



# NEWSLETTER

## may 2012

Things are looking up. We had even better flying reports in May after a good April, so let's hope it keeps going. Some of the XC flying has still been rough, so I look forward to some more balmy thermals in the summer heat.

### **April 2012 Meeting minutes**

#### **Apologies**

Brian Clavin, Mark Ansell, Dougal Martin

#### **Treasurer**

Julie Stapleton has stood down as club treasurer after countless years of service. Colin Blagdon has offered to take over.



#### **New CP's**

Congratulations to Caedman, Tom, and John Browne who have recently gained their CP rating.

#### **Parachute Repack feedback**

The repack was reported to be success, Robin Mills having opened up at 7am and Andy Farrow arriving at 9. Around 25 parachutes were packed. Thanks also to Andy Guy and James Bull for their help.

Robin Mills voiced his concerns over some bridle connections to the harness which are inadequately stitched and should be replaced with maillon connections.

### **Dartmoor Gliding Society open day**

There was a reminder that the open day will be on 5<sup>th</sup> May at Brentor. Mark Nicol and Alan Hughes will be there. There are plans to do up to 100 launches for the public during the day.

### **Flying**

There were various reports of flying during the month including Dougie Martin's XCs from Corn Ridge to Plymouth and Codden to Horrabridge, and Mark Nicol from King Tor back to his house at Ugborough.

Julie Stapleton reported flying at Woolacombe and getting caught out in orographic cloud and escaping it on big ears and speed bar and only coming in site of the ground again at 50ft.

### **Codden Accident**

Phil Fouracre (Devon and Somerset Condors) had an accident at Codden on 15 April. Reports say he had a collapse followed by the wing going parachutal and spinning before recovering. There were then 2 surges as the wing recovered before impact, all over the course of about 4-5 seconds. He suffered back and leg injuries and broken ribs and was sedated and still in ICU in Bristol but off the ventilator he was initially on.

Alan Hughes gave an analysis of the day off RASP. The day was reported to be thermic and rough. The same day Dougie flew Codden to Horrabridge and Geoff Brook to Belstone, also Robin Mills, Tom and Mark Nicol got away from King Tor on the same day.

Alan reminded members of an old HG rule of thumb, if the cloud height(size) is more than 3 times cloudbase then conditions can be expected to be turbulent.

### **Next Meeting**

The next meeting will be 31<sup>st</sup> May at The Royal Oak.

#### **Agenda**

8:00 Meeting Start

1. Intro - Alan 5 mins

2. Site updates 15 mins

Beesands access Rob

Codden workshop Alan

3. Feedback on Dartmoor Gliding Club open day - Alan / Mark N 5 mins

4. Flight "confessions" - all guilty pilots 20 mins

5. Safety matters - Mark N 5 mins

9:00 Break

9:20 First Aid - Ben Old

10:00 Meeting Close

### **[UK] Flying News**

Friday 27<sup>th</sup> April Julie was at Freathy:

A few of us lucky paraslackers managed to get in the air yesterday in scratchy conditions. Guilty pilots were Alan ( with massive grin for how his hot ship Mentor 2 performance) ,Colin Blagdon ( my new sister-both beach landed ) , Colin Jones, Tim , Bob, Bondy, James, Martin Reid -just leaving as I arrived. Light, but lovely beautiful day in sunshine, with great company.



### Same day Mick found somewhere to play

Worked at home yesterday due to van in for MOT so could not make Freathy, cursing as I wanted to try my new (second hand) wing. So after getting my van back at five I went to do some ground handling around the corner at Sharkham point wing felt great wind southerly so took off and had an hour flying on a short cliff. No bottom landing, but about 220' to in lovely smooth air packing up about seven a great end to the day roll on Turkey.

### Tuesday 1<sup>st</sup> May Bob was at Strete:

What a great day, blue skies and sunshine and a great turnout. I must admit I wasn't over hopeful when I drove over, but knew that Tim and Kim, and Chris B and Jim Fish would be there so figured at the least it would be sociable. As it turned out it was flyable all day!

Light at first then picked up to easy soaring strength and then towards the end of the afternoon a bit light again. Quite a cold air mass so there were some bitty nice sea thermals here and there. I made Blackpool Sands a couple of times and at best had 540 feet asl. I pigged out after the recent famine and in two flights had over three hours flying, usually get a bit bored after an hour but it was flyable from Blackpool Sands to over the end of the road and the Lea. Plus had some good playtime.

Nice drink at the Starcross Inn for afters. Other skivers included, David Reckitt, Jim Fish, Chris B, Alan H, Dougie, Rob Mog, Simon Kiddy, Mark N, Tim P who was flying Kim on a wedding anniversary tandem flight.

### Same day Editor was at Maker:

Weather was not as nice as Strete and strong when Col and I arrived around 2pm. It eased to flyable speed after 3pm, although plenty of white horses had us wondering, and James arrived as we laid out (fighting off the frisky bullocks). Although take-offs were fine (actually easier than 'normal') the wind was off to the E at height and I needed full bar to penetrate to Picklecombe end, but had reasonable lift. Only James kept kicking the trees getting over there, Col's DHV2 found it easy.

The air was mixed with a lumpy layer up to 250' to, but then smooth above that. We were all able to make 400 - 500' to above Picklecombe (improved early evening).

Had 4 flights totalling over 2 hours. Bondy joined in later as the wind eased a bit and Dougie managed to get his double in having raced back from Strete. We landed and packed up after 7pm as the lift eased a bit and the cold & hunger set in.



### Wednesday 2<sup>nd</sup> May Darren went to Beesands:

Had 4 flights today 1 was a top landing 30 min , second bottom landed to get a bite to eat 15 min, third bottom landed to use the loo 15 min, and fourth bottom landed to go home 3min so had a total of just over an hour, always seems longer than that but vario/gps tells me the real truth. Julie, Alan H and Bob were a bit too late. They had a couple of very short scratchy flights and managed to get back to slope land, even top land one. All did a lot of ground handling though and it was a fab sunny day.

### Friday 4<sup>th</sup> May Mick was back at Beesands:

Arrived at Beesands about 11 this morning, wind on the NNE corner. Kernow Bill flying, Darren and David had a flight. I took off after twenty minutes flying on that corner found I could get into the bowl with lift. Two minutes later across Hallsands. Flew to the spine and back. Coming back across Hallsands Bill is below me but coming across Hallsands. Get back to take off, get some height and think I'm going back across. Got back across up to car park Bill now heading for lighthouse, so I am following him. We both circle lighthouse, come back for lift, circle lighthouse again.(All Hail Bill). Probably wouldn't have pushed out to lighthouse if big balls Bill hadn't gone for it. Went back stopped for lunch, GoPro captured some film but not over lighthouse.

So after lunch thought I have got to get this on film so repeated lowest crossing of Hallsands ever. Back round the lighthouse, hoping to have got on film, but when landed camera was off, believe batteries flat. All the day needed was the sun to shine and it would have been the perfect day. Darren, David, Richard and Jim McDonald also got some nice flights and time in the air. (BILL IS AGAIN THE HERO OF THE DAY). Mick

### Sunday 6<sup>th</sup> May Jim was at Maker

Well after thinking I had a wasted journey, Maker came good; bit top end, lots of bar to keep out front. First time I'd gone to end past hotel and round corner than out to sea a little. Although I'd got a little low down that end wasn't a problem as there was so much lift over trees so soon shot up again. A good turn out - Mark A , Tim P , Simon , Bob M , James B , Tom D , Dougal , Phil , and I think two others , Two fantastic fun flights had.



### Editor added:

Well with light winds f/c ESE - SSE James lured Terry and I into a detour to see the Rame t/o, which neither Terry or I had flown. It seemed bang on and reasonable strength, so decided to get the wings out of the car and try it. By the time we returned and laid out it was getting on the strong side. We got James to go first as he knew the site - "actually I've never taken off from here before" - ah! as he headed upwards. Terry went next and was ripped up unceremoniously. I grabbed a lull, popped the wing up nicely, took one step forward and shot up. Managed to fly the full length from Penlee Point to past the chapel (staying out to sea to avoid being blown through). After about 30 mins the wind seemed to be increasing and the landing options had to be seriously so I headed to where the power lines ended and came in over a ploughed field to find the compression wasn't as bad as feared and put down only going slightly backwards (muddy skidmarks).



We then headed over to Maker to join the parawaiters. It felt flyable on t/o but there were lots of white horses out front and I demonstrated flying backwards up the field twice before finally leading the way off. It was off to the SSE, but had 30 mins before putting down for a dash to Struddicks to get a triple.

We arrived to find it strong and still off SSE, but were able to launch and beat along to the left of t/o, but lift was not too good. After 20-25 mins it had gone more off so we landed and went off to the pub to celebrate an unexpectedly good day, although all the flights were hard work. It also marked James getting to 200 hours - well done.

### Tuesday 8<sup>th</sup> May David was up and down Hamel:

Well what an epic morning speedflying!

I was at Hamel Down, six flights on the Aska17. What makes me so happy is that these were the first flights since before CP and my speedflying skills have vastly improved (because of CP and general PG flying). Smoother launches, better smoother turns with outside brake use, much more confident at height (rather than wetting my pants I now enjoy it and use the height to get back to the hill further up), hugely enjoyable even when the last 2 flights went very thermic as the sun started to shine through the cloud.

I reckon Hamel is very soarable and thermic.

FYI Winds were 8 - 10mph at top to start, thermic gusts coming through to max 14mph.

### Same day Jim was at Freathy:

Can't believe my luck -Three trips to the coast in two weeks and three times flyable. Arrived at Freathy with Chris b, good turnout, Jim McD, Mark A, Simon, Darren, Colin b, James b, Kernow Bill, Hangy Martin. Was light and scratchy but good fun. Had to work at getting back in on top, Third flight I almost run down the hill only just clearing the fence. Wind picked up sudden and got quite strong. Most got off again just before it got too strong, and got some decent height, if a bit gale hangy, (forgot to mention my third flight ended on the beach for the walk of shame) - cracking day again.



### Saturday 12<sup>th</sup> May – the big XC day!

Graham Gilbert's report: Got it right yesterday!

Lift to Corn Ridge from John Brown...cheers mate! Decided I would aim for Central Park [*doing a Dougie as it is now called*]. Got away with the first gaggle of about eight, found myself alone after a short while, think I meander around the sky a little too much.

Lift and sink all over the place, but found more ups than downs for a change. Nothing better than seeing other gliders thermalling up all over the sky from the perceived security of base....

Landed in the park and had a two minute walk home. Sitting in the back garden with a beer I could see Dougie high over Plymouth. Walked back over to the park to chat with him after he landed in the rugby fields.

So Dougie repeated his previous flight, making 3 pilots into Plymouth from Corn Ridge

Jim McDonald's report: 35K. That'll do me!

Been waiting to get to the coast for years. People were commenting on the rough conditions but I must have been lucky, as my vario never went much above 2ms. Was lucky with the take off too as I was leaving the hill without even one beat along the ridge. What an experience watching Plymouth drift towards you and under your feet, I won't forget that flight for a while. Well done to the others who got there and everyone else that had PBs and good flights. I watched Dougie arrive to the West about an hour later.

Why can't it always be like that?

[Jim's photos below]





### Sunday 13<sup>th</sup> Ashley was at Polhawn:

A good 45mins or so at Polhawn, off to the South but no beach at Freathy at 11. Ivor T was already in the air, scratching around level with the road. Wind picked up and gains of 400-500' were to be had, until it got too strong by 1:30 ish. Wind continued to increase and go westerly..

### Same day Robin reported the moors were thermic:

After hitching a retrieve with the North Devon boys on Saturday who, annoying, had as usual gone further than me to the other side of Yealmpton, I paid my dues on Sunday by picking up Robin Mills from the other side of Exeter where he'd been grounded by the sea breeze trying to circumvent the airport. On the way back the sky looked fantastic and like he said, if they'd closed Exeter's airport instead of Plymouth's, a flight way up into Somerset would have been on the cards! Although the conditions at Chinkwell weren't much stronger than Corn R the day before, it's a much less user-friendly T/O and I decided not to risk flying (whimp that I am), especially after watching Robin's first attempted TO resulting in him being dragged head first into a lump of Dartmoor granite. Several did though and luckily there were no further incidents, as far as I know.

### Wednesday 16<sup>th</sup> Editor was at Freathy:

Went to Freathy around noon to keep Darren company, but thought no sea breeze as cloudy and cold. Wind picked up enough to g/h so laid out but was startled to find wing trashed as lazily pulling up. So took off into good lift and had 30 mins with Darren, but getting stronger so landed as I thought I could see a gust line. Sam and Terry arrived and got off with good height, but Tom, Malcolm and Col B found it too strong on t/o by the time they arrived [I think they did fly later].

### Saturday 19<sup>th</sup> Editor was at Struddicks:

Arrived 1:30 to find Colin J flying, but he had visitors with him so had packed by the time I launched. It was light and only got 40-60'ato to start. Phil and Tom arrived so I landed after 15 mins to warn them, but they launched off into good lift and when I followed found it had improved and got 100' ato (and 70' bto at one point). However soon it eased again, and off to SSW so crowded to right of launch, forcing us down. Sam arrived in time for a short flight, but Chris N found we'd all landed. Nice day and at least it was warm with thermals over the trees - felt more like summer.

### Monday 21<sup>st</sup> May David went to Sourton:





Frustrating day, got off Sourton just fine but eventually bombed when the wind died and I didn't make use of the initial height I gained. Then the sky cleared to give gusts from 5mph to 20mph!! Many PG's parawaiting, some got off, interesting to see some shoot up vertically 100ft and then stop so suddenly they almost seem to hit the wing!!

I had the 19zion with me - on the drive back I was thinking I shoulda launched into the gusts (they were 10 minutes long and steady), have a quick speedflight before landing during the lulls and then go again. Ah well, another 'experience' lesson I suppose.

#### And Wed 23<sup>rd</sup> he was at Freathy:

YYYYEEEESSSS!!! At last, a decent flight at Freathy today. Took a chance - so did Mark A and Colin B. Woohoo - swooped them chalets!!

Even better - the 2nd flight wind went right off so ended up on the beach to be surrounded by a bevy of beautiful girls asking all sorts!! Hah hah!

#### Friday 25<sup>th</sup> Mick went to Beesands:

Finished work early today so watching Froward looking strong, but from about twelve dying down. One o'clock headed over - 10 to 15 mph on the hill; a bit gusty, but wait for a lull. No problem - two beats 150 to 200' above take off going backwards and thrown around in gusts. Needed full bar to push out of it. I've had this before on a NE, but only in winter. The strong wind seems to come over land and rises, so at take off it's fine - no white water. I had another flight an hour later 8 mph top to bottom, but thrown around in the gusts, so retired to pub. A good day to be on the ground.

#### Monday 28<sup>th</sup> Bill N was at Struddick:

I was in the air at 9.30. 15mph at launch but must have been about 22mph at 200' ato. I easily got to 360' ato and had to use bar to get out over the sea. It only lasted like this for 15mins or so and as Mark A arrived it was beginning to drop off and got quite lumpy, flicking SSE.

Bob added: it was flyable yesterday though a bit flukey and not smooth. And very grey and gloomy. But several of us flew on and off. Best height 270 ft ato. But it was necessary to work quite hard at times to get back in to top land when the wind disappeared. Also flying were Tom Dodge, Tim P, Mark A, Tony Nelson, Terry, Col B, Jim Fish, Rob Mog,

### **Other News**

#### **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 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

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

#### **May Meeting** is on Thursday 31st May 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.

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