



NEWSLETTER

NOVEMBER 2010

Well I've pretty much stored the flying kit for the winter. The weather keeps offering tempting slots, which some have grabbed, but I don't have a 4 season flying suit to fight the cold. Just keep sending in the reports and videos (Bob, Tony and all) for me to see in the warm.

October Meeting minutes

24 members attended including new faces Peter Dixon (HG) and Darren (PG EP trainee).

Guest Speaker

Lt David Eaton from Air Traffic Control, Plymouth Military RADAR, based in Devonport, gave a talk on the "Air Aspect of risks in area", an appreciation of flying risks.

Normally I don't publish minutes of speaker's talks, but due to the safety aspects covered I have recorded key points raised:

War Games Days – in the past we have commented that Thursday's are 'War games days', however Dave advised that Tuesdays are Air Exercise Days, which will also affect the Sound and Whitsand Bay. Typical training programmes were described to train all NATO (and other) navies who come to learn.

The aircraft we see operate as 'enemy' and are flown by ex-military civilian pilots.

'Falcons' (BA125 type) operate out of Bournemouth and arrive at 1,500 ASL and will largely be out to sea (members had seen these over Torbay).

Hawks however operate as 'missiles', as well as fighter-bombers, and will come in at only 50 feet ASL, so are very much at our level, or below. They will tend to cross the coast (and drop into the Sound) at low level to surprise trainees.

Dornier – this slow plane is used as a 'suicide bomber', but was not referred to as a specific hazard.

As these exercises are multi-national and the trainee ships need to complete their tasks, we are advised to 'See and be Seen' as well as to call Air Ops (see below) and NOTAM.

Tregantle Fort – apparently Cougar Helicopters operate mock attacks on the fort, which are not connected to the War games days and may happen anytime 24/7. These may be accompanied by 2 or 3 fixed wing planes 'mud slinging'.

Dauphin helicopter (civilian) – this operates a taxi service from Plymouth airport out to ships on a regular basis [I see it several times a day following the River Plym out and back].

Dave also offered to do guided tours of his facility, but only 4 or 5 people at a time.

He has also offered a refresher session in the Spring.

Dave later e-mailed some details:

The number for Air Operations is 01752 557751, and that should be manned between 0800 – 1600 Mon-Thu and then 0800 – 1200 on a Fri. That's the best number to call if anyone from the Club is due to fly near the Danger Areas and wants to warn us off. Unlike at the Air Stations our local geographical knowledge can be a bit off, so if anyone calls can you pass on to us where they'll be flying from using main headland points

Other meeting points raised

Buddy System

There was further discussion of how this may operate, with new members being 'buddied' to someone living in their locality

Mark S. contacted Rob Greenwood to ask for warning of any new pilots coming through training in our area, which he has agreed to do.

Paul C offered to act as Schools Liaison Offer to help get the process underway.

Club Coach course 2011

Pete Coade of the Kernow Club is running a training course on the 12/13th March next year. You need 10 hrs post CP to attend. [Details are in Skywings.]

There was discussion of a possible subsidy to attend. Club Coaches receive a badge to wear on the hill for identification.

Coaching Day

Graham de Gasperi (Cumbria Club) recommended running a coaching day for novice pilots, which he found successful at their club.

Promotional Leaflet

It was suggested we create a promotional leaflet to hand out to prospective members. It could mention recent events as well as our website and contact details.

Alan H volunteered to draft something up [circulated on Yahoo this week].

Flying News

Saturday 30th October Mark N wrote:

I got to Struddick around 11.00 am -much later than I wanted. Walking to the front it had already backed due south and blowing 17 mph gusting up to 21 mph. I rigged as quick as I could, walked my glider with Jen to the front and found that the wind had backed further -so it was now east of south and blowing around 22 mph and still gusty.

The sky was blue, with small cumulus clouds so I thought I would fly anyway and if I didn't enjoy it I would land. My t/o was good and I immediately climbed to 800 ato. I was pleased to find that it wasn't any windier at height than it was at t/o. The air was not smooth -it was clearly quite thermic- and there was loads of lift everywhere. I flew to looe and then back past t/o and as far as Tregantle fort. Here the cliffs are quite low, the wind was 40 degrees off the cliffs and I was wary about going further. I then noticed that there was one solitary red flag still flying at Tregantle -so that was my mind made up for me -turn around at the fort.

Coming back with a tailwind took no time at all -but the wind had picked up a little more. I wanted to see how high I could get so I parked my glider over the monkey sanctuary where the bowl faces ESE. By flying carefully, as slow as possible but not allowing myself to drift backwards, I was able to climb to 1600 ft ato- in ridge lift. Cumulus base was about 1200 ato and cumulus tops were about 1500 ato. The air was noticeably

smoother above cumulus base. I flew around the clouds - they were quite benign -and of course to obey air law I would argue that I was "clear of cloud and in sight of the ground" at all times.

I then noticed that another hang glider pilot had arrived and he was checking the conditions at the front of the hill; A good time to land -so I flew about 1/2 a mile out to sea to lose height and came in with about 300 ft ato. I landed midway between the van and the front of the hill. Andy Farrow described the landing as good and considering it was blowing 26 mph + it was ok, but I did drop the A frame. It would have been "nil points" in a spot landing competition.

Tuesday 16th Nov Bob wrote:

There was a window of an hour or so at Strete today where it was very flyable. Mick Boarer took off just after me at 1430 ish. Wind well off to south, almost 45 degs at times and strong aloft although only 6- 9 mph on t/o. Take off and quick dash to the tall trees that face south was the order of the day, then easy 500 feet above the house, though strong wind at that height. Not wise to venture much beyond there as getting back would have difficult. Big sea thermals and great height to be had even right down over the Slapton Lea end. Both Mick and I got out over the Lea with a few hundred feet. I was barring at times from the start so stayed out front, but Mick is heavy on his wing and only barred at the end. Bonus day and pint at the Start Bay Inn. And interesting to know it's flyable even when pretty much southerly

Also Tuesday 16th Nov Roger was at Struddick

Great time had by the stiffies at Struddick this afternoon. Flying were self, Alan Hughes, Mike Connaty and Martin Reid. Martin was first away with 14-16mph at launch, followed by Mike and self - by which time it was 16-18mph, gusting 22mph. Alan followed shortly after. The first 400ft was easy, followed by another 400 ft which was harder work, but once above 1,000 ft above t/o it was easy - everything was going up with big lively sea thermals coming through so that even 200 yds offshore there was still lift. I topped out at 1,264ft above t/o and Alan about 1400 ft.

If anyone had told me that we could circle in a thermal at 1200 ft with 3 up at the back of the field at Struddick in mid Nov I'd have said they were on magic mushrooms. Last landing was at about 3.30pm and by 4pm it was 17 - 31 mph at the t/o point so decided to quit whilst we were ahead.

Alan added: Yep, one of those strange magic days! I reckon windspeed was around 20mph at flying height, but very variable. I set off for Looe with about 650ft ATO, came back and found a nice thermal at the E end of the Monkey Sanctuary bowl. Cored that to about 1,000 ft ATO, and lo and behold there was Roger on his single surface Funky 7 about 100ft above me and further out to sea! Nice one Mr Middleton!

I was able to do a half Looe Run, as far as the Tregantle range red flags, then back the other way, across the river, and into the bowl behind Looe Island. Found the usual ratty air and sinky stuff in the lee of the island, but nothing too concerning. Could have pushed on along the coast, but decided to play safe and head back! Got to 1,200 ft ATO over E Looe in more thermal.

Friday 19th Bob was at Strete again

Strete was well good flyable today again (for a while.) I got there at 11 ish and spots of rain on my windscreen weren't a good sign. At take off though it didn't look too bad out to sea, wind 6 mph when I arrived but 12 mph 15 mins later, off to the south again. A couple of showers nearby, but I took a chance and got the wing out. However, just as I was about to take off got caught by a quick heavy shower. I bundled the glider and stooped over the wing (still clipped in harness) trying to keep it dry as it passed in a couple of minutes. It got a bit wet, but I took off and immediately got a few hundred feet above take off. The sky improved, no more showers while flying and dried the wing out nicely.

Slapton Pete turned up soon after and hangied around with some very good height. Then Alan Hughes, (floppy) , and Robin Mog, then later Mick Boarer. A few sea thermals about, but not quite as good as Tuesday. Alan and Robin got over 700ft ato. Wind was a bit top end and after an hour I was on 3/4 bar to get to the car park 1/2 so called it a day. Robin and Alan carried on for a while, (but using bar) and as they were packing Mick arrived. Peter Dixon landed right near his work at Slapton!

Then we all retired to the pub. The heavy rain came in at 1510 when we were in the pub!

Two days flying this week. Nice after such a drought.

More Rogue pilots

Mike C advised : For your information I was on the hill at Freathy yesterday with Martin Reed rigging our HGs. We were approached by a chap with a paraglider on his back. His opening gambit was "where do you take off?" Not hello I am We enquired as to whether he was a recent member of our club? No. A member of the BHPA? "No, don't like clubs." We then proceeded to explain to him in the politest Queen's English to F##k off and join the BHPA and our club, he having recently moved to Plymouth. His name, he told us, was Fergus, a tall dark haired chap. Keep your eyes peeled.

Other News

Future Events

November – Gavin Foster, UK Advance Paraglider Importer will give a talk on the history of paragliding and the company. He will bring some demonstration equipment and a frame to trial harnesses. Gavin works with Robert Greenwood who is the agent for our area (and club member).

December Curry Night

Gordon has made arrangements for 7.30pm Friday 3rd December 2010 at the Royal Oak in South Brent. 27 have been booked to attend.

January 2011

Robin Mills has offered to give a talk on Parachuting, which he did for many years before paragliding.

Feb. 2011

This is the time of year to organise another Repack. Details have not yet been planned.

For Sale

I am looking at selling my Vario, Flight deck, Helmet and Flying suit. I will be putting them on eBay in the coming week but if anyone here wants to have a look or are interested please contact me.
The Vario is a Renschler SOL 15 in good condition. serviced early part of the year before I brought it from Simon Murphy. £125 ono.
Flight Deck/Cockpit is a GIN Super Flight Deck Instrument Console, Its in excellent condition only used a handful of times. see link for pictures and description <http://www.northern-paragliding.com/online-shop/accessories/instrument-mounts-and-cockpits/gin-super-flight-deck-instrument-console.html?flypage=shop.flypage> £35
Helmet is a Charly Insider Helmet in Blue. Excellent condition never dropped or damaged. Size Small (56cm) £115 ono.
Flying suit is an Ozee X-Treme Air Thermal Flying Suit in excellent condition see link for better description http://shop.ozee.co.uk/product_info.php?cPath=21_27&products_id=130 Size Medium. £90 ono
For more information please contact me at little.webby@gmail.com , Cheers Chris.

Next Meeting is on Thursday 25th November 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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