



NEWSLETTER

JUNE 2013

The Editor will keep it brief this month as he's still packing to head off to the Zillertal tomorrow!

May 2013 Meeting

Apologies: Tim P, Colin B, Brian C.

New faces: Simon and Maureen Fuller – Simon is an HG pilot and is going on the Zillertal trip.

Devonport repack – Andy F gave feedback on the event reporting no major problems and was pleased to see several new members attending. Donations are requested to the Devon Air Ambulance.

Kernow Site Guide – Darren is requesting a password for SD members. He will pass this to **paid up** members when it is resolved. This is likely to be changed every year to control access.

Safety – PG pilots at Freathy (Whitsand Bay) are again requested to avoid kiting their wings on take-off if HGs are flying. The HGs often come into the field relatively quickly and if they misjudge their approach need room to 'fly through' and go around again. This is a site with limited room to avoid each other, but it can equally apply at other sites, e.g. Struddicks.

Robin Mogridge reinforced some general concerns when he said this has been the coldest spring in 50 years and led to some of the roughest thermal conditions he can remember. If you are feeling wary, try an evening flight when conditions tend to get smoother.

SIV – David and Malin reported on their SIV course in Annecy. The weather had been terrible, but they still managed to complete the course and enjoyed it.

Radios

Ashley gave a very interesting talk on the use of radios in the UK and abroad

2m radios that we commonly buy for flying are basically illegal in the UK and even on much of the continent, but Ashley explained a number of options open to us.

VHF requires licencing which few want to undertake, but be warned that there are people out there, including 'Ham operators' who may report you.

Julie & Evan use Walkie Talkies – these are legal and actually work quite well over short distances. You can buy them at Lidl for as little as £20.

PMR446 UHF – Ashley is now recommending trying these. They are relatively cheap, legal and some are dual band with 2m. Range is basically line of sight.

Alpine Flying

Alan gave a preparatory talk on flying in the mountains where the scale can catch you out, as well as the hazards of Valley Winds, etc. which put some people off!

Next Meeting

Agenda – 27th June 2013

Meet 7:30 in the bar

As several members of the committee and club will be at Zillertal, at this time it is proposed to have an informal gathering in the bar this month to tell tales of epic flying.

[UK] Flying News

Sunday 2nd June Colin B got away from Sourton:

A sweet flight, again I ran out of energy and gonad fuel long before I ran out of land or height, maybe I need to work out or find out what Dougie eats for breakfast?

Took off alone, late from the ridge, drawn out by a cloud street forming and a buzzard circling in front. Straight into very energetic air, no beats of the ridge, just straight up, didn't turn for 2 mins or so, then began to circle. The air was choppy, many pilots had done the flight of wisdom to the car park, but, by the time I took off I think the air was more manageable.

Stunning scenery, saw a sailplane near the Brentor club about 1000ft below, then at my height a Navaho 6 seater passed within 500ft waving and tilting his wings to acknowledge my presence.

For a time I was on a straight glide to Saltram house but picked up a very, very energetic low save, over the Plym, but, I'd had enough by then and decided to "can it" from the top of an unpleasant climb burning off a couple thousand feet to land.

Be forewarned, if like me you like to land out at a pub and you choose to land at the Lyneham Inn, maybe it's not such a great idea. It's so close to the power station and the massive solar array, which I'd never seen before, it can be challenging to find a field free from powerlines! But I was desperate for a pint so.....

Monday 3rd Robin Mog went to King Tor:

King Tor worked today, but only for Robin Mills who got to Tavy where he met the sea-breeze front and landed at Kelly School. Very slow, he said, after Two Bridges. I've hit a rather barren patch, XC-wise, and couldn't connect with any decent lift, but after the wind went to the east, I spent an hour or so "speed- flying" in the wave from the up-wind Tor and kiting up the slope when too low. Quite good fun but knacker, so it was a very welcome pint, Robin bought me in the Warren House after I picked him up. The good thing is my kiting is getting better.

Tuesday 4th Graham tried Beesands:

Enjoyed a 38 min flight at Beesands with Roger D today (he flew for longer). The wind was quite strong first thing but eased off lovely for my first proper flight there (did two top to bottoms on my last two visits). The forecast was for the wind to drop later so decided to land just in case after enjoying some great time in the air. Had a cracking take-off and landing.

Wednesday 5th David went back:

Beesands was bang on and 12-14mph. On my own with my revo2 26..then caed & robm turned up (caed on tandem for friend). It was lighter than expected but very, very happy with the revo which kept me above take off at least...it will work well in top end conditions.

The last bit is best: third flight i slipped on take-off and aborted, took off again and felt something strange around my legs...I had slipped in cowshit...serious cowshit...all over...my legs, shoes, socks (in shorts) and totally caked all over my harness.

Monday 10th Billy Wiz Graham tried out Strete:

Had a great day today, two flights at Strete, love it there, love the take off and huge beech for landing, and there was plenty of lift all around.

I turned up and Michael, Mark N, Roger and one other were all in the air. Richard also turned up later.

It's been flyable all day, Michael is still up and someone else is just taking off, not sure who it was, with an orange wing. Wish I could have taken off again but have plans this evening.

David added: 'twas myself, dashing in from work. Just a lovely session, boating - went further than ever over to the house by Blackpool sands and then a few deep 360's and some deepish s turns (ie beginner wingovers but not wingovers!)..then back to top up for more.

Michal had been up for ages - 4 hours all in the day I understand..

Same day Mick was at Sharkham:

just had an amazing flight finished work at four home for my wing and in the air by 4.30 normally I get to fly here on a sea breeze which is a little too southerly so today a true s easterly. Took off straight into lift headed for bigger cliffs of Southdown; even better now 156 metres ato got to try mansands a long into wind leg but with

that height no problem now on longsands cliffs over scabbacombe beach next hurdle was too much got low and get rotor so back on the cliff get some height back over mansands now 176 metres ato what do I do now? I know, go the other way so made it to the tip of berry head, but would not have made it back st mary bay to big so landed in my ground handling field at berry head.



Sunday 16th Darren went to Strete:

well that was my first day at strete, and although it's a nice site I didn't get to explore it well due to what seemed to be a gradient wind , it was very strong at altitude, i got a chance to try my new harness which is extremely comfy but I'm currently have difficulty hooking my foot into the speed bag, so I take off fly along the ridge to get height and then use a hand to help get into the harness, which seems to work, I think either a few minor adjustments and maybe take the ankle stiffeners out of my boots may help to get my foot back to hook in, any way luckily im keen to get things set up before i fly and made sure my speed bar length was carefully set up before hand (in fact it may have been slightly on when taking off so have adjusted by a couple mm) as flying along the hill was fine but when you got to the cliffs and the house to the left there was no problem getting lift, but full speed bar was required at height, i was at 500 ft pulley to pulley on the speed bar, above the shore line and was not making much if any progress forward, but at the lower levels it was fine you just needed to push out and stay low, roger got to around 1000ft and was getting blown back at stages but all managed to get back out front and descend safely, those there where , cad (but only for a short time as he had friends waiting for him), Roger,Richard,David, Alan h and myself, was a very good day with a mixture of on the hill para chatting and flying and one short drip of rain that lasted 5 min halfway through the day but apart from that it was nice and warm, my second and last flight was short , took off went to the left and remained hanging out of my harness until I had enough height to faff around getting in to it, but never got the height instead spent a couple minutes with the wing scraping past the trees to the left of me while walking across the tops of the ones below, but never did get the lift and ended up on the beach with roger doing the same.

Alan added: As I drove over Roger was in the air and very high, but from TO it was clear that he was struggling to avoid getting blown back, & just managed to inch his way back to make a safe landing.

I launched after a shower had blown through, and the wind on the hill was light & smooth. I would say that the direction was now off to the S slightly, and crossing the bowl was "interestingly" rough - more so than I've ever known at Strete. I didn't find proper lift until the far side of the bowl, just before the house, and then it was an elevator ride up and clear of the trees.

Just like at Beesands that day there was an evident shear layer, with rough air below & not much lift, and smooth air above with steady lift, but wind increasing rapidly with height - very wave-like conditions. I ran out of hands-up forward speed at about 700' ato, still in good lift, and needed to bar it out and down. If only I'd got the Atos! I was thinking of Mark Nicol's tales of climbing out to 1,000ft & crossing the Dart on his HG many years ago. This would have been a good day to have a crack at that, with the right equipment.

I had a play with climbing out & staying forward of the hill for a while & at one stage was stationary vertically & horizontally for so long that my vario decided I had landed & turned off!

Eventually it was clear that the wind was picking up too much to continue flying safely, so it was a case of fly out & down to land. The shear layer was very apparent on the way down again, and the air became quite rough even well forward of the hill.

Same time Mick was back at Sharkham:

Sharkham much the same; as soon as you get onto southdown the bigger cliffs wind much stronger at height needed big ears and full bar to stop me going backwards - a short twenty minute flight mostly taken up trying to edge along back to take off field. Had other landing options but didn't fancy the walk.

Friday 21st Sam went to Carbis Bay:

Took the hanger and para to Carbis, via Perran where many were flying paras. Simon f was rigging HG but number of paras up at fairly low alt gave me reservations about launching. Phipps was up at Carbis on the tandem HG so headed over. Rigged HG as Phipps landed walked to launch got the glider balanced but felt no lift, the wing would not really inflate no gulls, no beach so decided not to launch. Paras Launched so i got mine rigged and got to launch just as they started to get pinned. This then set up as a pattern for the next couple of hours which was rather frustrating' wanted to fly the hanger but with no beach was not keen on getting caught out in a down cycle. Was just starting to get rather miffed with conditions and lack of confidence to commit launching into a lifty slot. Thankfully about 15.00 wind lines stated to appear glider felt good at launch so had an hour in lovely smooth conditions 460ato. Tried out XCsoar on my HTC desire Velcroed to the base bar. It worked very well the shadow cast by the wing meant it was easy to see the screen (it's right under your nose as well). Had a great flight in abundant lift, played around with stalls, 360s, sort of wing overs and pulling speed track log recorded a max velocity of 80kph still amazed and exhilarated by speed a hanger can do. Then forgot to let the VG off when landing had my first experience of ground affect almost flying through a landing area which is probably the biggest out of all the Cornwall sites not so clever.

Same day Nick Bubbs was holidaying at Whitsand:

I was on the last day of my holiday on Friday. We were staying in a Chalet on the cliffs of Freathy. I saw the window of opportunity on the forecast on Thursday night. The beauty of staying on Freathy is you can fly as soon as it comes on!

It came on about 9.45am ave 14 to 16mph. I took off on the Polhawn take off and had a cracking flight out to Rame Head and then down over Freathy. Flew over our Chalet and waved at the missus. It was always more to the west but I could easily fly as far as the bungalows on Freathy and out to Rame head (As far as the coast guard station). I packed up around 12 noon with it still bang on. We went to Cawsands for lunch and we got back to the Chalet about 3.30pm and I could the tell-tale white caps where just starting to show.

Monday 24th Michal was up at Sourton:

A bit coming and going condition. T2b after first take off. I needed to wait for stronger wind with 2nd start. As long I was above t/o I was fine. After 45 mins I did not maintain my height well enough and gone lower too. There was no rescue for me and bottom landed again

Other News

Kark Sweeney has moved

Karl has asked that I circulate news that he has moved house from Landrake into Plymouth and is proposing getting out flying more (HG pilots). He is now in Stoke Village....

Apt. 4, 62 Exmouth Road, Plymouth, PL1 4QJ

Mobile 07899075033 (no land line any more)

Membership Fees

Just a reminder to everyone who is overdue paying their fees, if you pay us direct into the bank we don't have to pay either Paypal fees or the charges for Cheques so, if you have the capability to pay direct, please, please, please, do.

OUR DETAILS

SORT: 40-44-22

ACC: 31321536

Next Meeting is on Thursday 27th June 7:30pm at the **Royal Oak, South Brent.**

Mark Ansell, Newsletter Editor,

SOUTH DEVON HANG GLIDING AND PARAGLIDING CLUB

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