



NEWSLETTER

October 2011

Hopes of some late season flying were limited by strong winds and 'non-lifty' warm air. Yes there was flying, but not as much as we expected, and I've certainly done more parawaiting than usual. Now the autumn wind and rain have arrived with a vengeance and it will take some opportunistic trips to catch any flyable slots.

September Meeting minutes

XC League

Turnpoints are now an option on the website for the club XC league. The old records will be kept and recorded as open distance.

Tow winch

Paul Cioffi had proposed on the forum that a winch syndicate could be set up. The club does not have the finances to buy a winch so a separate syndicate would have to be set up. Some members recounted previous instances where winch syndicates have been set up but have failed due to lack of interest. There was little interest expressed at the meeting.

Flight incidents

There were recently some incidents at Batcombe with low level collapses. Particular concern was with a pilot flying a recently acquired second hand Nova Ra. The opinion of club guest speaker was that the Ra was not a great wing to start with. It was felt that wing was just a bit too for the pilot concerned to handle considering his experience. It is thought that the wing is now going to be sold on.

Groundhandling Clinic

Mark Nicol will set a date for the clinic with Mark Leavesley and publish it on the Yahoo group. The cost will be £25 each and spaces will be limited to 15, on a first paid basis.

If the weather fails to cooperate the new dates will be arranged with the possibility of using Andrew Pearse instead. [The date has since been arranged for Saturday 19th November with Sunday 20th if Saturday is unsuitable.]

New Tandems

There are now 3 more PG tandem rated pilots in the club, Chris Bellamy, Andy Holt and Tim Pilling

October Meeting Provisional Agenda

Meeting Start 20:00

1. Plans for club comp Matt
2. Update on Groundhandling School MarkN
3. Paramotoring accident - Torbay ????
4. Flight "confessions" All Guilty Pilots
5. AOB

21:00 Break
21:20 Meeting restart
6. Groundhandling Video
7. Members pics & videos
22:30 Meeting Close

Other News

Lantern Launch evening

Julie just wanted to say a massive thank you to all those that came to the lantern launch and helped to commemorate Mark's birthday in such a special way last night. The wind was a bit strong, so it was a challenge to get them in the air. A lot did go up cleanly and looked fantastic floating out to sea behind the dark sky - it really was an amazing spectacle and felt very special. No one fell off the cliff and all returned to the Rugby Club for some hearty food.

Thank you also to those that couldn't make it - who have sent me such lovely messages.

The huge amount of support really means so much and helps me take each day going forward - thank you everyone you are all s tars

Juliexxx



Money raised for Air Ambulance

All the flying equipment that Mark Nicol was asked to dispose of by Mrs Gardner has now gone except for a reserve parachute which is quite old, in good condition and would suit a small pilot. Mark would happily accept £75 for it. It just needs to go.

Mark sent a cheque for £350 to the Devon air ambulance and got a nice reply back -see attached letter -which we have passed on to Mrs Gardner. Mark also rang her before receiving the letter -and she was absolutely made up that her son's flying kit has gone to local pilots with donations to the air ambulance.



Devon Air Ambulance Trust

Mr M Nicol
8 Undertown
Ugborough
PL21 0NH

17th October 2011

Dear Mr Nicol

We have recently received a donation of £350.00 from you which we accept in memory of Mrs Gardner's son. May we express our deepest sympathy to you and Mrs Gardner and her family at your sad loss.

As we are sure you are aware, the Devon Air Ambulances are funded solely by voluntary contributions. We are therefore most grateful to you for thinking of us at this very difficult time.

Your gift is already making a difference and will assist us in keeping Devon's two Air Ambulances flying. The service has now been in operation for almost 19 years, during which time the helicopters have flown in excess of 17,000 missions – helping to save lives and boosting our patients' chances of making a full and speedy recovery. Thanks to your generosity many families throughout Devon are together in 2011 which may not have been possible without your support.

Meanwhile, as a token of our appreciation, please accept the enclosed *Helipad* magazine which we hope you will find informative.

Once again, our grateful thanks for your generous assistance.

Yours sincerely

Laura Brown
Devon Air Ambulance Trust



Devon Air Ambulance Trust
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Registered Charity Number 1077996
Registered Company Number 3655746

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Bencon
company

[UK] Flying News

Thursday 29th Sep Dougie went to Beardown:

The Moors were the place to be, had an hour and a half flying at my fav easterly mainly at around 200ft ato but did have a couple of good climbs to + 500ft in very mellow thermals. It was a struggle to get up but once above 200ft I could just cruise around the valley, really nice and cracking temps probably mellowing the climbs. The M4 really shows who is boss in light conditions, I love it

Same day Mark Helm ventured over to Mere, but had problems:

I went flying at Mere and had to slope land in light conditions. I had been in Mere for 2 days and had landed in the same place plenty of times but on this occasion failed to notice a rabbit hole which then wrenched my foot round to a very painful angle with a loud Crack ! An ambulance was called after advice from Vivian that ankles were funny things and it was best to be on the safe side.

I said please tell them not to send an air ambulance as it was only a broken ankle. The paramedic arrived and had a look and then a helicopter came down with more paramedics rushing around urgently asking where the serious, life threatened injured patient was..... chinese wispers apparently.

One of the most popular dishes I put on menus at the restaurants I work at is a starter of Wild Rabbit, rosemary and garlic rilette on red cabbage and gin slaw. As I sit here in plaster I think the rabbits have got thier karmic revenge.

thanks to Ivor, Vivian and other people on the hill who helped pack my glider away and offered help.

Also worth noting that my ankle would of been a lot worse if I hadn't of been wearing good sturdy boots.

Sat /Sunday 1st/2nd Oct. Sam also went to Mere:

Was very lucky and flew Mere on Saturday with Ivor, then again Sunday. Conditions on Sat were good, light and scratchy at times then it would cycle and a couple of hundred feet ATO possible, one of those up and down days. It was rather busy and felt like you needed eyes in the back of your head at times, tended to land when it got scratchy due to the number in the air. It switched off at about 6.30 as the wind swung off the hill.

Sunday was stronger and on the verge of blowing out from about 2 - 3pm with 20 mph gusts, but it did mellow again, little bit bumpy at times with cycles allowing 300 - 400 ATO and less people out. Was lovely to fly in shorts and T-shirt.

An excellent site, good top landing huge bottom landing. Loads of slope but with lots of rabbit holes and ankle turning tufts. Bad luck Mark hope you make a swift recovery! Will definitely be making more of an effort to there next season. Care is required when inflating, as a barbed wire fence runs along the back of launch not a site to get dragged about on.

Friday 14th October Bob headed to Strete:

Eventually came good for floppies, though we were almost outnumbered by stiffies. Colin J, Alan H, Pete Dixon, Bill A and three Condors [one of whom crashed by the car park, but walked away to debate lots of bent metal].

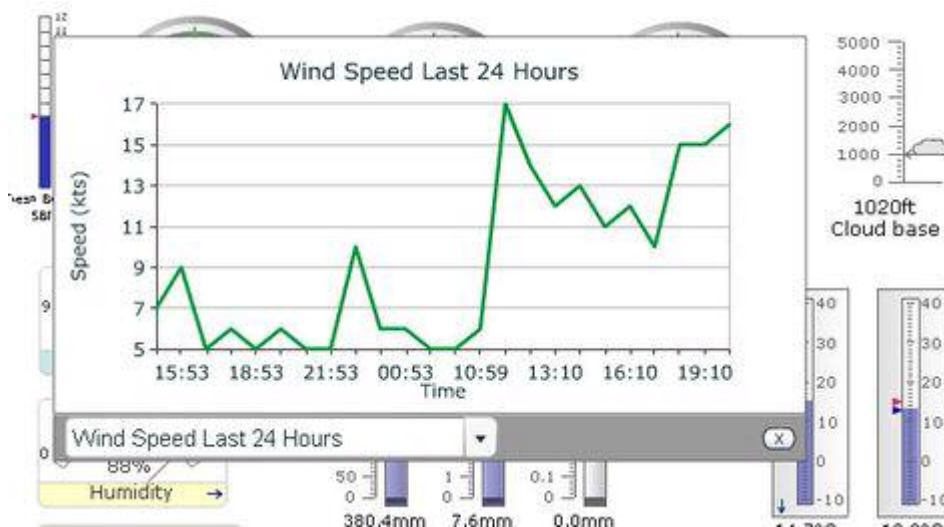
The early bird (Mick B) got the best of it and had 3 flights. I got there 1030 ish maybe and the wind speed picked up pretty much as soon as I got my blooming glider out of the bag! That is one hell of a spike on the graph. I had a couple of attempts to get off at that stage but to no avail.

After a few hours of parawaiting and watching the white horses, it dropped enough for the rest of us floppies to get off from a bit further down the front of the hill. Still quite breezy. Me, Mark A, Julie, Les C, Mark N, Tim P and passenger on tandem, and Robin Mog flew. It was still well off to the N (45 degs off?) and slow going to Blackpool Sands, (very quick back though) and some good height with sea thermals. I had a bit over 500 ft Ato I think. Several of us made it the Start Bay Inn (by vehicle) for a pint or three afterwards. Nice day in the end!



Bill added:

Approaching from *Halwell* about 14:00 I could see a couple of hangies above the coast. As Alan was about to take off on his *Atos*, a glider crash/landed on the hedge near the car park! I drove to the lane of the accident & no injuries but a badly damaged glider! While slowly rigging the paragliders started to fly from well down the field. The wind had dropped from 17 to 11 mph according to the graph [below] from Bob, but another hangie pilot who helped me take off said that the wind had not changed very much but "give it a good run!" when I took off at 1530. I had a reasonable take off & turned left into wind as I flew to *Asherne House*. Arriving at the bowls I was only level with the house & decided to fly round the corner to the cliffs, which should have been more into wind. They did not work as well as expected & I did not dare to cross the last valley before *Mathews Point* & *Blackpool sands* but turned back. I was still only level with *Asherne House* as I passed it & had not had time to zip up my harness or put on my VB. I flew fast downwind to the take off area, turning just before the take-off field & soon faced into wind, losing height towards *Asherne* again but lower! I thought that the wind may have dropped or swung more to the East & turned back to land, but was surprised that I arrived over the beach so high. I should have worked the ridge above the take off field harder but was too late to turn back across & so decided to land on the beach after only 10 minutes.



Sunday 16th Julie went to Polhawn:

Thanks to Mark Nicol, I was in the air again today. Mark had studied the forecast and thought maybe on at Polhawn.

We arrived around 1.30pm to find Mike Connatty (Chunky) just launching his para. Wind v light and hence Mike came back to top land not long after take-off. Low tide at 2 pm so we sat and para chatted for while with Annabel and Mike and then Mark tried Mike's para for short while - again light and Mark top landed. Mike then flew again for quick flight before landing in bomb out field and then the wind went even lighter and started to swing round to bring Freathy on around 4pm. Mark suggested we try there and shortly after we got there - it came on and gulls were soaring. Mark and I were in the air for 1 hour and 10 mins of peachy conditions. Max height above take off of 250ft. Landed just before fantastic sunset. Quick visit to the pub before heading home.

Great day and lovely flight thanks to Mark.

For Sale (still to my knowledge)

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 come to the conclusion it is too large for me. I bought it from The Sick and The Wrong in Keswick end of last season, didn't get to try it as it was raining all week. Obviously to try to sell it back to a shop now I would be given a silly offer. 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)

<http://www.turfhouse.com/acatalog/harnesses.html>

http://cms.flyfirebird.com/paraglide/index.php?option=com_content&view=article&id=69&Itemid=84&lang=en

-Charley Second Chance 118 – New and in the harness for one hour - £320 (£460 NEW)

<http://www.turfhouse.com/acatalog/paraglidingreserves1.html>

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. Inspect Torbay. Pics can be seen here

<http://homepage.virgin.net/bobmoore.sfy/grid.html>

~~£425~~ £400 - Inspection welcome. And even maybe a test flight, if we get a half decent day!

Bob Moore 01803 851402 / 0794 11819106

Next Meeting is on Thursday 27th October 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.

Mark Ansell, Newsletter Editor,
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