem. I landed and tried to talk Tony into a 'run', but during the 3rd flight lift seemed to ease, tide was coming in and so we all landed around 5pm.

Same day Julie was in Wales

I flew at Pontlotton on Monday. Lovely site and great to get in the air again. Wooooohooooo!!!
Now tracking way round UK hoping to fly as much as poss.

Saturday 9th June Alan was at Freathy:

I got there at about 11 after driving through rain showers to find Freathy in lovely sunshine with blue skies above & in front, & Colin J, Mark N, & Simon Fuller sheltering from the 28mph wind. Where did that come from? Max I'd seen forecast was 15kts on RASP. After a bit the wind dropped to 25mph, & Mark started to rig, followed by Simon, me, & Colin. At which point Colin spotted a squall out in front of Looe, & coming our way. So back into the van, & that's how out stayed for the next couple of hours as one squall followed another...

By the time it stopped we'd been joined by Kernow Bill, Patrick from the Condors, Mike Bond, & eventually Dougie & Julie... & others? The wind was now down to 15mph or so. Mark N launched on his HG, & Mike on his PG. Both seemed to be doing fine. I decided to finish rigging the Atos, while Colin J chose the quicker option & shook out his PG.

I headed out to Rame Head & a little way past the point & boated about there for a while in the light lift. Diving back through the sink was a bit of a buttock-clencher, & I arrived back at the main ridge about level with the top, but needed to stay well forward to avoid flying through the modellers' airspace.

Carrying on west I found the air over the rifle range to be very buoyant, & continued to gain height even though the cliffs dropped off. I didn't expect to get onto Batten cliffs in the wsw wind, but it proved to be very easy, cutting the corner with just a touch of extra airspeed. I could see orographic cloud forming over the cliffs & leading towards Looe, so that's basically what we did, climbing the front face of the cloud & above it to 1,150 ft or so amsl.

I couldn't get the whole way to Looe. Just past the campsite the line of orographic stopped, and there was a strange new line of cloud leading out to sea at 90 deg. to the coast. I thought that had to mark a line of rotor/turbulence downwind of the cliffs beyond Looe. I did try to push forward to connect with it, but met big sink & lots of turbulence so gave up & turned-tail & ran for it.

The return trip was an uneventful straight glide, very quick with the tailwind component. Strangely the orographic didn't continue beyond Batten cliffs towards Freathy, even though the lift did.

Back at Freathy the wind had picked up a touch & everyone had landed. As I packed up Mike & Dougie launched on their PGs, & Patrick had a couple of flights to tune a turn out of his HG.

And last but not least, Geoff arrived with his lovely new dual HG & showed us how nicely it flew 1-up. A strange day, but lots of flying done on PG & HG - probably 5 of each? Nice to snatch a bit of flying in this cr@p weather.

Geoff added:

I got to Freathy at about 5,30. No rain and a message from Mark Nicol said they'd been flying for quite a lot in the aft, most had gone home when I got there. It was quite light so I finally got to test fly big berth! (my tandem hg) solo I might add. No showers while I was there.

Sunday 10th David was in Wales:

Had an epic weekend; speed soaring Rhossili then today speed flying in Brecon. Here's a vid of today; I hope it goes a little way to show some of you why I do what I do!!

<https://vimeo.com/43786226>

Wednesday 13th Julie is up in the Lakes:

Still on my tour of the north and managed first flight in the Lakes yesterday after period of non-flyable days.

Made contact with Gordie, great to see him again and also means can see sites not in site guide.

The site below is Clough Head, approx 4 miles from Keswick. Nil wind, forward launch (Turkey practice very handy) and landing area was 180 degrees round hill to left of take-off shown. Great to be in the air again and scenery is awesome!!!



Wednesday 13th June Bob went with Mick to Sharkham point:

I just went down to Sharkham Point with Mick B (didn't take my wing.) Mick had a couple of good flights, best ever flights there, getting over 500 feet ato on the big cliffs towards Mansands. Said he crossed the beach and got back too. The gulls here aren't used to paragliders so a couple made a bit of a racket when he was soaring, then they joined him as did a peregrine.

Now I've seen Mick fly it I might be brave enough to give it another go sometime. Best direction here SSE but not a lot of bottom landing. Mostly zero. (I nearly ended up in the sea when I tried to fly it a couple of years ago, but it was stupidly way off at the time.)



Same day Jim McD was at Labrador Bay:

Got to Lab Bay at 5:30 and there were 3 gliders up (Tom, Robin Mills, Jon Thorne) with 2 of them over Babbacombe, 10mph SE. I took off and Joined Jon towards Maidencombe and we then joined the other 2 over TQ golf course and went to Babbacombe too! After an hour or so we decided to cross the Teign and see how far we could glide, leaving the Ness with 300ft ATO. We were getting closer to the next cliff but I was losing confidence in reaching it with enough height so I picked a landing, lost some height and got my feet down.....only to see Jon overtake me and head straight to the cliff.....so I followed the hotels and the church maintaining enough lift to reach the cliff also. Jon's not having all the fun. Loads of lift on the cliff (considering the light wind) with the wind being straight on so we got to Holcombe. Amazing flying above the trains, and above new terrain. Robin followed later but didn't quite make it past the beach despite trying to soar the railway promenade. 7:30 and we landed on the beach by the river after gliding directly over Teignmouth. Amazing! Of course no one had a camera! Robin reckons we are the first PGs to jump the gap.

A chap came to chat with us who has flown microlights and has been a skydiver and he said he will contact the club about trying PGing.

Tom landed safely on a beach near Maidencombe after losing height, only to be swamped by the Coast Guard from all directions because they had a call from a fisherman to say a PG had crashed! I think they were all laughing about it after.

Ian and Ed were still flying when we went to the pub at 8

Editor added: Sam and I had several flights at Struddick that afternoon and were pleased we did better than the crowd waiting at Freathy for the wind to go SW (it didn't), but nothing as good as the Lab Bay crew.

Sunday 17th Richard was at Freathy in strong wind (with parawaiters):

Brilliant days flying on the Zion 19 .It was good to be able to travel some distance in each direction rather than stuck on a small ridge. I must say those hangey boys don't half bomb about. Look 1 minute and there miles away ,next they are right next to you.

Richard

Monday 18th Editor went to Freathy

With few good days this month a significant crowd appeared during the morning with both PG and HG. It was SSW and Ivor had been there early and already had 40 mins when some of us arrived from Torpoint ferry. I managed an hour's flight before stopping for a snack, but the wind then picked up making take-off difficult (we got Jon Thorne off with a push).



Other News

Geoff posted a brilliant report on his experience at the British HG Open comp back during May Bank Holiday (for those who didn't read it on Yahoo) -

I was there for the five days from Friday and Keith came up on Sat and Sun to see what it was all about and get some flying in. Rebeka and Brett from the condors had very kindly offered me a retrieve!

Friday a.m. things looked pretty unlikely with low base, a bit of drizzle and a easterly, Coady isn't a man to give up though so we all headed off to Ponltin where a task to Porthcall was set, we all flew around for quite a while, getting high(800' was in the wispies!) and low, it was pretty busy when we were low so I sneaked in on top. Once everyone was down it became clear one of the club class had gone xc. He made just shy of 10k so no task was activated but it was nice to blow the cobwebs out!

Saturday was looking better, still with a easterly so it was off to the Malverns, a 100km ish task was set to Landovry via a turnpoint to keep us out of the danger areas at Hereford, as we rigged the sky looked fantastic but Rebeka had warned of spread out round lunchtime. I was a bit later taking off than I usually would be, but conditions on the hill were great and I soon got nice and high. A really good

climb mostly on my own saw me at about 3000' as a bit behind the hill, I realised I would jump the start a bit if I went with it so pulled back to the hill where a lot of people were low. A thermal was going off and I had a birds eye view of all the gliders milling about in it. I had to wait until the lift came up to me??? I had about 500' on the swirly mess of gliders below. Strangely (or not?) Only about 5 or 6 of us left the hill with it, Phippsy was one of them so I was in good company. Once we got to base we set off on glide, the clouds had spread out a lot and there wasn't much sun on the ground. Fortunately we soon found a good climb which took us back to base again. After the next glide we were getting low near Hereford, I decided to hang about in a 0-half up little bit down sort of a thermal. I was weighing up options when I saw Phipps and a rigid who had carried on a bit further in a climb, when I got there they were just leaving, darn it! They pressed on and found a weak climb which I arrived quite low in, I scrabbled about for a bit but was drifting towards a danger area so had to bail out and land. Lots of people landed around the same area but Grant Cossingham made to goal first.

Sunday found us back at the Malverns with much lighter conditions it was a day to choose the time to launch carefully?! I missed the lead group launch not being able to push through the front, several of them went down and then the dreaded spread-out started again, shading the ground in front the hill. We waited and waited, the Rob Greg launched and caught a weak climb off to one side, I followed a minute or two later got two turns in it then a pg launched and I had to head out a bit to avoid conflict! That was about the only bit of lift about so I bottom landed. Brett launched a bit later and gave a master class in working a weak thermal way in front the hill, eventually getting up and away. About 10 mins after that the sun really came out and about 15 or so launched and got away. Keith launched and thermalled over the bl field for ages, eventually he was forced down but not for lack of trying! Rebeka very kindly took me and Marek back up the hill and we both carried up for a relight. Last take off was at 5pm so there were about 3 or four of us lined up ready and waiting, at 4,58 I broke first and with no more signs than some smoke going up to the north launched. I had a buoyant flight down with bits of broken light lift! Having watched me Marek and Johnny Carr took off and headed straight out over the showground, Marek got up and Johnny didn't! Not my day but I didn't bend anything so tried to be positive! Grant was again first into goal.

Monday was v wet and windy, quite a few people went home which is always a good sign, in the pub in the eve there was suddenly talk of, tomorrow looks good now!

Tuesday was a bit damp to start, wsw wind so it was off to the delights of Merther! It was pretty breezy when we got there but definitely flyable, a few concerns were voiced about going over the valleys behind in strong winds, Coady said fly to Gloucester and don't land in the valleys! Once up on the hill conditions were v good with nice strong thermals, I watched the first gaggle go deciding to try and be on top the next one and take the second start. Phippsy had said "take it steady getting out the valleys!" so I took each climb to base and only left when I was sure of getting another a climb. With the strong wind I was soon at Crickhowell and somehow increasingly on my own. Seeing two glider further on climbing I headed on out over the valley, the climb had either vanished wasn't very good or I couldn't find it! I drifted in 1's 0's and 1 down's hoping something would set me off, now over Abbergaveny at about 900' asl I was starting to get a bit bothered, Castle Meadows did not look like a inviting place to be, in the lee of the Blorenge in strong winds! Just as I was thinking about running away with the height I had and trying to find somewhere less nasty to land I hit a very small strong core, the air around was rough and I had to work hard to stay in it. The two gliders I had seen earlier came into view as I shot up and came over to join me. The climb suddenly slowed up as if it had been chopped up by a bit of wave or something, but we clung to for what seemed like ages until we got to base at 4000' or so, after drifting with it for what must have been 10k bottom to top I decided we would be out of the messy air from the blorenge so went on glide, the other two followed after ten mins or so, I had hoped we could work together to find the next climb, as it turned out I got a nice strong one back to base at 4200' now and they missed it! Now definitely on my I went on glide under a mini street and did 10k all above 4000'! Now approaching the Severn I got a bit low so headed into the sunshine to some fields and polytunnels finding a nice thermal there to take me over what I think might have been to forest of Dean. As I climbed I started to think I might make it, 20km to goal on the

gps and in a nice climb, I had quite a bit of cross winding to do though! As the climb weakened at about 3500' I thought I'd better leave it not being able to afford to drift in anything weak. I set off crosswind and found big sink, then a nice climb, this one also weakened at about 3500' but the little target on my vario said I would be able to make with 300m height to spare, goal was 10k so I thought it all sounded reasonable. Again there was big sink on the glide and I pushed on until goal was 1.5km away, only snag was I was only 600' asl and the trees were starting to look big, I had picked out my field to land in, kicking myself but wanting to land safe rather than crash! Then as if by magic I saw a buzzard cranking up downwind, figuring I could give it a try and still land safe I joined him, we went up in a small but perfectly formed thermal wingtip to wingtip which is always special, he was giving me funny looks though. As we climbed the distance to goal went up to 1.7 then 1.8k so I said thank you to mr buzzard at 2000' pulled the vg up nice and tight and glided to goal! Unusually I could only see two gliders in a field I didn't fancy much, right at goal I hit a strong climb which I should have taken to find a nicer field to land in, I picked one and lost my height in a quite a strong wind, but as I made my final approach the wind died right back, then I went up and forward then down and forward and landed with about 6 foot of field to spare! Lesson learned; don't land when a big thermal is nearby! Only 5 flexwings made goal, I was 4th fastest but lead points for the early starters meant I scored 5th, well chuffed, 10th overall for the comp (Phippsy was 13th!).

For Sale (also see club website)

Quick sale to £420.00 for the Aspen and £550.0 including the Supair harness. For the pilot moving up to a DHV 2, the Aspen to is a good pick because it is a DHV1-2 in most of the DHV tests except for collapses on speed bar and spiral dives. Give me a ring if you're interested.

Paraglider - Aspen 2 red and white, medium (80 to 100kg all up) still flying well and in good nick - it's had 140 hours of gentle treatment, 600ks of X/C flying (so not much scuffing about on TO).....For the sum of ~~£550~~.£420 ono

Paragliding Harness - Supair Altiplume airbag harness.....For the sum of £100.00.

Or both together for.....£600.00.ono

Robin Mogridge 0136472430 or 07980929535

I have not duplicated all Ashley's work, so please see our website for latest offerings and prices - <http://www.sdhgpgc.org.uk/>

Next Meeting is on Thursday 28th June 7:30pm at the **Royal Oak, South Brent**.

Directions (roughly) are to go into the town centre from the roundabout on the old Exeter/Plymouth road. 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
E-mail: 44homepark@supanet.com