



NEWSLETTER

JUNE 2007

Welcome to the June edition of the newsletter. The flying season is now well underway, with the first healthy XCs being notched up (see article below). I've seen plenty of members out at sites at weekends, and had good reports from weekday fliers. Best of all no accidents have been reported.

May Meeting

There was an excellent good turnout with over 25 people attending throughout the evening.

Name and Shame

There were plenty of comments about the list put out, but most of those attending agreed that it was necessary. There was some confusion from late payers, so please be reminded that Subs are due from the 1st January each year - not your joining date (or the first flyable day of the year).

Unauthorised Landings

Karl again warned about landing in unauthorised areas, and the risk to site licenses as a consequence. He has regular contact with landowners, and although some are very supportive, others need careful handling. In several cases the farmer is requesting to be advised before flying, so he can comment on stock or crops. Please make sure you do speak to the landowners where requested in the Sites Guide.

Red Arrows and Plymouth ATC

You are to be reminded that the Red Arrows are based in RAF St Mawgan during the summer months, so are regularly flying in the area.

Karl recommended contacting the Plymouth ATC as a good alternative to NOTAMS. It is not so much that they will advise you, but rather they will advise other fliers expected in the area. You can call them on 01752 515341.

Wayne also reminded mid-week pilots that every Thursday is Navy War Games day with regular helicopter traffic out into Whitsand Bay. You are therefore recommended to avoid that.

Freathy Car Park

Pilots are requested to give way to traffic on Take-Off, both here and at other sites. One car driver was seen to wait for a paraglider to take off, only for them to be blown back towards the car. Knowing of incidents resulting in collisions with cars, it is recommended to encourage the drivers to proceed and only launch when clear.

The same applies on sites where footpaths cross, either T/O or Landing, e.g. below Maker, to ensure we get no complaints from pedestrians/walkers.

X-C Weather

This popular weather website was appealing for financial support and the club to donate £25. Dave Billington sent a "Thank You" and says he is planning to test forecasting on the site by the autumn.

Rame Head

Rame Head Coast Watch Station is hoping to go on line sometime in the future.

Lakes Classic Weekend

Bob Moore and Mark Canvin represented the club on June 2nd. They reported having a great time, staying on after the event. We are promised a report at June's club meeting.

School Links

Due to Innes closing down operations at our local school, concern was raised to ensure that we maintain an on-going intake of new members. The proposal was made to request reciprocal advertising with other southwest schools. Contact is to be made with Flying Frenzy and Flight Culture (both based in Dorset) who some members have trained with.

Club Holiday Videos

Last month South Devon Club Pilots Mark Nicol, Mick Boarer, Gordon White, Andy & Simon Holt, Julie & Mark Stapleton headed off to Olu Deniz Turkey for a flying holiday with Reaction Paragliding. They gave a video presentation of their holiday on the club night.

Flying 4 days out of 7 from 6500 ft take-off, heights of 9000 ft were attained, together with some spectacular scenery.

Accompanied by wives and in an All Inclusive Hotel, this turned out to be a great all-round holiday in an excellent resort.

The same members have now already booked to return for 2 weeks, commencing 5th May 2008 from Exeter airport.

Any other members interested in joining them please feel free to contact any of the above for details.

More Holidays

A further Club Holiday is being proposed for around November time in Tenerife, possibly with Condors (by now you should have worked out that Gordon is a member of both clubs).

Widgery XC

On the night we also reported a recent excellent XC day. Robin gives his account below:

"Widgery to O-J's Place" (Stoke Cannon).

Tuesday 29th May looked like a good day for Sourton, but when Martin (Foley) and I got to the Cox Tor car park the wind was westerly so we headed for Widgery Cross, not my favourite site. It was clagged in when we got there so after the exhausting climb up there I was happy to watch Malcolm test-drive the demo Aspen2 I'd brought along to try out. It looked very scratchy and hard to stay up. Luckily by the time I got the A2 back the sun had come out and within minutes after T/O, Martin (also

on an A2) and I were heading for cloud-base - a very respectable five and a half grand. Where to head now? Fir Tor and a possible long walk out loomed! Martin was already heading North to avoid Exeter Airspace so I compromised and headed NE towards the military roads. Crossing the West Okement, I got very low - level with Yes Tor - but on the north side of the valley got some little bits of lift which eventually developed into another strong climb to cloud-base. Martin was now very low over our Belstone site but very soon joined me at base as we left the moor. Now it became very frustrating as every climb we took headed us towards Exeter so our Gps tracks take on a zigzag nature with the glides going NE and the climbs drifting us E. Maybe we should have headed south of Exeter and tried to connect with sea-breeze convergence. Anyway with the next climb missing airspace, I failed to find it and landed on the river Exe flood plain, luckily dry at this time, by Stoke Cannon. Martin also came down at the same time a mile or so to the West. It was a ten minute walk to John (Owen-Jones)'s bungalow who luckily was attending to business and not out flying and very kindly gave us a lift back to Widgery - thank you John! - the end of a perfect day. Malcolm got away about half an hour after us and nearly caught up with us, landing near Crediton - a day for the Aspens. Needless to say I've bought mine, hence the ad for my old wing somewhere in this issue!



Canopy: Aspen2 26.

Distance: 42.9k (with turnpoints)

Robin Mogridge.

Other News

Club Website

A reminder that Ashley Ryall is building our new website which can be found on www.sdhgpgc.org.uk. Mark Canvin is helping to transfer information from the old site.

Other Flying News

Mid-May was disappointing with 'April showers' arriving late. The best flying was clearly had in Turkey.

For me the weekend flying only recovered on the 26th May with some short flights around Sourton. Unfortunately it only came good around 3pm, when Dave Aplin had to head back for the Elton John concert, and I had to get the kids BBQ started.



The following weekend Dave Aplin, Alan Kaye and I decided to escape the South Devon drizzle and escape to Beer Head which Gordon reported to be sunny, when viewed from Haldon. Although it clouded up later, we had a great time mixing with some 'young Condors'. As it was our first flying visit we didn't try to jump the Branscombe Gap, but we could see wings over towards Sidmouth (past the Napoli still in the bay).



The 10th June brought a surprise, as the forecast and reports from Rame were of 20mph S.E. winds. However the sun was shining and I thought it might ease later, so I headed over to Maker after lunch. To my surprise there were several pilots in the air, and it felt only 10 – 12 mph (Rame still reported 20knots). Both Nick Ditcher and Tom Dodge landed at different times, reporting that after 2.5 hours they were dying for a pee and had to come down.

I quickly launched and headed down towards Fort Picklecombe, but was not getting above the headland, so headed back. I seemed to be getting pinned in a strengthening E.S.E., so landed after 50 mins.

Alan and Ray then arrived, hastily launched, and went straight to the bottom! The wind had strangely died. They got back to T/O 20 mins later to find it blowing hard. Alan launched on his DHV2, but hardly penetrated, gaining 50+’ before crossing the front fence after several minutes. Alan then waved us over to help him with the landing, as he was being blown back up the field. Ray decided he’d seen enough and packed up to go back to the car. As it was only 5pm, I decided to wait while Alan recuperated, and Paul Cioffi came over on the ferry.

Within 20 minutes the wind had eased again. I checked that the white-caps had gone and launched for a nice run up to Mount Edgecombe, putting in a few 360s over the picnickers. Alan gave Paul a site briefing and then joined me until the wind finally died and we put down on the ‘lawn’ together. A pleasant bonus of flying I hadn’t predicted with teamwork getting other pilots to the right site.

I managed 20 mins at Struddick the following weekend, but suspect the next few days will be a washout.

Classifieds

For Sale: NOVA ARTAX (medium) DVH 1-2, less than 100hours, still in very good nick and clean looking in patriotic colours.

Ideal first or second glider, well practiced in cross country flying with nearly 300 kms under its risers. "£695 for a quick sale" Contact Robin Mogridge tel: 0136472430.

Next Meeting

Our next **meeting** will be held on the Thursday 28th June at the London Inn, South Brent, 7.30, as usual.

Rumour has it that Bob Moore and Mark Canvin (newly made a sky God, since getting over a grand ATO at Mam Tor and doing a short XC!) will be (may be?) giving a short talk on their trip to the Lakes, (Bob LCC comp), Peak District and Dales. Plus Mark being a wind dummy for the Services comp at Merthyr Common. (not a lot of people know that.)

Featuring a couple of short videos (5 mins each), made by Bob, of Lakes and Peaks flying.

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