



NEWSLETTER

NOVEMBER 2013

Well very few flight reports have been submitted this month, and I certainly haven't got off the ground. With winter starting to bite I'm leaving it to the brave to risk frostbite of the extremities. With Bob M grounded with his heart scare, we haven't even heard about the merits of heated gloves, etc.

October 2013 Meeting minutes

Apologies

Karl Sweeney, Robin Mills, Brian Clavin

HG Competitions Officer

Colin Jones has stood down as HG Comps officer. Geoff Brook has been asked to fill the post and he has accepted. There were no objections raised to this appointment.

Italy

Mark Helm is currently in Southern Italy and is investigating the possibility of renting a villa and organising a winter trip in the area. Details to follow.

Site Guide Update

The work on updating the sites guide is ongoing. Mark Ansell says that members comments are being taken on board and considered. There are now 6 sites that have new guides in draft form and the main problems now seem to be organising the online content with Google maps etc.

Christmas Curry

The annual Christmas curry has been booked for Friday 13th December at The Royal Oak. The price will be £10 per head payable on the night and there will be about 30 places. Final confirmation of bookings with Alan Hughes need to be made by the November meeting.

BHPA Pre-CP Ground Handling Policy

Mark Ansell had contacted Mark Dale at the BHPA who confirmed that only instructors may train pre-CP students. Club coaches are not qualified to train pre-CP. There are plans to allow instructors to sign off students for GH outside of the school environment but they are not yet confirmed. GH by pre-CP students on club sites is a breach of insurance and should be discouraged.

Club Coaching

In an effort to bring on more coaching within the club by the club coaches Tim Pilling will be actively making himself available on some flyable days for any coaching that members may want. An email will be put out on the day announcing his intention to coach and at which site he will be at. In time, if there appears to be a demand for more active coaching then the current club coaches will discuss ways to go forward.

All-in-One Flight Planner

Colin Blagdon presented the latest version of his flight planning checklist, which will be made available on the club website. A smartphone app is planned for the future.

Water Landings

Darren Sheperd showed a video of a pilot in difficulty after landing at the edge of a beach and his wing being caught in the surf. There was much discussion afterwards about the hazards of water landings.

November Meeting

Members were reminded that the November meeting will be the last of this year.

Next Meeting Agenda for 28th November 2013

Meeting start 8:00

1. Intro. Alan
2. Flight Confessions any?
3. Winter flying & sea thermals.
4. Dizzard - using sea thermals to fly XC Google Earth Track Log Session
XC flights & key decisions
Dizzard to Fowey (getting it right) Mark N / Karl
Dizzard to A30 (getting it wrong) Alan
5. The Bobo "vario". Bob DIY sunlight-readable GPS vario running XCSoar
Break
6. HG pilot in a sailplane. Mike Gadd

[UK] Flying News – not much done, but here are the brave outings

Monday 4th Nov Paul tried Cox Tor

I squeezed five minutes out today at Cox Tor, but was not feeling well after half an hour's ground handling up the hill, which I thoroughly enjoyed. I got to the site and parked up and found Chris there with the wind blowing 8 to 10 mph. A while later Russel joined us and he took a stroll up to the top. Then did my checks and ground handled my way up. After a rest and drink I flew over from the rocky side to the west more and landed as I felt a bit funny. Had a rest and then worked my way back up and took off again and the lift was just fine and workable but as I was not feeling good I landed by the road after five minutes and packed up to leave the guys to play further after their spot of lunch.

Same day Todd had better flying at Perran

Today I thought instead going up the moors for a fly I will head to Perran as it is almost the same amount of time for me to get there and on arrival found 5 pilots para waiting. There was very little wind but a beautiful sunny day. I went for a nice walk instead of para waiting as I do not enjoy the waiting around for hours on end. On my return two pilots went flying and more pilots followed. I joined in and had about 40 minutes flight and a second for 22 minutes. The wind was just enough to stay up and enjoy the flight. All in all a super flight and day.

Saturday 23rd David R braved the cold at Corn Ridge

A good day at Corn Ridge for those that made the walk in. Quite a lot off to the east to start which didn't stop Richard. I hung around a while then had a blat on Richards 17m Aska - thanks Rich. Blew a few cobwebs away.

Then had a nice but perhaps short float and was still wondering whether I am actually enjoying the sport. Once I got some height I headed off to the car park expecting only to make a few 100 yards. Perhaps just make it past the gullet...well I floated...and floated...and floated with little bubbles of rising air helping me along. In the end I

went past the car park heading for the main road...lovely soft landing by the lower car park. Amazing...think I'll stay in the game a little longer.

And so the season has petered out much quicker than usual, it's time to consider whether to have your wings professionally serviced before storing them warm and dry for the spring!

Other News

Jim 'Fish' Saunders hanging up his gloves

Yet another pilot has decided to stay grounded. Jim announced "As some of you may have guessed I am for now hanging up my gloves, Although I'm hoping this is temporary. Due to needing money for my business I am selling my gear. I spent nearly £1000.00 on my van only for it to go bang two weeks later; I also slipped my disk again have been laid up for 3 weeks and getting physiotherapy, as they suspect osteoarthritic problems too. Hopefully this will get sorted but as it stands at the moment its causing me a lot of pain, and keeping me out of work.

I am needing to buy a van for when things ease up a bit in the new year and hopefully get my work up and running, be better off financially and who knows return maybe,,
Your cheery face will be missed on the hill Jim, so hopefully we'll see you back in the future.

Mark Nicol goes Atos



Mark flying his new (to him) Atos hang glider at Firle Beacon in East Sussex.

"I had just handed over £3800 in cash for it 20 minutes earlier. Now I can't retire and have to work flat out to pay for it".

North Devon Club Rules Update

WITH IMMEDIATE EFFECT A NEW RULE HAS BEEN IMPOSED

Acrobatic, or radical manoeuvres are strictly prohibited if you are within 500 feet of any other person, in the air or on the ground. This is in accordance with the Air Navigation Order, (ANO CAP 393, sec 2, page 6, March 2007).

Any manoeuvre which, if it went wrong and could contravene the above rule, is also prohibited.

An example of this is :-

A deep spiral directly over other persons, but greater than 500 feet away, that If it became unrecoverable could impact those below.

The above rule will apply to all NDHPG sites, and all pilots should be fully aware that if they contravene this rule, they are not just breaking a club rule, they are breaking the law.

This new rule will begin with immediate effect and has been communicated to all members via e mail.

Site guides are being updated and will include this new ruling. Once completed Site guides will be available as a PDF downloadable document.

Summer flying 2013 (part 2) - Mike Connatty

Inspired by Carl Wallbank's Dolomite flight on YouTube we headed out of Slovenia and across the Dolomites for a week. Having camped at possibly Europe's most expensive camp site (€54 a night) with no pool or dancing girls? That morning my oldest boy (6) was nearly garrotted by a 1mm black Kevlar "washing line" at 3 foot high as he cycled between two tents.

We headed for the Col de Rodella, the scenery was just jaw dropping and already there were pilots in the air skying out. It was not to be that day unfortunately, local knowledge and an early start is essential due to the technical take off, I will return.

Next stop was Monte Avena in the southern Dolomites another recommendation from a south Devon pilot who used to live nearby. A big mountain with big scenery looking across to Monte Grappa to the south and the start of the Dolomites directly behind to drop onto.

At take off I was admiring a stunning new high performance Seedwings kingposted glider called the Skyrunner and talking to the owner. It was only after he had taken off that his female companion informed me he was Manfred the chief design engineer at Seedwings, I must have made his day.....



The flight was fairly limited due to the predominant breeze and direction and after a nasty turbulent drilling I headed for the landing field. I thought I had cured myself of going too far back on my final approach but had done it again, I was held up by a strong valley wind increasing dramatically close to the ground. As I flew over some industrial units I thought that it might be a roof landing, oh dear! Legs

back in the harness and bar into chest had me penetrating to the edge of the field to be greeted with trees to the left and right and a maize drying structure straight ahead 3m across by 3m high made from metal!

A quick push out and back in had me bunny hopping over it and down. Feck! as father Ted would say. All was not lost as Manfred from Seedwings had already landed and thrust a nice cold beer into my palm. I then sat enjoying the beer watching several paraglider pilots being held up and having to make 'alternative' landing arrangements.

From Monte Avena it was a non stop drive to Antibes in the South of France and on to St Andre the following day to hook up with numerous friends.

After waiting several days for the north and north east meteorological wind to pass I decided to go up the hill. Possibly the least enjoyable flight of the summer at the Chalvet, I took off after 1600 to let the thermals settle down a bit. Three seconds after take off I had the nose of the glider ripped upwards with the usual aggressive thumping of the thermal activity here.

There was very strong lift to the inversion where it got particularly nasty, I then managed to punch through the inversion and everything smoothed out up to 2000m above take off. I did the usual routine, tried to go north and got drilled. Back up and tried to go west, got drilled, back up tried to go south, got drilled, back up and went east to the Chamatte ridge, got drilled and arrived 200m below ridge height. I scratched up and did the run to the Pic de Chamatte and back. Thank goodness I had not spent the whole summer here, August just seems to be a bit too harsh.

Last stop on the tour was to be Mens but the weather over the pass north of Aspres was wet so after an eight year absence we decided to go to Laragne where I'd had my first mountain flight in Europe.



All was fairly quiet at the Monteglin camp site and landing field which was nice. We enjoyed the last days of our summer trip rounded off with a flight at Mount de Bergies near Sederon with some Norwegian pilots from Stavanger and on the last day a flight from Chabre north face. I had forgotten how spectacular the flying was here and also the fact that you land in the campsite.

Plenty of new sites both flown and reccied this summer, with plenty more to explore and some to re-visit.

Check these guides out if you have not seen them already to whet the appetite:

Big Open Sky Slovenia Guide

Best Flying Sites of the Alps – Oliver Guenay

But do not forget the importance of speaking with local pilots, their insight and information can go well beyond any guide (sometimes not) and be relative to meteorological conditions on that day.

Safe and happy landings. Mike C

For Sale

Tim Pilling : "I am selling my Gradient Aspen3 size 26(80-100kg). It has 100 hours on it and was serviced by Aerofix last year coming out with good/very good condition(I have the report). It is an EN C glider. Colour yellow/black though most people will have only seen the the underside, which is white ;) It will come with the Gradient rucksack it came with, which is completely unused. I'm looking for £600ono. SD members are welcome to demo it before buying. Reason for sale is I have just got myself an Aspen4 which I am told is 1faster with 2betterglide!"

Next Meeting is on Thursday 28th November 7:30pm at the **Royal Oak, South Brent**.

This is the last for 2013; the following will be the AGM on January 30th 2014

Mark Ansell, Newsletter Editor,

SOUTH DEVON HANG GLIDING AND PARAGLIDING CLUB

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