



# NEWSLETTER

## OCTOBER 2013

The flying reports from this month would make you think that there was some good flying to be had, but it mainly felt like fog or howling gales most days. This has led to frustration and some possibly rash flying decisions resulting in several incidents and accidents. This is the theme of this month's club night in an attempt to ensure members remember to 'Fly Safe'.

On a lighter note, as we huddle from the storms, I am pleased to publish an article (in 2 parts) from Mike Connatty recounting his summer flying holiday.

### **September 2013 Meeting minutes**

#### **Apologies**

Julie Stapleton, Colin Blagdon, Robin Mogridge, Dave Reckitt

#### **Exeter TMZ**

The TMZ around Exeter Airport has now been lifted.

#### **Cox Tor**

Following a recent incident with the farmer at Cox Tor, Robin Mogridge has come to an agreement that we will not overfly the farm west of the stonewall at less than 500ft. This is in line with the ANO. As a reference 500ft above the farm is roughly the height of T/O.

#### **Beesands Site Guide**

The updated site guide in the new format was presented including a general site introduction. Work on the guides for other sites is in progress

#### **Club T-Shirts**

Malin's designs for club t-shirts was well received and he will re-post the designs on the club Yahoo Group.

#### **Safety**

Alan Hughes still had little news on Simon Kiddy following his accident.

Alan also showed an on board video of his recent T/O incident at Dizzard with an explanation of mistakes made and lesson learnt.

Mark Nicol showed a video of a recent cloud flying and spiral dive incident followed by a discussion on how to avoid accidental cloud flying as was shown and exit techniques if caught in cloud.

### **Next Meeting Agenda for 31<sup>st</sup> October 2013**

#### **Meeting start 8:00**

- |                                  |               |
|----------------------------------|---------------|
| 1. Introduction                  | Alan          |
| 2. Progress on site guide update | Site Officers |

- |  |                 |
|--|-----------------|
| 3. Flight confessions                          | the guilty ones |
| Atos over Oro video                            | Alan            |
| 4. Safety Matters                              |                 |
| BHPA position on trainee pilot ground handling | Mark A          |
| Coastal flying safety / sea landings           | Darren          |
| Coaching "special offer"                       | Tim             |
| Flight Planning Tool                           | Col B           |

## Break

- |                                       |        |
|---------------------------------------|--------|
| 5. Algodonales trip                   | Julie  |
| 6. Google Earth Track Log Session     |        |
| <i>XC flights &amp; key decisions</i> |        |
| Dizzard to Fowey (getting it right)   | Mark N |
| Dizzard to A30 (getting it wrong)     | Alan   |

## [UK] Flying News

### Sunday 29<sup>th</sup> Sep Todd had a flight at Beesands:

Had a 25 minutes flight after I saw Michal take off. It was a great experience great take off and super flight. Now that I have flown Beesands I know more or less what conditions are right for me and my glide. It was top end wind speed between 12 and 18 miles and I am sure further up it was more as I had to use the speed bar sometimes.

A seagull almost crashed into me. He was literally a meter from me when the seagull realised.

### Same day Mick chose Labrador Bay

Went to Beesands - blowing 18 mph on the beach so knowing I made the wrong decision raced back to lab bay to see Rob m taking off with Jo on tandem.

I got the wing out and launched in fairly light conditions, but with sea thermals it was fine. I got to maidencombe, but a babbacombe run was not on. I'd been flying for 45 mins when I remembered I'd not got a ticket for parking, so flew over and shouted down and Jo kindly sorted that for me. Russell had a brief flight with us. Robin, now flying solo on tandem, and me flew across the river to land on Teignmouth green to be joined in the ship inn by Jo and Lynne. So not a bad day - perseverance paid this time anyway.

MJ added: I did fly at both sites: lab bay and Beesands. I got to lab bay before one. I flew there for 50 min and then it dropped. I left from there at about 14:45 and moved to Beesands where flew for an hour. I was joined there by Todd. It was still flyable when I was leaving, but had landed as felt a lot of moisture at about 150ft ato.

### Monday 30<sup>th</sup> Darren went to Strete

Got to Strete nice and early, to watch the fog clear and the wind maintain a mostly easterly direction. I did think about moving to Beesands, but figured there was no point chasing the wind when it was forecasted to swing around, and around midday I was joined by Simon from Switzerland who I believe just searched for sites on the internet and travelled a few hours to get to us, soon after Mark n and then Alan and Julie arrived.

After waiting the wind looked to be swinging around so we all headed to the top of the hill to find not much wind up there around 4/6mph. After a bit of a wait it we all came to the conclusion that it was not meant to be, so we all decided a forward launch top to bottom was needed starting with Mark n, Simon, Julie and then myself we all managed to spot land within 10 meters of the windsock, while packing up we waited for Alan who decided to wait just a little longer and before I had finished packing Alan had launched and was maintaining height above the tree line. By the time I had finished packing Alan was a couple hundred feet above take off, so we all rushed up and was joined by Todd, and Rob Mog. We all eventually got away and had a good hour or so flight. I had to land early to get home, but well worth the wait.

### Same day MJ was at Maker

It was ok at Maker. There was no rain at all. It was not flyable for about 45 minutes started at 1. It picked up with white horses on the water. I finished my last flight at 6.

The funny thing about the condition was that it was bang on the hill on take-off, but once passed the fence the direction went more easterly; lift was all along the cliff between the Kingsand and the 'gap' before the fort.

There were four pilots today - others (in order of appearance): Malcolm, Phil and Tim.

### Monday 1<sup>st</sup> October Editor headed for Strete

I drove from Plymouth in the dry, and it chunked it down as I got within 1 km of beach. Found Dazza, Swiss Simon and Rog huddling in Roger's van. After rain eased I carried up to t/o - 5mph on beach, 15 mph at top gate - not convinced.

Swiss Simon demonstrated how to launch and fly low down along hedge; Dazza and Roger demonstrated how not to kite. I was still up the hill when Dazza 'launched' and thought I would have to get the wing out if he cleared the hedge - luckily he didn't, as I wasn't happy with conditions claggy and gusty. After we had picked Dazza out of the bramble hedge I headed back along Slapton Ley at 2pm and hit rain before Torcross and all the way home.

#### Saturday 5<sup>th</sup> Todd went to Cox Tor

I went to Cox Tor. Wind was west then turning North West. Actually never really consistently always between North West and West. The strength was between 5 and 8 mph gusting sometimes when a dark cloud appeared to 10 mph. Always though on the weak side.

Did a lot of ground handling and put in two flights when the wind picked up. One 10 minute flight and slope landed and at the end a 5 minute flight then bottom landed. Was a great day out with my wife and great fun.

#### Same day Editor was at Whitsand Bay.

Arrived lunchtime to find gliders flying Polhawn. Rigged and went to launch, but wind light and tips kept tucking. Malcolm landed and advised not good, as wind was going SW. However moved down t/o and had a reasonable 10 mins, watching everyone else (Tom, Dougie, MN, Dazza) landing, so put down to find all just wanted coffee! Again a bit bumpy the last 30'.

MN suggested we relocate to Freathy - Malcolm had already gone there and Malin was persuaded not to unload but head there.

I then loaded up the coffee / snacks bag into the harness and flew with Tom, Dougie and Dazza down to Freathy, but finding lots of lift, despite being WSW, pushed on to Portwrinkle before returning to Freathy to land. Colin J, Bob, Julie and Alan also arrived and I had a further flight before tide covered beach, when all landed and called it a day.

#### Sunday 6<sup>th</sup> Editor returned to Freathy

About 9 pilots turned up today (no others from yesterday). It was temptingly close and Michal had a short flight when it looked hopeful, but slope landed on the cliff. Sam rang me, but I said it wasn't worth coming, so being impetuous he turned up anyway and stripped down to his undies (to lose weight) before committing to the air – scratching for 3 mins before top landing. Half an hour later he tried again and probably had 15 mins before having to choose the rapidly disappearing beach.



The rest of us practiced para-bollocks and lots of ground handling, ever hopeful it would come good.

### Monday 7<sup>th</sup> Tom went to Polhawn

I was at Polhawn waiting for the mist to clear, when at 13:00hr a paraglider appeared out of the mist from the direction of Freathy, so I guessed it must be clearer up there so headed off that way. It was not on the way back I counted possible 5 gliders in the air, I never realised we had so many IMC rated pilots in the club, now that's what I call a dangerous sport.

Editor added: It was a challenging day, and not as I had hoped, with the wind rarely below 15mph and cloudbase at 150' at +/- 50'. The main task of the day was to launch, but stay below the cloud / fog – so well done to Graham (Billy Wizz) and Russell.

Hardened oldies included Polperro Tony, Kernow 'I like hiding in clouds' Bill, Malcolm, Michal, Kernow Mike, Tom and Robin 'better late than never' Mog.

I took the chance to test fly CJ's Mentor 2 in the strong conditions getting to Portwrinkle golf course on one trip, but had to turn back due to the low cloud. However we all practiced lots of launches and take-offs – and getting out of cloud. A better day than we initially feared.

Robin Mog also added: It was quite tricky flying at Freathy on Monday because of the orographic cloud, quite often it was less than 100' @ T/O and coming and going all the time. My first flight (after I'd sorted out a brake line twisted around its pulley) didn't last very long cause I seemed to be continually big-eared to get out of the cloud and fearful of bumping into others in the same predicament. Then the air looked clearer towards Tregantle so I took off and went that way. I remembered some years ago flying with orographic at Beer Head and finding lift on its seaward side (upwind) so you could actually soar the cloud, so this time when the cloud started to form around me, I pushed out to sea until I was clear, then, as the cloud melted away, moved back to the cliff. This worked quite well as you weren't losing much height, if any, upwind of the orographic and you had a clear view all around you to avoid mid-air yet there was no danger of ditching. Using this technique it was comparatively easy to get to Portwrinkle but then you could see Batten cliffs completely enshrouded in cloud so further progress didn't seem on the cards and I flew back to Polhawn and then landed at Freathy with a slightly damp canopy.

I might be missing something here (or maybe it's a senior moment) but, in 20 odd years flying, I don't remember getting any advice about flying with orographic cloud so what I was advocating above might be distinctly dodgy and there maybe dangers or drawbacks I haven't addressed (or maybe everybody flies this way in orographics and just doesn't talk about it). Anyway I thought I'd bring it up here so club coaches could comment and offer their advice.

Later I thought it might have been possible to use this technique to get around Batten, even though the cloud was lower than the tops, and do a Looe-run that day. But I think the problem would be that you had to go so far out to sea to escape the cloud that you'd lose sight of the shore-line and that could be disorientating and potentially fatal.

### Saturday 12<sup>th</sup> Mick goes down at Labrador and has a hard climb back up

I got to lab bay at three more thinking not enough wind but gulls soaring so set up and away the air was nice and lift with sea thermal a bit more wind would have been nice. Jim Mac turned up just after I took off and was soon in the air. I went off to Babbacombe, but could get no further.

Wind now dropping, so time to head back; got to Maidencombe getting low just above cliff ht thought about landing in one of the fields, but I could see Jim with a lot of ht over the big cliff, so pushed on expecting to get lift.

I'm now almost in line of take-off, but the trouble is I'm now at thirty ft asl and in the dead area at foot of cliffs. I just passed a nice big flat rock so turned and landed. If you think walking up from Freathy beach is hard you have no idea - the first bit's a rope climb. Despite the landing it was still a great fun flight.

### Same day Paul went to Beesands

Got to Beesands to find two pilots standing parawaiting on the hill in the silhouetted distance, as they were waiting for a shower to pass over. The incoming weather looked better so made my way up the track to find Darren and Ian from Torquay there about to get ready.

They soon took off and I followed at 15:55pm and had a very pleasant hour and nearly forty minute of flying in some pretty good lift and got to 816ft ASL and landed on the green after an outrun over a bit of the lake to bleed off height.

Very enjoyable and pleased that after my third time at the site I eventually got to do some proper flying and see what the site potentially has to offer, other than just a top to bottom.

### Monday 14<sup>th</sup> Todd went to Perran

Went to Perran and had 48 minutes of great flying. Wind then turned off. Still was worth the trip

### Tuesday 15<sup>th</sup> Bob went to Beesands

Beesands was fun today, just about flyable if you took off at the right moment and even better if you could work some extra from sea thermals. Must have had an hour or so and always managed to get back in to top land. One very low scratching save. Everyone thought I was a gonna! Off to the north as usual, but got halfway to Hallsands a couple of times. Best height was maybe 100 feet at, but usually much lower. So nice to get in the



air, and it all looked great in the low sun. Others out to play were Paul, Todd, Michael J (of course) Malcom W, Mark A, Billie Whizz, Dave Reckitt.

Unfortunately Graeme (Billy Whizz) had a bad landing – the last straw

Regretfully, I've decided to give up our amazing sport of paragliding. Today I had my second bad bump on landing at Beesands, that's twice in six months and I really don't want a third. I'm OK, I've knocked my lower back, knee, elbow and inner thigh, thankfully nothing too serious but quite sore at the moment.

I had a lovely take off, about 5mins in the air in what felt like very smooth air. I was about 50ft above take off and decided to head for the landing zone to pack up for the day. On approach to land, I had quite a bit of height and started to snake it off. First turn seemed OK, but then on the next turn, I seemed to lose height quickly and sank fast, heading towards the sea. My immediate thought (which was obviously wrong) was to head over the rocks towards the sea and then turn onto the beach, basically, I think I panicked.

Unfortunately I seemed to drop quicker than I expected and bounced off the rocks and onto the beach. It gave me quite a fright and has made my decision for me that as I said above, I don't want it to happen again a third time.

If I'm honest, after the first time I had a bump (about five months ago), I've been fearful each time I've flown, and as Bob said when I was packing away, it's probably not a good idea flying when feeling that way anyway. After my holiday recently, I had been considering in the back of my mind if I wanted to carry on flying, but after a few shorts flights recently at Freathy, I decided I would carry on.

I want to say a massive thank you to everyone who I've had the pleasure to fly with and for all your help and advice on the hill. Although I'm packing it in, I have some amazing memories of so many terrific flights.

Thursday 17<sup>th</sup> Simon V flew Freathy and posted this photo



Bob added

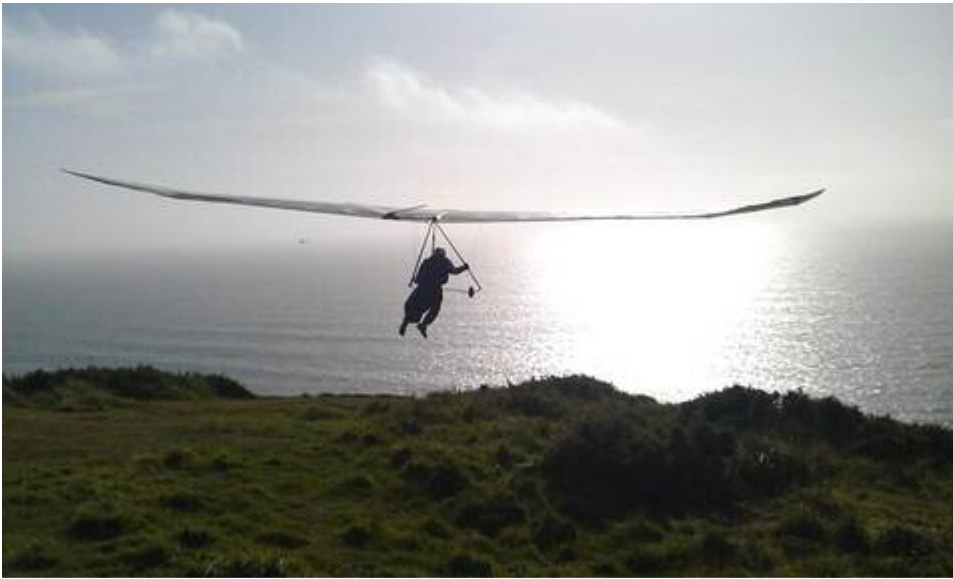
Turned out OK. I had doubts when Alan called me this morning. Thought it would be too strong, though was forecast to drop at 1600. We got there 1230 to see rain just at Tregantle, but gliders in the air. Bonkers I thought! But at Freathy no rain, but quite breezy. (Breezy but not lifty?)

Kernow Bill said it had just picked up last 15 mins. People had flown before we got there but I think scratchy. I took off at 1245 and needed a good shove to get off as it was strong. Weirdly though it wasn't lifty just out front, was OK once you had a bit of height. Bit misty at height, and orographic but light.

I flew 45 mins but was increasingly on bar, even full bar and decided to land. Landing was OK, but going slightly backwards.

442 feet ato, and 45 mins or so. Bit later it was 20 mph plus at take off and instead of dropping increased to 25 mph. And got more clagged. Think Alan and I arrived just about the right time. Lucky.

Big Al flew his Atos and also in attendance flyers Tim P, Malcolm W, Simon Vacher, Michal J, Kernow Bill, Bondy, hg pilot from Kernow, and latecomers (too windy by then ) Rob Mog, the Newton Abbot boys, Todd and maybe I forgot one or two!



Alan added: A nice day for HG, with the orographic well above the hill and the lift good enough to climb above the cloud. Nice that the flags at Tregantle came down for us, but I didn't push on past Portwrinkle because the orographic was getting thicker and further out to sea from there on - presumably rolling back off Batten cliffs? I put in a nice 360 over the hotel at Portwrinkle, but that was wasted coz the camera had shut down crossing the firing range. Not sure if it was the battery dying or interference from the aerial triggering my rf remote on the camera.

V. interested to see Kernow pilot (Graham??) flying his HG seated in a PG harness. Looked v.comfortable. Just like the "good old days" but with much better gear!

Magic day above cloud with the "glory" following me along the top of the orographic.



Wednesday 23<sup>rd</sup> David R flew Polhawn

Mike, Paul, Malcolm and myself all flew. Bit top end but you could get to Freathy south side okay. Paul went off to the point. I decided a crap landing was in order so landed my wing on the thorn bushes by the road and then got lifted into them... very luckily no barbed wire at that point.

## Other News

### Water landings (Safety Officer PGs)

We hear from the BHPA that after a water landing fatality, the accident rate relating to all watery endings drops off significantly.

More than most clubs we have coastal sites where we face that hazard regularly and this year we have had several water related incidents where we have got away with it; that is at least without fatality.

The converse of the message from the BHPA is that building up to a deadly incident we tend to underestimate the risk and take more chances.



Please be aware of just how deadly a water landing can be, give the sea the respect it deserves and stay safe. Darren has done some research and is planning to give a talk to the coast guard on the subject and is going to share some of his findings with us on Thursday. He also has a cracking short video to share, well worth all of us viewing.

### Flight planning tool (Colin Blagdon)

I've been attempting to create an all in one place flight planning tool and it's almost ready for the club. the key headings are:

Weather and links to web sites.

Site rules, links to site guides and perhaps the club contacts numbers of adjacent clubs etc

Site OS co-ordinates why it's good to know them and link to site guide

SATCO what's that and why do I need to know, inc air safety initiative

Notam, link to the planning website

Coastguard numbers, do we need them?

Firing range activity, 0800 number and weblink

Tide times link

Airspace issues temp restrictions etc tel no

CANAPS what's this and how to use it, web link

Desirable, a big list of misc from checking batteries are charged, access codes for padlocks, camera memory, common radio frequency with your chums, air charts etc

Ashley can not only put this one page catch all on our site but he can make it more smartphone friendly.

Please, let me know if there is anything else you think would be good to have cross your mind when planning a flight and we'll see if we can squeeze it in.

### Air Traffic Notification

For all local coastal flying SATCO would prefer us to call the duty ops officer on 01752 557550

Please try and Coordinate calls so they aren't inundated.

The call isn't mandatory, but in SATCO'S view, it is good practise and promotes air safety.

### Ground Handling for Students on our sites

The committee contacted the BHPA to confirm the insurance status of student pilots wishing to ground handle on our sites.

As you are hopefully aware, all pre-CP Students should only be trained under the supervision of an Approved School Instructor. This does NOT include Club Coaches, who can only deal with Club Pilots and higher.

The BHPA stated that their insurance does not allow for Students to ground handle on our sites unless supervised by an Instructor.

There is a change going through the BHPA Training Programme, at the request of Schools, to allow Students to be signed off to ground handle on their own, once deemed competent to do so. However this is in response to the terrible weather that the UK has experienced in recent years and the Schools wishing to keep Students 'current'. The intention is therefore to allow such Students to go to a local park to practice and keep current. It is NOT the expectation that they turn up at (more distant) Club Sites. If the weather is good enough for them to do so, then it's probably good enough for them to attend their school.

It is therefore NOT the Club's intention to permit Students to ground handle unsupervised at our sites.

### **Club Website Password change**

Due to a suspected hacking of the webpage, and subsequent flood of spam mail, the password has had to be changed. This has been circulated on Yahoo Groups, but for non-'Groupies' please contact Darren if you would like to login into the members section of the clubs website. E-mail him your name and BHPA number at [sdmember@yahoo.com](mailto:sdmember@yahoo.com) and he will issue you with the new password.

And a reminder not to circulate passwords or gate codes, etc via Yahoo Groups.

### **Summer flying 2013 (part 1) - Mike Connatty**

This year's trip was inspired by a combination of factors, these included recommendations, a couple of alpine flying sites guides and frustrating conditions in St Andre in August during numerous previous trips.

Taking a route through Belgium and Germany we were €90 up on peage tolls from the start, the roads quieter and the driving more civilised.

We stopped in Bavaria to visit German flying friends from St Andre and check out a few sites including Obersdorf, Tegelburg and Neunerkopf just over the border in Austria.

Then it was on to Mayrhofen where I had my first flights, an evening paraglide sledge run from Arbiskopf. The following two days having shake down flights on the hang glider, the first with a local school from half way up the mountain and the second from the top with a very friendly bunch of Swiss pilots. Neither flights being memorable or thermic, but served well to get re-acquainted with my kit as I had not flown for 8 months or more.

Slovenia and the Italian Dolomites beckoned so onward we went; next stop was Griffenburg, Austria. Having checked out the main landing field at Griffenburg I decided that I would paraglide, there were huge high tension power lines, maize fields and various other obstacles to negotiate. The road up was tarmac and an easy drive. At take-off there was a café where you purchase your 'flugkarte' for €5, all very well organised and civilised for non-flyers.

Waiting rigged up were about 40 hang gliders, oh decisions! The site has a reputation for some big cross country runs so I rigged the stiffie. While rigging I spotted the funniest thing, a young lady pilot kneeling down, she then lifted her top and her toddler latched on for a pre-flight mummy milk top up. She then proceeded to get into her harness and take off.....(without the kid)

Thermal activity at take-off level was initially quite weak and some pilots were not connecting and heading down for an early bath. I decided to wait for a pilot out front to hook into a thermal before taking off then scream directly across to join them. This worked a treat, bang, straight up to cloudbase and away. There were both paragliders and hang gliders scattered up and down the valley making XC a piece of cake. Go on 80 km later and even the middle of the valley was lifting when all I wanted was to get down. The landing approach was definitely not ideal, trees, lake, HT power cables, maize fields at either end and a freshly cut wheat field throwing off thermals on the final 30m glide. What a flight, had I planned a bit better, taken off earlier and flown up wind initially I could have easily broken into treble figures for distance.

a glide and when you need a top up hunt out someone going up and join them.





Out of Austria, briefly across Italy and into Slovenia to Bovec, spectacular views of the Julian Alps greeted us the moment we crossed the border and I could not wait to get air borne.

I had to wait five days before flying as the weather was not ideal for xc. A good time to chill out and explore. The forecast was looking fairly epic and I had been in touch with Brett Jannaway from XTC about guiding, he was looking to break the tandem distance record before heading on to Ager.

I had done my research and planned to fly from Kobala near Tolmin, the run I planned was to head NW up the valley with a couple of glides and a valley crossing onto the Stoll ridge then head west and into Italy. I had reccied bomb outs and checked out take off the day before.

Thankfully there was a navette so I did not have to drag the family up the hill (again). There must have been 150 paraglider pilots and 30 hang gliders. It was like a zoo with all the buffoonery that goes with it. Cravatte take offs, spirals into the trees, etc.

It was a meeting of east meets west meets south with pilots from Russia, Ukraine, Greece and the usual European suspects.

I bided my time and did not take off until 1500, again it was a struggle to get up and many pilots went straight down. I could not figure out the thermic cycle and as with previous hangie pilots waited 20 minutes or more, clipped in, before lobbing off.

As luck would have it I ran down the steep slope having to push out to clear the fence, not a good start. I broke right quickly and sniffed a weak climb, turned and delicately worked it above ridge level before it filled in and took me to cloud base. I stuck to my plan and headed off. Having reached the Italian border landing options were running out and the sky gradually deteriorating so I started heading back to Tolmin. My last top up was at Stoll mountain summit before heading on a 25 km straight glide back to the landing field at Tolmin. Would I make it?

All along the valley were safe easy bomb outs so I had the confidence to keep going. I arrived with 500m height to spare and finished the flight with a perfect landing, approx. 80 km again. The only thing that soured the day was that the navette driver had attempted to rob my harness and glider bags. Fortunately I had his phone number and after the third telephone conversation he miraculously remembered where they were and arranged for them to be returned.

**Next Meeting** is on Thursday 31st October 7:30pm at the **Royal Oak, South Brent**.

**Mark Ansell, Newsletter Editor,**  
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