



NEWSLETTER

March 2011

February Meeting minutes

Apologies:

Gordon White

Jim Saunders

Mark Ansell

Paul Cioffi

Robin Mills

1 New Member Present

Jack Cadman – PG still in training

Air Ambulance

A letter was received from Devon Air Ambulance thanking the club for £347.58 contribution this year.

Repack

This is to be held again at Devonport School on 27/3/11, from 4pm – 8pm.

The cost to the club has been reduced from £84.60 to £60 thanks to Andy Guy who has a contact in the school.

Withnoe Barton/ Freathy

A reminder to members to NOTAM when flying this site. Especially during the Thursday “war”.

Met Training Course

An interactive met training course was advertised on the Yahoo group. It was felt that these would be a useful addition to club library and 2 copies at £15+\$1.50pp will be ordered.

Bob Moore also recommended the “50k or Bust” for the library.

Facebook

Bob Moore suggested creating a club Facebook page as it was a better place for members to put pictures and videos. Pete Dixon has already made a page but it is not yet published.

It was decided to continue with the Yahoo group with a link from there to the Facebook, since many members are not on Facebook.

Also a reminder to members that the Yahoo group is for flying related stuff only.

Members List

A members contact list is to be made with name, town only (not full address), phone number and email.

Dougie Martin will check all the email contacts on the current members list and then all members will be contacted about the list and given a month to opt out of the list if they so wish.

A new list will be made with each annual renewal.

Other Matters

Mark Nicol has been given some kit from the mother of a paraglider who had recently passed away (not flying related). The proceeds from the sale will be donated to the air ambulance. It includes a 5 year old Nova Ra (DHV2), harness, reserve, helmet, and a stuff sack. Contact Mark Nicol if interested.

The Chairman request that future meetings start at 8pm sharp as they are running quite late recently.

Future Meetings

March - Robin Mills to give a talk on parachute repacking.

April – an open forum on weather websites, members to show their favourite weather sites.

Future – a review of the sites guide, probably cover 1 or 2 sites per month.

Other News

2011 Repack

Andy and Robin Mills again ran a very effective training session on the 27th, with over 20 pilots attending. Thanks go to them for their commitment to our safety.



Spring Competitions

Colin has had to postpone our **Brass Monkey Competition** due to poor prevailing winds on both recent attempts to fix it. He still hopes to arrange a venue next month, when wind and tides permit. Details to follow nearer the time.

Frostbite Report: So a bunch of us crossed the border to do battle on the foreign hills... more in hope than expectation of flying, given the forecast wind speed. And boy, was it windy! Clocked at 25mph early on, and it got stronger. Phippsy called a ridge race; with no spot landing coz just landing safely at all was enough of a challenge! Nobody measured the wind speed at TO while we were flying - the answer would have been too scary, and might have put us off. Phippsy made a test flight, and demonstrated the landing approach - don't go back over the chalets, and hover at the back of the landing area until the general bobbing up and down eventually resulted in you meeting the ground.

Colin led the way for S Dev with a test flight that look very fast, before making a second run for his comp time. All the TOs needed a full ground crew to keep the gliders under control until aviation was committed. When I called release, the ATOS shot upwards like a cork from a bottle, and needed a fair bit of pull-in to get forward motion going.

Once in the air, the flying was actually very nice, with a bit of sea thermal about, and a few lumps and bumps to keep you on your toes when flying flat-out. Geoff demonstrated some very impressive tip-to-tip rolls on his T2. Hope he was wearing his Superman reinforced underpants. After the ridge-run I parked the ATOS over the headland at 500ft ATO with zero ground-speed and 30mph indicated airspeed.

MikeC chose to ignore the advice not to make a landing approach behind the big dune to the S of TO, and promptly got splatted into the long grass 20ft from where his van was parked. A bit more effort and he could have been his own bonnet mascot... luckily just a broken upright to pay for the foolhardiness, and the only aluminium sacrifice by S Dev.

At the end of all the excitement, Colin had clocked the fastest time of the day, but the handicapping system gave overall victory to Phippsy. Grrrrrr!!!

An amazing number of pilots turned out for a weekend that wasn't forecast to be that good - Pete Atley and a couple of others from the Mercian club, a few from Condors, and one from Sky Surfers.

A fine effort by the S Dev boys very nearly claimed victory from the Kernow home team, but not quite! Next time!!!

Alan H

Webcam/Windsock at Whitsand Bay

Martin Reed and Karl have successfully installed a windsock at Bayview Farm Campsite between Struddick and Millendreath. It is visible on the webcam

<http://www.looebaycaravans.co.uk/webcam2.htm> labelled 'Entrance to Bayview Farm'. The webcam is orientated at 160 degrees (SSE). For scale/reference the windsock is about 1.5 metres long, the mast is about 4 metres high and is about 30 metres from the camera. It's obviously some distance back from the very edge and will catch some rotor from trees to the east - but on a SE -SW day it should give reasonable indication of direction and strength.

The owner of the site, Mike Elford, helped us put the windsock up and asks only that pilots take some photos of his property from a variety of angles and send them to him. And obviously if you're planning on making a weekend of it at Whitsand Bay, pitch up at his place for the night and mention that you're a pilot (no discounts just good PR). His email address is on the website above.

Another campsite

There is a new campsite being established- looks like it'll be ready by early summer -literally 100 meters north of the Struddick Farm site. Rates are around £10 a night. Could be useful for a weekend comp/barbie/alcohol abuse event. Penhale Farm Camping - no. 01503 250 846 or 07834687849

Other Flying News

Many had a good start to the year:

Thursday 3rd March Jim went to King Tor:

Good day had at King Tor, just myself Robin, and Mick boarer. Was surprisingly thermic as there was a massive hazy obvious inversion. We figured we must have been level or above it. The thermals were plenty but small, tried leaving the hill for xc a couple of times but there was a ceiling just below 800 ATO. The nice thing we were able to fly along way out front, Robin says furthest his been out front, think we could have gone much further, just floating along in zeros, good for time of year, that was so nearly xc able, spring is coming :-). All three of us then flew back to the nice landing just up from cars, nice not having to walk. Jim

Friday 4th Mick went to Beesands:

Got to Beesands just after four some white water after ten minutes in air all cleared lovely sea thermals able to get over landing field with 500ft and easily back to hill but forty minutes of cold was enough so retired to start bay inn for pint and fish and chips

Saturday 5th Steve Orme went to King Tor:

Just got back from King Tor. Never been there before. Peter who took me decided to park near bottom landing and walk up. What a walk! It paid off though. Got to the top about 11.45 ground handled for a while then the fields below became visible. After two short soaring flights and top landing we headed off to the bottom so not a bad day for us. By the way thanks Peter.

Tuesday 8th Dougie was at Cox:

Myself, Jim, Chris B and Tom flew the southwest side of Cox this afternoon for probably an hour and a half.

I managed to climb out to around 900ft ATO but was too windy up top to take to base so left the climb. Climbs were strong and rough in places but excellent fun had another good couple of thermals but going over the back on the SW side is straight into the boonies so copped out.

Saturday 12th March went to Struddick (via Freathy):

When our convoy (Mick, Alan H & I) arrived, Polperro Tony was already there and testing a nice Southerly blowing around 10 knots. Colin J and Mike C joined us shortly after arriving and we all had an hour boating around / landing for coffee, although there was increasing West at height.

Colin B then arrived from Freathy and was in the air before I landed to speak to him. He clearly preferred Freathy, as he and Mike disappeared in that direction with us all shouting "you'll never make it back" - and they didn't even try. Last heard of in the Finnigook.

Next flight I found I was getting 400' ATO (only 150' earlier) so chanced a dash across Seaton beach, losing 200', only to find the wind had dropped and I was slowly sinking! Clearly I couldn't follow the gung-ho pair, so scratched for 10 mins before it switched back on, topping up to 180' ATO and I full barred it back across the beach into wind! Arrived at trees at 95' BTO when, still on full bar, my vario started singing nice tunes to me - most satisfying.

Alan, Jim and I stayed on to gone 4pm and made cloudbase - although only just after we landed..... Mark A.

Same Day Mike Gadd reported from Freathy:

I arrived with Sam at about 09:00 fully aware that the tide was in and made a judgement based on how other more experienced pilots were doing in the air and my own experience of the peculiarities of Whitsand bay.

I spent the first 1.5 hours doing my impression of GHandling with my new (well 2nd hand) toy and made some progress after finding Freathy TO particularly difficult with a PG in winds 12-14 SW. After getting some confidence and seeing others pilots in the air making ok height, and judging near perfect conditions, I committed to take off with my own plan of 'eventualities' as what I would do in the event that I get dumped towards the beach and without a Vario as I like to feel the lift (or sink) with the glider at my early stage of experience. I quickly gained 200-300 ft ATO and had lots of time and lift to play around with the glider speed system for the first time and also to get a better feeling for the new glider and harness combination. My landing was gentle in a good breeze but I'm not getting to the rear risers fast enough so I need get more experience here before I risk getting dragged. Second flight lasted about 3 seconds much to the amusement of Col.B when I took off and immediately got dumped into a gorse bush! After spending 15 mins picking the lines out of the GB I tried again with more scratchy conditions. I managed to stay ATO but only by 50-100FT this time, and managed a nice slope landing at the bottom end of the field - not my favourite place with rotor but ok in the light winds. Again I failed to collapse the glider quickly enough - more practice needed here!

After this the wind lightened further and started to go around to the S so I stayed put and spent another hour Ghandling. Others were still trying, Allen W went down without any drama for morning Tea in the Cafe and Sam tried again, getting low but managing to recover nicely for a TL.

Sunday 13th March Dougie had his first XC of the season.

Details on <http://dougieandjulie.blogspot.com/>.

Robin Mills also did well, leaving the same time as Dougie and getting to Dousland near Yelverton. Mark Helm also went in the group and landed at Willsworthy - apparently the range-firing had finished by then as they reported no red flags were flying.

Wednesday 16th Corn Ridge

Ended up at Corn Ridge with 8 other pilots - not a bad turnout mid-week. However conditions were rather light, so crowded in front of T/O. No major thermals coming through. Heavy inversion out front. Settled for only 20 mins flight.

Dougie and Innes had over an hour each on their performance machines (plus excellent piloting).

Nice weather to be out. - Mark A



Saturday 19th March Maker

Over a dozen pilots turned out for a glorious day of flying. In fact I [Editor] arrived late at 2pm, with some having flown since 11am, but still had 2 x 40 min flights before the air temperature got too cold and most had gone home.

Ended with a beer in the Ring of Bells, Anthony, leaving tee-total Mark H flying on until dusk! Not bad for mid-March.



Tuesday 22nd Bob was at Beesands

Got to Beesands at 1100 expecting no wind, so I could do a couple of practice forward launches and to my surprise it was 10 -12 mph very flyable, but off to the north. Flew 3/4 hr, 216 feet at best, till I got cold and landed. As I was doing a bit of ground handling Mark and Jenny turned up at the LZ, with new CP Les.

Had a quick warm up, and walked back up. And flew for a while with them. Wind a bit lighter now, but had another 20 mins, landed and did one alpine practice in the LZ field. Got over the LZ with loads of height after my first flight, still amazed by the performance of my new wing!

Nice pint of Otter Ale at the Cricket with M and J and Les in the super Spring sunshine.

And several more flyable days

There were more days at Beesands that week for PGs and HGs, as well as Monday 28th. Others went to King Tor before the Repack, so overall a good month for flyers.

For Sale

I am selling my **Firebird Matrix Medium (still available)**, DHV 1/2 as I want to trade up to a DHV 2.

I bought the glider new from Simon Murphy in July 2004. It's blue and white, still quite crispy, probably less than 60 hours, no tears or damage of any kind. I think its in very good condition. Of course it's old technology now and not as good as the later Firebird Grid and Spider. It would be a good, safe, first wing for someone new to paragliding.

I would like around £450.

Anyone interested? Mark Nicol 01753 896597 / 07773331964

Below is the list of paragliding equipment that I have been asked to sell.

The equipment belonged to a paraglider pilot who has recently died of a heart attack -definitely NOT paragliding. His mother phoned me last week asking if the club would want the equipment and said that she didn't want any money for it. I explained that as a club we didn't own equipment but that I could sell it and give the proceeds to the Devon Air Ambulance. She thought that this was a good idea.

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

Quick pack bag £20

please give me a ring if you are interested

Mark Nicol - 01752 896597

Next Meeting is on Thursday 31st March at the **Royal Oak, South Brent**, at 8:00pm.

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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