



NEWSLETTER

MAY 2013

April 2013 Meeting

Unfortunately it wasn't realised that we didn't have a Secretary that evening, so no actual minutes. However we had 2 excellent talks from Richard Osborne on "N Coast XC potential " and after the beer interval "Coddon - site peculiarities & flight safety ". Richard had requested a total of 2 hours, which seemed a lot, but actually the talks were very professional and absorbing with the time flying by and members still asking for more late into the evening – one of the best talks I've seen at a club night.

Next Meeting

Agenda – 30th May 2013

Meet 7:30 in the bar; meeting start 8:00 prompt

1. Intro - Alan 10 mins
2. Feedback from repack - Andy F etc. 10 mins
3. BPC feedback - Mark A 10 mins
4. Access to Kernow Site Guide - Darren 5 mins
5. Flight highlights - summary - A Kind Volunteer 15 mins
6. Safety matters 15 mins SIV headlines - Malin / David? Other "interesting" matters - Mark N / Col B

Break 9:10 - 9:30

7. Radios - Ashley 20 mins
8. Alpine flying: general intro + Zillertal - Alan 40 mins

Meeting end 10:30

[UK] Flying News

Sunday 28th April Michal went to Freathy:

It was good day for me. Just before me taking off arrived one pilot took off a moment after me and was doing a little better, almost always higher than me. I need to practice more I guess (or maybe it is a wing performance difference :)). With time the wind was picking up so I was able to fly higher with time. Started on above 35m (about 100 ft) and just before landing get to 100m (300 ft) which was very easy. I made easy run to Polhawn corner and tried twice to the other way but did not work too well for me. Need to work out the way in "gaps of the cliff". Landed after 2hrs. as I was last to land guys waited for me to check if I was safely grounded. When was packing my kit 2 more people came in but it was blowing 25mph so nobody took off.

Not sure if temperature inversion works on so small heights difference but I notice that there was over 3 Celsius warmer 100 meter above T/O then on T/O level.

Next evening Michal was up at Sourton:

I have waited till just before 7. It was still fresh, but in my opinion flyable. I took off & it was bit bumpy and maybe I went a little too aware of it as there was a lift there but I did not use it. Landed after less than 10mins. Give a go once again. Again bumpy but this time I maintained height and got to 100 ft ato. And higher was calmer. I spent about an hr in the air with highest 250ft ato. It was very nice evening for me.

Tuesday 30th Tim was celebrating:

I'm enjoying a cider in the sun at a mate's house in Dunstone having landed nearby from King Tor. Conditions in air bumpy but not overly rough. I found the thermals actually quite well behaved on the whole. Strongish (up to 4m/s) of course, but generally well defined and in all the places I expected to find them, and fairly smooth once you got through the bumpy outer layer. That's not say they will be the same today and all the usual precautions apply. Happy to have finally flown over my house, it's taken a few years to get that one in.

This caused Mark N to head over as well: King Tor came good again later in the day. Robin Mills and myself were lucky enough to take advantage..Tim's xc email was the catalyst, I picked it up after lunch and thought why not give King Tor a try after work.....

I snuck off work early and arrived at the back of King Tor around 4.00 pm to be told by Rob Mog that it was blown out and only speed wings were flying. Tom and Caed then arrived back - from their xc down to Newton Ferrers. Well done you two!

Having taken precious annual leave to fly King Tor I decided to walk forward anyway. As I got to take off I met the speed fliers who told me it had been howling earlier -and they had been going backwards on their wings - but that it had settled down a lot. I spoke to Robin Mills who was on his way back from flying Codden earlier and soon we were both in the air.

It was still fresh -but flying hands up was enough to keep safely in front of the hill, even when it picked up in the sink following a thermal. Robin and I both had one abortive attempt at going over the back, followed by the inevitable mushrooming of the wing and a tedious walk back to take off.

At 5.15 pm, yes 5.15 pm, I checked my watch! I found a better thermal and decided to go for it -either I would go xc or end up back near the car. Robin left in a different thermal around the same time. My climb out was quite slow -2-3 up and in a fresh wind. I was around 2 miles downwind and still only 1200 ato. The highest I got was around 2200 ato. Robin was lower than me when climbing out from King Tor but about 1/2 mile upwind of me he got a nice climb and I watched frustrated as he out climbed me and then stayed higher than me for the rest of my flight.

Eventually I got to the A386 south of Yelverton. For the last 3 miles I had gradually been losing height and didn't have enough to cross the Tavy and Tamar, so I flew crosswind to land at Roborough -about 28 km.

Robin Mills had a much better flight -landing at Looe. Congrats to Robin.

I've never left King Tor quite as late as today but when we used to fly it with Hangies we often wouldn't get away until mid-afternoon. I think it took hours to carry our gliders up the front from the farm and then rig them...

Next day (1st May) Bob headed up to King Tor:

Missed the 1st climb out under a nice big cloud as I got there 15 mins after Robin Mog, Martin and Innes. Quite weird conditions strongish gusts or nothing. Wind was switching to north very often. ie 45 degs to the hill. Col got the next climb 15 mins later and went quite low over the back. I half expected to see him re appear but he must have picked something else up. After that there weren't really any decent looking clouds. Twice I was picked straight 10 or 20 feet by small thermals popping off while waiting to launch, then gently dumped again. .

Popped the wing up and waited and eventually got something, went out front got a bit more and went over the back. 1850 feet ato at best, say 3300 ft asl, and over 800 feet per min at one point, but sinky too. Drifted along with zeros and little thermals, tried to connect with a half decent cloud, but just sunk out after about 7k towards Ponsworthy. It was weird in the air as I couldn't recognise anything, was looking for the Warren house (which I would have made easily), or Postbridge but the drift really took me south. Maybe I should have gone to Corn too?

Anyway found a nice field with a gate right by a road, though as I landed into wind it was breezy and I wasn't going forward. Walked half a mile up the road to a good junction (very quiet road) and the 1st car along took me back to my van (two women with two greyhounds in the back.) I shared the back of the 4WD with the dogs.

Might have walked out again for another go, but it felt breezy and I had to get back home anyway.

Short and sweet 1st thermic flight of the year; a little bouncy but not scary and a little adventure, even if it was only a few K.

Colin B went XC from there as well:

I flew over MN's house at around 1:30 about 3400ft. The flight had been so tiring, god damn micro lines meant I missed the first healthy climb out due to some line knots, the first gaggle disappeared over the back with what looked like plenty of lift and height, Robin, Martin and Innes.

The climb I hooked into, while desperate not to miss out, needed every bit of concentration I could muster, very weak lift for ages, just ones and twos clearing the top of KT with only around 700ft but ultimately a couple miles to the east I hit the good stuff and then from 2000ft to 3500ft was great, the sweetest lift. There was some big, big sink around as well and flew below 1000ft twice.

Twas a bit lumpy whenever I got low in the Lee of the Moor, but the worst by far was being sucked into a lonely cloud at around 3200ft in sight of Ivybridge. It was freezing and it had "blown over" hooks on it, to be fair if it

wasn't for the powerful lift you could see that it wouldn't be a good idea get anywhere near it and I got very tired indeed trying to get away from it. In my defence is it sort of formed around me. Maybe I should have known better really because knackered from the fight, I abandoned the lift over the South Hams while heading for the coast in "old Hooky", and flew back to the A38, easily clearing the power lines with over 1000ft at that point, to land at Lee Mill near the Edinburgh Woollen Mill. There I took a coffee while awaiting a retrieve from my bro in Plymstock.

Right now I'm just not quite fit enough to fly in such feisty stuff, shallow clouds with hooks rolling over the tops, a bad idea, didn't like it, very tiring, not one collapse though, just repeatedly v.light in the harness. Was in such a rush to take off didn't even set up the camera, but, apart from tangling with old hooky, loved every minute of it!

And Robin Mog got to Bigbury:

I took off about 12, having seen Martin get good lift and had a stonking climb out with him and Innes - rough at times especially if you fell off the edge of the thermal. Base was about 5 grand and Innes and I pushed on following the clouds without losing much height just to west of Vennford and over Red Lake. Lost sight of Martin, but in fact he was following (very hazy near base). Coming up to Cornwood I followed Innes to north a bit where he'd found good lift and got to my highest on the flight - over 5500'@S/L. Crossing the A38, still high, Innes turned right and headed towards Plymouth. I didn't fancy that and thought I'd do a Malin and turned left to head along the coast. Unfortunately there was no sea-breeze front and I was on a long glide to Bigbury taking pictures on the way.



While photographing I didn't notice I was getting closer to the coast and the off-shore breeze was still quite strong. Panic stations - so I turned into wind, big-eared and crabbed cross-wind to land in the last field short of Bigbury beach going backwards slowly. After packing and walking to the road the sea-breeze did in fact spring up - a bit too late to make my landing fraught-free. However, luckily, the fourth car I hitched was a neighbour who took me back to Avonwick, from where me broth-in-law took me to pick up Martin and we eventually met up with Innes at the Warren House for a catching-up-on-flight-details pint. He'd had an uneventful landing at Wembury in a gentle sea-breeze, but Martin had been caught-out low trying to cross Plymouth in a strong off-shore wind and had just managed to get down in a school playing field in Lipsom.

Monday 6th Bob reported on Maker:

It came good and there was lots of flying by lots of people including Billy Whizz who had his first couple of post CP flights. After a while we were joined by the parawaiters at Struddick too. Conditions changed occasionally, so there was a bit of waiting sometimes, but it was flyable much of the afternoon from midday.

I had 2 or 3 flights, and a good couple of hours which made up for a VERY frustrating Sunday. 1st flight was the highest at 426 ft ato. And a few Fort Picklecombe runs. It was fun watching the Morris dancers in Cawsand from a couple of hundred feet above. I quite fancied dropping in on them!

Who was there? Ian and Ed, Rob Mog, Dazza, Michael J, Tony Polperro and friend from Oz, Bex, Billie Whizz, Martin, Jim Fish, Dougie on tandem, Mark N, Bondie (1st wind dummy, I was also later) Jeff, me and one or two more? That's 16+ at least! Lovely.

Jim F added: Well a cracker come the end. Camped up sat night only to spend 11 hours on the hill Sunday, just wasn't quiet enough wind, another 2mph would have done, Freathy this is, however had the wife with me so was a good day, camped up Sunday night near Maker, and yes it came good Monday. An absolute cracker for everyone. Lovely sand and rock thermals when the sun came out, then landing for lunch then flying again. Made our weekend.

Wednesday 15th Sam went to Sennen:

Got to Sennen for 1pm to find an empty site and 30mph bang on the hill. Called Nigel W who was on his way, sat and chatted for a few hours and the wind did ease started rigging about 4 and launched into around 22 - 24mph. Big thanks to Nigel who launched me then got himself to the front unassisted and away (I was keeping an eye from the air). Flew for just over an hour no huge height gains 500 ATO max but lovely flying as the cloud cleared and the sun came out. Enough west to use most of the bay, nice low tide with plenty of beach. Left about 6.30pm wind was still in the high teens to low twenties.

Thursday 16th Bob tried Sharkham:

Fab two hours at Sharkham this afternoon with Mick B, Alan H and Evan. I was there 1st and found 12 mph and good direction, but 10 mins later, by the time I was ready to fly and just as Mick B arrived, it had picked up to 18 - 20, with white horses and wind lines. Mick cleared off back to work pretty soon just as Alan and Evan turned up and within a short while the wind dropped to flyable again. Probably because the big black cloud behind had gone away. Anyway wind a little off to the south but almost perfect and loads of sunshine. Alan and Evan's first time there.

Getting used to the site now and I guess it's actually no worse than flying at Start Point. And there is a ledge you can bomb out on if you take off and there's no lift. Wind dropped a bit for a very short while, then picked up again to pretty strong. I had at best 220 feet ato. Mick B was the only one to get around a nasty spur (which Alan called frustration corner) and get on the cliff towards Mansands. It was a bit hairy though I think. We all tried and tried to get safe height to get around but there was massive sink (in what I named sinky corner!) 3 top landings to warm up and put on more clothes and it was still flyable when we left at five ish.

Saturday 18th Editor went to Perranporth:

Went down to meet up with Ben Burroughs who is organising the Kernow Alps trip. In practice it was N-NNW most of the day and blowing top-end. When I arrived at noon we could see PGs over St. Agnes Head [Roger D reported he flew for about 2.5 hours there], and they had been flying since 10am. Later they came over as it had gone off to the west, but were surprised it wasn't on at the Sands.

Pilots took it in turn to fly the right face of take-off, but not much room to play with. By 3:30 most of the local pilots gave up and went home. Then it did come round a bit and with just Ben & I left we were able to fly most of the dunes and to the golf course, but still off in the air. Had about 5 flights and an hour in total, but good to practice strong wind launches.

I was also pleased to see Kernow Bill at lunchtime who had come out "for the first time" to discount rumours that he had flown off to the Pearly Gates. He claimed to have a wing in the car, but is still feeling very fatigued, so probably won't be flying for a while yet although he is confident that he's on the road to recovery.

Same day James, Terry, Mark N and Colin J flew High Cliffs – but no reports on Yahoo!

Same day Dougie made a new Personal Best: Wicked flight from Sourton to Strete, 64.6km and a new PB for me (missed my declared goal by 4 miles). – see his blog <http://dougieandjulie.blogspot.co.uk/> for the full story.

Same day Sam started at Sourton, but ended at Sennen (by car):

Day started early 9ish at Sourton, with Dougie, Mike, Graham A and Andy R. Very light to start with the wind shifting wnw/ nnw and sometimes bang on. Clouds started to build early and get quite high definitely towering cumulus, strong lift then developed confirmed by Dougie pulling ears and few spirals to get down. We then waited it out as the larger clouds passed over at this point the moors looked overdeveloped with more friendly conditions out front.

More people arrived the sky mellowed (still looked nasty over the back) so everyone started launching. My opinion on conditions were they were still lifty and bumpy close to the hill and with the threat of forecast wind increase I decided to take my chances out front. Not a good idea! Landed back by the car. I thought if walked back up I may not get off again, so packed up and headed to Sennen with the hanger where, thank the weather Gods, it was on! NNW and a nice 20ish. Had two great flights and one great landing second landing was an odd one, had to flare it twice suppose the first one was not positive enough. Also met and flew with Simon Fuller another HG pilot going to Zillertal.

Bit annoyed with myself about my moorland decision as it turn out to be a great XC day for some.

Anyway what a great part of the world we live in thermalling over beautiful Moorland in the morning and ending the day cruising the coast.

Sunday 19th Michal headed up Corn Ridge:

first flight after the initial climb out I followed mark h and jo only to hit big sink it was too late to turn back so carried on but landed near the gully, and I thought heck why not have another go. Got back to the ridge and it was a nice 13 mph, had a drink and ran out of water second used ridge lift to get to 200ft above take off then circled in a couple thermals to around 500 ato thought I'd head out front again and got pounded by sink so maybe I should have turned back to the hill but thought I should carry on out forwards towards the car park I'm

bound to get lift didn't work and landed had no water left so didn't want to walk back up so headed back to the car, probably still flyable, but corn ridge is a long walk

Saturday 25th Darren went to Beesands and Freathy:

well today was a good day, went to Beesands got around 40 min there with david r, then left around 11 for Freathy - took a while to get there due to bank holiday traffic so got there around 1:30 with two wings in the air (mike bond and colin j). Didn't take long to get un packed and airborne; was a lovely afternoon and lots of faces turned up; could have flown longer but due to no beach I decided to land, although more experienced pilots continued flying. I was tempted to give it another go but with no beach I know my limits.

Same day Robin Mog was at King Tor:

Arrived at King Tor T/O about 11.30 with Ivor and John Thorne - very light NE wind but picking up when thermals came thru. Sky looked good but some tallish clouds, to beware of, about. Launched into a thermal cycle and worked some scrappy lift up to a grand @T/O. To go back or carry on? The clouds looked better formed and darker further along Hammel Down so I went that way and was rewarded with a good climb from the deep gulley almost opposite Honeybags (the Tor next to Chinkwell) to over 4 grand @S/L (cloudbase was about 4500' but I never actually reached it being wary of some of the tall ones around - unfortunately you can't see how developed they are from underneath). Carried on in that direction and got another good climb at Poundsgate. Coming up to Robin's site at Dean Prior (see photo attachment) progress was very slow and I found out why, when I landed in the field above my house at Avonwick i.e. the sea-breeze had come in that far already



Same day Sam ventured further afield:

I decided that Westbury looked worth the effort. So Nigel W and I armed with hangers and paras headed up. The forecast showed NNE backing NW, more wind and higher cloud base than Dartmoor. The conditions on site were a little different the sky looked amazing but the wind was light and flicking it did back but not until the end of the day. Decided on Paras due to wind speed and the site rules stating bottom landing in emergency only. Had I launched the hanger I would have had to rely on thermic lift it would also have been my first inland flight and the probability was I would need a bottom landing.

Got on site about at about 11.00 rigged and think the first launch was about 11.30. The flying was difficult mainly due to the volume of pilots, you had some nerve racking scratching if you did not launch straight into something good. Managed to get a climb back to the danger area. Push forward got away from the hill had another climb back to the danger area. With about 1500ft ATO decided to start the crosswind to get around the danger area, sky looked good and I felt on the ball (which is unusual). Between the ridge and the danger area is tight I did however find it lifty and by using a kind of saw toothed approach thermalling to edge of the area then turning cross into wind and flying out you could crab along gaining alt about 500ft. Did this until the lift died then glided on speed bar towards Upton Scudamore and the railway bridge, if you turn over this bridge your clear of airspace. Now heading towards Warminster downwind feeling very chuffed to have navigated the danger area I thought I was home and dry and some decent distance possible. I was however getting low after the crosswind glide down to 1000ft, headed upwind of a good looking cloud tracked back got nothing. Down to 500ft

now looking for ground sources and landing options. Chose a field that would take me over a service station no lift to be had and landed on the edge of Warminster 7k.

Nigel came and picked me up big thanks! so we headed back, conditions did not seem as good. Had a few more launches 500ft to nothing to go with at about 4pm everyone switched to the NW launch. It was very scratchy and a few were going down. Though I would have one last go and launched about 5pm found a lovely smooth climb less track back on this thermal meant I got to the danger area a good 500ft higher than the previous flight got around the airspace and drilled again just outside of Warminster 7k! No great distance but some really good fun technical flying - following lift over the back to cloud base was not possible due to airspace.

Sunday 26th Robin reported that Martin had managed a big XC:

Got a call from Martin (Foley) . He'd just landed in a field near Basingstoke (he thought - though well past Southampton) after a six hour flight from Batcombe which he's pretty sure was 100k plus. (Must be the new pills, hey?) So he'll take a bit of catching in our Fun league! Only slight hitch for him was accidentally switching his GPS off and then on again immediately he realised it, at some point in the flight which might bar it from the national league (but not ours, obviously). This would be especially tough on him as his only previous +100k flight (from Westbury, I believe) was disqualified from the national league because on reaching the coast around Worthing he carried on a km too far into controlled air-space at Hove!

Same day there was good flying at Freathy, with Bob reporting:

Apart from my first Portwrinkle crossing yesterday, I had another first. First flight of the day, when it was still light and just soarable I took off, with a brake line jammed between two risers in such a way that the handle wouldn't pull down. The knot was under pressure jammed between two risers and the top of the maillon. It had felt fine when I inflated but became apparent as soon as I was in the air and it was under load.

I responded quickly and reached up and grabbed the brake riser above the pulley on the right side so I could maintain direction, but flying one hand down on a brake and the other high on a riser didn't feel balanced or good, so I reached up left hand too so I was flying holding both risers. Got control and scratched back to around take off height, but the wind was light at this stage and the only bit working was the bit in front of the war memorial. Didn't want to end up on the beach and figured if I can get say 50 feet I'll have time to see which way to move the brake loop to free it. (It wasn't obvious looking at it which way to pass the handle through.) Did a few beats, even down to the cafe gulley but no lift there and it took 15 or 20 mins of not very pleasant flying before I finally got just about enough height for a short glide and enough time to let go both brakes for a few seconds, pull the risers apart and slip the brake handle through.

After that I was able to fly a bit better as I was in full control and soon got enough height to go in and top land.

Same day (?) Mick went up to Chinkwell:

The Chinkwell crew did ok; me and robin m took off no wind waited for the cycles i had 1500 to robin got 2000 wind went to the east so landed wind then went to sw so we went again along with Ian and cad very lively would best describe the flight robin and cad got back to land on top me and ian nearer the cars walked back up by which time cad and robin were up and gone robin getting to trusham cad near lustleigh.

Wind now 20-22 sat and waited for half an hour wind was dropping ,waited for a lull then took off. Got lifted straight up and then went backwards with huge rock behind me I went off to the left of the hill but with the wind pushing round side of the hill, going backwards at a fast rate of knots and getting near the ground with a lot of boulders around ,probably about to catch my back on one of them I instinctively spun around in my harness. Now I can see where I going dodged one boulder and then stalled the wing. No injuries , safe landing PHEW then packed up for the day.

Other News

Isle of Wight BPCup 3rd – 6th May

Robin Mills, Chris Bellamy and Editor headed over to the island to try our hand at competitions. It was very much aimed at first timers, with little XC potential, but big coastal runs. The weather was sunny throughout, although the wind failed to play ball with 40 mph gales ripping through the campsite on the Saturday.

The first task on Friday was an ambitious run along the SW coast. Initially the wind was too light, but when it did switch on it went straight to top-end and off to the WNW. The task started with a down-wind leg to Blackgang Chine, where conditions low down were turbulent. Returning back into wind most pilots were on the beach before the 3rd turnpoint, and walked back to T/O, but no further tasks were possible that day.

Sunday dawned with much promise in the f/c (as down here) and I chatted with Bob & Jim parawaiting at Freathy. Eventually a task was set that was similar to the first, but shorter. However in light winds only 4 pilots made the first cylinder and again after much waiting the day was canned.

Finally on Monday we moved up into the hills behind the SW coast and prepared for some thermal flying. Eventually after several delayed start windows we threw ourselves down the ridge, unable to get any height, and just scratched in small thermals as far as we could get. It was all more like a Club event than a national one, but thanks to all the sunshine it was still great fun – oh, and I won the Best Newcomer prize finishing 7th/23!

Devonport High School Re-Pack

Andrew Farrow kindly ran it on Sunday 12th May. About 20 pilots turned up during the session and had a good go at throwing, as well as then repacking. A big “thank you” to Andy Farrow and James Bull for keeping the session going.



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 30th May 7:30pm at the **Royal Oak, South Brent.**

Please be 'early' as we wish to start the meeting promptly at 8pm to help members who cannot stay late.

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