



NEWSLETTER

October 2010

Autumn is upon us with the mix of weather giving opportunities, but no reliable flying days. Mixtures of blue skies, howling gales and nasty gusts have been challenging, but the opportunists have had some good flights.

September Meeting minutes

23 members attended on a wet evening.

Sympathies to the Snawdon family

Further to August's fatal accident we await the formal response from the Air Accident investigators. As the pilot was not a member of our club or the BHPA we do not yet have further details. Mark S explained that we did not want to have too much discussed in public as the farmer's wife wanted to sue someone over the accident.

It was also noted that a Daily Mail reporter tried to penetrate the club's Yahoo Group mail, but Bob became suspicious about the applicant and Googled their name, to reveal their true identity.

David Farrow accident

David had a crash on his HG at Cox Tor. Andy Farrow gave an explanation of the accident. He had been doing simple top to bottoms, but crashed during a cross-wind landing. An ambulance was called (who in turn called for the Air Ambulance) and David was found to have broken both arms and a femur. He has had a lot of metal put in and was in hospital for a week. "On reflection it was more thermal than expected that day".

The Club sends best wishes for a speedy recovery.

Tandem accident

Paul C (PG Safety Officer) gave a report on Andy Holt having a crash during tandem training at Corn Ridge. Andy is recovering well, but had spinal problems, so won't be flying on their forthcoming holiday to Olu Deniz. His passenger was released with no major problems. 2 Air Ambulances were sent, 1 went to Plymouth and the other to Exeter.

Site Grid References

Pilots were reminded to carry the grid references of popular flying sites as this is a great aid for the Air Ambulance, should we need to call them.

Following a bad month of call-outs a printable version has been posted on the club website (members section), but I will also attach to the Newsletter.

Buddy System

Following safety concerns and a lack of new faces at club nights, Paul C proposed a buddy system for new members. The idea is that new members will be contacted by someone living near them to

monitor how they are getting on and introduce them to other members who might be flying, as well as encouraging them to come to Club Night and meet more faces and chat about issues.

This is not to be confused with Club Coaches who advise specifically on flying issues. The concern is that new members could become disillusioned by not having an introduction and drift away from the club, thereby missing out on safety and social discussions.

Mark S. will contact local PG/HG schools to ask for warning of any new pilots coming through training in our area.

The committee will establish a method to get this underway.

Club Coach course 2011

Pete Coadie 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 will appear in Skywings.

Condors Xmas Bash

The Condors Club are looking for support at this year's event (we normally send a large group).

Saturday, 18 December 2010

Christmas Party

Location: Royal York & Faulkner Hotel, Esplanade, Sidmouth

Cost of £50 (tbc) includes afternoon tea, 4 course Xmas dinner, bingo, 3 a.m. disco and breakfast (plus a bed if you want to sleep).

Parking at Strete

Particularly for HGs, the only pull in at the top of the field is useful to HG pilots who don't want to walk up from the bottom. However it only takes 1 car at a time, so pilots are asked to unload quickly and move their car to the bottom car park to release the space for others.

More Rogue pilots

Dougie recently found a non-member (not BHPA) flying at Polhawn with no helmet and loose dogs. They were driving a yellow VW van and apparently work for the local ATC. There was nothing he could do except suggest he was trespassing.

Flying News

Thursday 30th Sep Tony wrote:

Arrived at Struddick. Met the farmer who was at the gate, who was about to shift his cattle.

As a courtesy I asked him if it would be alright if I flew today. Nice chap Farmer Kevin said that would be fine, go ahead.

It was about 10-12kts SW Sunny. Launched just before 1pm and then landed to send off the texts to confirm it was flyable. Back in the air with the farmer driving around underneath me on launch. Then Tom arrived and then we both flew to Millandreath and Seaton, we could have easily flown to Whitsand today but it would have been difficult to come back. After about an hours good flying the wind increased to just above our comfort zone. Would have been good for HGs. Rame and NCI Polruan gave it 18kts gusting and gale imminent. Gut feeling paid off today.

Monday 4th October Pete Dixon reported:

Fantastic flight at Freathy yesterday. Inwardly pleased to see the pg's packing up as i arrived about 3. I presumed it was going to be too light when I left Slapton. Was very impressed by the big ears flying up near cawsands though! It was definitely an afternoon for hangies although i think the morning went to the pg's.

Spent a good half an hour flying matching java's with mr big along the coastline before practicing a top landing. On top landing it was gusting up to 27 so decided to call it a day.

Friday 8th October, HG Pete again:

Yesterday was immense. Think I was extremely lucky as I managed to fly before it really clagged in. Got some serious height above take off and managed to make Start Point and even scrapped over to Torcross. Magical afternoon.

Sunday 10th October, Bill was at Beesands:

I got there at mid-day & measured the wind at 25 mph NE. Rigged up the Xtralite & then returned the car safely to the top of the last field. The wind was still strong at 25/30 mph & no one else had arrived so I picked a few blackberries & went looking for mushrooms. It was now 2:00 pm so I decided to fly & launched at 1420. I was pinned to the hill with full VB on & soon decided that I did not like being thrown around in the gusty air on the short beat in a NE direction. So I crossed downwind across Hallsands towards Start Point, losing very little height flying fast.

I arrived at the big cliffs level with the top of the small wood in front, & was soon was above the top of the cliffs, but did not get above the masts there as I had to pull on speed to keep position in front of the top of the cliffs. I got past the car park area & pulled on towards Start Point lighthouse. I lost height but managed to get past the lighthouse before turning back to the cliffs into wind at the car park. I flew around & had another attempt towards the lighthouse but lost height earlier & thought the wind might be getting stronger, so went back to the cliffs between the car park & Hallsands. I flew until about 1500 but was soon getting tired flying at my speed limit, so made an attempt to cross back to take off, but I soon lost height flying into wind with at top speed to penetrate across South Hallsands.

I returned to the Hill & considered landing on a large field behind the farm near the Start Point car park, but I could have been hit with rotor somewhere while landing. I decided that I would make an attempt to get back to my car, but that seemed to be unlikely & I did not want to be caught low down on the small cliffs fighting into wind. I crossed South & North Hallsands but thought I was too low to reach & find lift at the bowl, so turned back & landed on North Hallsands beach at 1510!

Tuesday 12th Oct. Robin Mog reported:

Although it seemed quite breezy on the way to King Tor when I got to T/O about 2.30 the wind was spot on but not that strong. I managed a couple of cautious (not pushing out too much) short flights, top-landing near T/O but then the wind died and I eventually packed up about 4pm having spent more time on the mobile telling people about the conditions (or lack of them) than I'd spent flying.

Saturday 16th Dougie reported an XC:

While on an xc flight from Corn Ridge last Saturday I managed to fly right over the Brent Tor gliding club at about 800ft, not deliberate I have to add. I only thought about it once on glide over Blackdown Moor, I was heading towards a nice looking cloud (which was working for a change) and had a horrible thought - I did not know exactly where the gliding club was, I looked down and discovered I was thermalling above their winch as a glider was landing!

After I was retrieved I went straight home and called the club to apologise profusely. They were in good spirits about it and were appreciative of the call and told me "we saw you coming and next time you know where we are" disaster averted. Just to point out I did not break any rules as they have no restrictive airspace above them but it's a good idea to bear them in mind if you chose to fly xc in a north north east from Corn. It is easy to tell if the winch is operative as the orange beacon on the winch will flash when running.

Wednesday 20th Paul C reported:

Myself, Robin, Alan H, Colin & Colin, Mike C & Jim Fish all enjoyed a nice bumble about at Cornridge. Nothing epic but was just nice to get out again after a long lay off of more than two weeks.

A gaggle of us left the hill, Alan ended up with a bit of a walk back, Jim ended up at Widgery and me & Colin B stuck close to each other & ended up near black down (although Colin would be keen to point out that he landed a further 50ft closer to the road than me!)

Weather definitely changed now, double gloves & wooley hat under helmet certainly now required.

Friday 22nd Mike reported:

Crackin day was had at the Whitsand office with Colin Jones and Mark Nicol. Height gains to 1500ft above take off, I only managed 1100ft myself. Made it out to Rame Head for the first time. Some decent thermals coming through and the first time I have seen it cloud streeting from the south coast.

Mark Nicol did the whole run but I headed back after a rotory low save on Battern Cliffs, it was low tide!

Two days plopping and a day on the stiffie consecutively. Its a tough life but someones got to do it. Happy days! Mike C

Other News

Future Events

October – we have Lt David Eaton from Air Traffic Control, Plymouth Military RADAR, based in Devonport.

He will talk on the "Air Aspect of risks in area", an appreciation of flying risks, which is given as part of Safety Training for all military pilots in the southwest.

I have asked that he cover any impact on the Torbay area (from Portsmouth) as well as Plymouth activities to cover all members. This talk covers risks we all need to consider when flying in our area.

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:

"This will be our first, (and hopefully best ever), curry night at our new home - The Royal Oak. For this event I have organised a Buffet evening with a selection of different curries to try along with the usual accompaniments and side dishes, the likes of which you would expect in a good Indian restaurant. As with our regular meetings we will have the function room all to ourselves.

As usual, there will be the chance to order from the daily menu for the one or two who do not like curry and there will be a vegetarian option if requested.

The cost is £10 per person. I appreciate that this is a little more than we usually pay. However, this is an award winning pub, it will be very close to Christmas and perhaps, our Christmas meal and with all due respect to the folks at the London Inn, this meal and the evening as a whole will be on a different level.

The function room can comfortably sit around 40 people and, as usual, places will be reserved on a first come first served basis. I believe that around 30 have already expressed an interest so please let me know ASAP if you would like to go with numbers and if you would like a vegetarian curry.

At the very latest I will need to know by the October meeting, Thursday 28th October.

My email address is gw21@btinternet.com .If you book places via email please make the subject of your e-mail SD club curry night. I will reply to all emails to confirm I have received them."

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.

Next Meeting is on Thursday 28th October 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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