



NEWSLETTER

NOVEMBER 2011

Well this autumn has had plenty of windy days, but it seems many pilots haven't packed their kit away for winter and have been grabbing opportunities when they come. I've certainly flown more this autumn than last year, and seen plenty of other pilots (see reports below).

October Meeting minutes

Competition

There was some discussion about having a fun competition, possibly with a Cox Tor bash.

There are also the usual winter competitions (frostbite and brass monkey) to come early next year.

Groundhandling Clinic

This was confirmed for Saturday 19th November.

Pat Dower xc course

The Condors have arranged a classroom based XC course with Pat Dower in February. The cost is £30. Contact Viv Fouracre at the Condors for details.

HG accident at Strete

A Condors pilot (Ben ?) crashed in the lane by the car park at Strete after clipping a tree on 14/10/11. Pilot was ok but had bent the A-frame on the glider. It is thought he was fairly low airtime and it was his first flight at Strete.

Paramotor Accident Torbay

There was not much information regarding this accident reported in the press. It seems the pilot had landed safely then was struck by his prop. He was not a club member.

Advance dealership

Ashley Ryall confirms that he is now the Advance dealer for the area. There will be more info on the club website soon.

XC League

After a vote it was decided that TP will be allowed on the club xc league, backed up by a GPS log if possible.

Curry Night

This has now been arranged for December 2nd at the Royal Oak. Cost £11. Contact Gordon White for details and to book by November Club Meeting.

November Meeting Agenda

7:30 pm - meet in bar

8:00 pm - meeting starts

1. Feedback from the Mark Leavesley Ground Handling Course

2. "Xmas" Curry night

3. Speed Wings - new pilots entering the sport

4. Club trophies & awards

5. Membership renewal due Jan 1

6. Diary Dates

Curry night	Fri 2nd Dec
Condors Xmas dinner	Sat 10th Dec
AGM	Thurs 26th Jan 2012
Kernow Frostbite Comp	Sometime Jan 2012
Condors XC course	Sat 4th or Sun 5th Feb 2012

7. Flight confessions

9:00 pm - break for beers etc

9:20 pm - meeting restarts

8. Videos & Photos

10:00 pm - meeting close

[UK] Flying News

Tuesday 1st November Alan reported from Freathy:

Nice day out for the Atos squadron today at Freathy (Colin Jones & me). We had a couple squalls pass either side of us late morning, and decided to delay launch until the last of these had cleared. The wind was off slightly to the S at launch, so we chose to launch from just to the left of the usual place, directly in front of the concrete block and out over the gorse bushes. This worked very well for both of us; so I think it would be a good plan to clear more of the gorse from this area sometime...

Wind speed when we launched was 18mph gusting to 22 - no problem manoeuvring the gliders on the ground & self-launching. The air was quite buoyant. The cumulus clouds around looked very active, but the sea thermals were not quite well enough formed to do more than 2 x 360s in lift. Fun, though!

Sorry no multiple Looe runs - just the one for each of us. It was great fun formation flying with Colin. He's moved his hang-point back to slow the glider up, and seemed to be trimmed to about the same speed as me now, and getting much better height than when the glider was trimmed fast. I didn't quite make it all the way to the river - it was quite sinky along the last stretch towards Looe, and I didn't fancy trying to soar the park bench again!

Best height gain was inevitably over Batten Cliffs, with my vario showing 1020 ATO (1300 AMSL) on the way back. That took a bit of work, scratching around in the bits of lift coming through to get above the 1000' mark - had to be done though! The odd scraps of cloud were tantalisingly close, but I wasn't able to connect.

1st of Nov, and a lovely day's flying in the sun! Can't be bad, can it!

Sunday 6th Nov Sam went to King Tor

Went up to King Tor for about 1:30 today with Graham Austin (Kernow) and Cad, and had two lovely [PG] flights. Conditions were a bit top end at times direction off to the north, seemed to pick up about slightly about 3pm. Nice and smooth most of the time but with a few bumpy bits to keep you on your toes. Height gains of 150 to 350'; could push out a fair way in to the valley. Don't get the opportunity to fly much in the winter and this felt like a real little Gem of a flight.

Dougie added:

After the confusion with Graham about which Tor he was up, I flew the North side of Cox for 50 minutes with what appeared to be some local wave in the valley - height gains to 500ft ato,

Thursday 10th Nov Dougie was out again

Twas good at Maker most of the afternoon, Tom and I flew for an hour and a half. Nice sea thermals and one climb to just short of base.

Meanwhile Bob was in Start Bay:

I went to Strete, shortly followed by Rob Mog who arrived just in time to see me bomb on the beach despite my very best scratching. The wind dropped about the time I walked up the hill. We relocated to Beesands, but stuff all wind - it had just dropped. (It always does!)

Anyhow after a pint [lemonade? - Ed] in the Cricket Inn it looked like it had picked up so we drove to the top and it was pretty good. Bit grey and claggy looking but good direction and easy to get to Hallsands. The sky looked quite dodgy at times but I guess we had 3/4 of an hour or so. And a 200 feet ato (maybe.)

Saturday 12th Nov Bob returned to Beesands:

After a quick visit to Strete where a few people had parawaited and/or TTB'd, a large bunch of pg's went to Beesands where it was actually on. Robin M, Mark N and Dan Navy pilot crossed Hallsands towards Start and got some good height there. Robin said the big problem was disappearing into the orographic cloud. Mick B had a go but arrived a bit low and decided to go for the beach. I thought hard about crossing as there was some good height to be had, but was concerned about getting back, as progress N was more difficult.

Nice day if a bit damp, my glider was dripping when I landed, as was Robin's he said.

Same day Editor went to Maker:

Despite Polruan giving light S, the forecast was that Maker was the place to go. Arrived just after 10am to find Graham and Fiona (N.Devon/Kernow) walking the dogs. We decided to unload PGs despite the grass being very wet (it drizzled at back of the Heights). Rame said it was 10kts SSE, but felt slightly E of SE on T/O and only 6-8 mph, so decided to pop the wing up to test the air (show willing) just as Sam arrived and was surprised to get a firm tug at the leg straps and pushed back up the hill! Given the f/c was to increase I decided to commit then and Graham followed me. Sam launched 10 mins later, but Fiona appeared to be having difficulty getting forward and aborted t/o (Graham then landed).

Sam then pushed on to Mt Edgcumbe, but I needed full bar to make progress across the gap and still needed some bar to hold station over Fort P. Sam pointed back to T/O so I followed and landed (on bar) after a 30 min flight.

Cloud was forming and dissipating over Rame (and Wembury) and the wind seemed to rise and fall a bit as the sun came out. Tom and Terry arrived from Struddicks after a fruitless wait, but Tom went home after about an hour with no-one flying. On T/O it still didn't feel very strong, so Sam put the wing up again and found himself flying up and away, making progress on the Rush3, but not convincing the rest of us. Later Loz Lawrence and Dave (Kernow) arrived and over the next hour different pilots decided it might be flyable, heading off up and landing after 10 mins at the back of the field with Big Ears in (except Sam's Rush). It was always top end and well off to the E (no more went to Mt Edgcumbe) so I didn't fly again and went home for some tea.



Saturday 19th Mat was alone at Maker (GH course at Strete):

I headed out to Maker this afternoon; I got there about 1415. The forecast had predicted it to be ok by then. The weather was quite nice and sunny as I left home, as I headed towards Plymouth though, it got greyer and murkier, the wind on the way in looked good though.

At maker the wind was a bit off to the East, I tried to push left a couple of times but was beaten back as there was no ridge lift. At one point I had a good bit of height and topped up in another sea thermal over the middle bit of grass and pushed to the end of the ridge past the hotel thingy. There were a lot of birds on the end and I expected to get a good bit of lift, but rather worryingly I didn't get as much as I hoped and decided to race back downwind at about 130' below take off and JUST scraped back to the take off hill where the ridge lift kicked back in..... Phew.

There must have been a good show of pilots at Strete, as I was on my own at Maker! It was nice to fly, some sun would have been nice, (and some company!) - you can't have it all though!

Bob was at Strete (not on the GH course):

There was quite a lot of flying at Strete today, though it was a bit grey. The GH people looked to have fun and one or two of their early birds Mick B, Andy Holt got a quick flight before the course. Biggest turn out ever there I'd say. Colin Jones, Alan Kaye, Simon Kiddy, Robin M and me and others free flying. Mark and a couple of his guys plus our 15. Oh and Pete Dixon early on his stiffy.

Wind looked quite fresh early, so I didn't get there till middayish, just before arriving getting a call from Mark A saying there was no wind on the beach for the GH's so they'd gone on the hill and there was little or no wind there either.

I'd seen the tops of the trees had wind as I was driving down so I dumped my glider over the wall anyway and figured at the least I'd TTB. Measured 4 or 5 mph on the hill? Took off and once I'd scratched a bit in the bowl and over the trees I got some height, 380 ft ato at best and some nice sea thermals here and there. A few GH's joined in occasionally though eventually the wind did drop more and go NE (kiss of death) Still good fun. And loads of us went to the pub and listened to some of Mark L's tales afterwards.

Sunday 20th Dougie went to Maker early:

I was first there in the morning and it was nicely flyable but very wet, so I waited for the ground to semi dry. All the while the wind speed increased. Anyway I got off in strong conditions probably 20mph + once over the fence and practiced spirals and clean exits (It is not possible to B line my wing as the tips fly forward and meet) for 45 mins before coming into land.

On approach I set up for the pinnacle of the hill just in front of the large crater (my second mistake) and realised I had no ground speed at trim and found it turbulent. I then flew North at probably 30ft to the flatter area and found increasing turbulence and going backwards. The only thing for it was to bomb downwind towards the back of the field and hope for smoother air. I found none and eventually landed in quite rotary conditions. During the entire approach I was battling to keep the tips from collapsing and probably doing more active flying than on entry and exit of strong thermals. Luckily once my feet were on the ground I killed the wing quickly for a normal landing - Thank God.

Probably some Hangies out there already know of the rotary conditions on top landing? Should I have launched, probably my first mistake! On the plus side it was great practice for landing out after an XC in windy conditions.

Later Editor was there:

I arrived at 1:45 to find 3 PGs in the air but others heading home as it was "too strong". Terry was on his 3rd flight of the day (and had more) and Tim had 30 mins with the tandem. Phil B had been there some time, but only flew 10 mins as it eased, not wishing to do anything silly before his flying trip to Morocco on Tuesday. Chris Bellamy had several flights, but decided not to wait for it to ease (as forecast) and Bex went home without flying, as she was getting cold and damp. Sam had a short flight, but felt it was too strong for any fun, so headed home as well.



That left Loz, Simon (first flight at Maker) and me to wait for it to ease and come on square. However, it was much stronger when you put the wing up than it felt on t/o and had more East again. We therefore waited until around 3:30 before launching under low damp cloud, practicing launch and landings for about 50 mins. I've recommended that Simon doesn't try 360 landings at less than 100' ato as he actually performed a high speed 'slope landing' at the back of the field. I finally landed as the streetlights came on around the Sound and packed up a very damp wing. Retired to the pub with Simon to warm through.

Other News

Another Notams link Darren posted:

I know some of you are aware of the notams map online, but I've come across some apps that are designed for mobile use android and I-phone at <http://metutil.wordpress.com/> . Of course I cannot confirm if they are accurate and of course they are no substitute for going ahead and filing a notam.

Damaged Upright Repairs

Paul reported that for damaged uprights for the Clapso, Martin Reed very kindly put me onto aluminiumwarehouse.com who can supply suitable grade aluminium tube 6082T6 1"1/8 16swg for something like £9.00 for a 5m length which at 1645mm an upright, you can just about squeeze three to a length - incredibly cheap that - I was quoted £80 for a 5m Length elsewhere.

Mark Helm Injuries

Those on Yahoo Groups will have read of Mark Helm's unfortunate cascade of injuries. First breaking his ankle in a rabbit hole at Mere take-off. Then hobbling around in plaster he fell and shattered his elbow, requiring a painful rebuild with an artificial joint from the USA.

We all wish him well and a speedy recovery and to see him on the hill next year.

North Devon Paragliding

Jay and Joey Jordan are proud to present North Devon Paragliding, which is offering qualified pilots training in Advance ground-school techniques; Thermal flying; XC Guiding; Speed Flying/Strong wind soaring; Pilot Proficiency Course.

Usual prices from £30 Per Day Per Person; Accommodation in the stunning Woolacombe area can be arranged. For a full range of our courses we can be found easily at www.northdevonparagliding.com

Julie's Report on Mark Leavesley's Ground Handling Course



Well what a fantastic day we all had yesterday on Mark Leavesley's Ground Handling course.

Firstly, a HUGE thank you to Mark Nicol for making it happen for us. The Condors can only hope to have someone with your gift Mark. They are still waiting for their slot with Mark L. Joking aside it was down to Mark's perseverance that made yesterday happen for those that signed up. Thank you Mark from us all.

Secondly, we set a date in the diary and the weather gods were on our side!! What are the chances of that??

In summary, Mark Leavesley is a superb trainer and very gifted natural talent, who clearly practices his skill a lot- seeing him dance with his paraglider with the skills and natural ability he has was truly amazing. For the 14 that were there- We started on the beach with demos from Mark and then practiced ourselves. Winds light so we moved onto the Hill and practiced kiting and slope landings whilst Bob was floating around over us.

I definitely felt I gained loads of hints and tips and feel more confident with my wing now and whilst we all took away something different - I am sure all felt the same from the comments afterwards.

Then Mark said let's fly and WOW - around 20 gliders in the air at Strete - never seen so many in the air at same time before. Some close calls as scratchy but most had some floaty air for a while. Alan was top of the stack on his new hot ship!!



We packed our gear away to see a mumuration of starlings over us all - How fantastic. Then off to the Start Bay Inn to hear Mark's tales of Comp flying and his experiences that got him into guiding. Totally fab guy and perfect personality for his job/vocation. If we could get him down again it would be fab-he loved our site. Alternatively, we could go to him at the Long Mynd.

A truly memorable day with Mark Leavesley all thanks to Mark Nicol.

Condors XC course

Just another reminder about this excellent XC course the Condors have set up for Sat 4th Feb 2012.

Such was the demand that Viv had to set up a second day (Sunday 5th).

There are a few SD going on Saturday (fully booked now) and Julie S and Bob are booked for Sunday. Viv says there are still a few places left for the Sunday. Should be well worth going.

For Sale (also see club website)

Advance Harness. I have an Advance Success 2 +. I paid £750.00 for this and have flown it around ten times (this harness is as brand spanking new). It is a large, if you are six foot or over and around 12 stone, then this would be fine! I have the receipt & booklet. I am looking for £600.00 please no offers. Have gone back to my old harness for now, shall buy a medium once this is sold <http://www.advance.ch/SUCCESS.602.0.html?&L=1> Contact Jim Saunders 07743 259020

Mike Gadd's paraglider equipment.

-Firebird Mowenpik Reversible (Large) - As new, one hour of air time, very comfortable, carbon-fibre seat plate, magnetic speed bar clips, reverses into fully adjustable and very comfortable high quality rucksack (£650 new) VERY LIGHT - New Reduced price £420 (was £475)
-Charley Second Chance 118 – New and in the harness for one hour - £320 (£460 NEW)

Gin Sprint Evo Size: Medium (90 -110kg) Colour: Kimchi (that's red with a white leading edge)
Serial: BA05-K5400133P

I bought it new, it now has just under 5 hours on it. The new price is £2,800; I'm looking for £2,300. All the usual accessories (brand new, not used, not even been outside): Back pack, Stuff sack, Speed bar, Stickers, Repair tape, USB manual. Plus Gin concertina bag (new, only used with this wing).
Blue Ramsey 07861 221900

Firebird Grid DHV 1/2. 200 hours. 80 -105 kgs flying weight. Concertina packed and carefully looked after, even to the extent of airing it when I've flown on damp grey days on the coast. 3 x very small patches over match-head sized holes. Stuff sack too!

Still crispy and mylars good and flat - ~~£425~~ £400 - Inspection welcome. And even maybe a test flight, if we get a half decent day! Bob Moore 01803 851402 / 0794 11819106

ADVANCE SUCCESS 2+

The SUCCESS 2+ scores a clear PLUS for protection and safety, thanks to a newly developed 18 cm thick dual-chamber foam protector. This LTF-certified protector meets the highest demands for shock absorption. It also resists UV light, and an impact resistant plate guards against injury from sharp stones. These features enhance the passive safety level.

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more info at www.suspendedaviation.co.uk

Ashley Ryall 01579 351397 mob 07736149195

Next Meeting is on Thursday 24th November 7:30pm at the **Royal Oak, South Brent.**

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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