



NEWSLETTER

JUNE 2008

We seem to have had some flying this month, but with the wind and rain howling outside (Saturday 21st) it doesn't look good over the second half of this month.

May Meeting

3 new members were at meeting. Kian, Andy and his wife Jane, both pilots

Mark Canvin urged us all to respond to the Mode S lobby by the end of May

Mark Nicol to set a pilot exam just before the next meeting. 5 expected to sit.

A talk and video presentation was made of the recent trip to Olu Deniz.

11 South Devon members/ wives and 6 Condors/wives enjoyed a fantastic 2 weeks.



Highest achieved height 9200 ft asl.
Mark Nicol and Jenny flew tandem.
Mick flew 13 days out of the 14 there.



Bookings have already been made for next year. Any one interested, speak to this years pilots for details. We hope to have a video available at this month's meeting if anyone wants a closer look.

Other News

3Jam Service

A number of members have started to successfully use the 3Jam service, according to e-mails. Perhaps some will attend the club night and give us a small talk on how they find it, and how other could join.

Woolacombe Parking system

For those of you who haven't seen the e-mail on Yahoo Groups:

[There is a new system operating to reduce the number of journeys out and back instigated by the National Trust.](#)

[The Tally system involves a flip-over sign on the second gate in. Each car going in flips over a number to show how many spaces are available. You are not allowed to drive anything out unless there is at least one space showing on the tally board. There is a plan that if it is windy it is HG cars only - and there is a sign saying "HGs only".](#)

[Naturally, on the way out you flip the tally to show there is another space available. If you don't flip the sign the right way you are going to cause mayhem! So, if you get there early please load up one car as much as possible, and if late you will probably have to carry out.](#)

Homegrown Festival Cancelled

For those who were inspired by Skywings adverts, but didn't read Bob's e-mail, the organizers have decided that there has been insufficient bookings and the event has been cancelled, so remove from your diaries.

Temporary Airspace Restrictions 7 - 14 July 2008

RAF Fairford will once again be hosting the Royal International Air Tattoo (RIATT) from the 7 - 14 July. With some 400 aircraft attending, temporary airspace restrictions will be in place for the duration of the event.

Full details of the airspace restrictions in force during this event are available for download as a pdf file (2.4mb approx) from the BHPA web site at www.bhpa.co.uk/pdf/brzntn-3.pdf

Flying News

As I said in the intro, there have been some good reports of flying at local sites, although also a lot of frustration e-mails.

XC League

I've seen reports of several significant XC flights, so perhaps Ashley can give us the latest positions at the next meeting.

June 8th Corn Ridge

There was a reasonable turnout at Corn Ridge (about 10 PGs including the editor), but is 3 HGs a record? Apparently Geoff told his 2 mates (Keith S & Condor) it was an easy walk and doddle top landing. One has to admire their determination to lug it all up there - I saw 2 HGs flying at the end, but Keith missed out.



I managed my 1st couple of post-injury flights (total 1 hour), although it was perhaps a little too thermic - I went down into the bowl for a smooth bottom first landing, but was still being thrown around 10' off the deck!

Not many stayed all day, as the blue gave no XC potential, but at least it blew the cobwebs away. I made 600' ATO, and Jim got to 800' where he reckoned the ceiling was.



Bob also out on the 8th June

Saturday early Batcombe. Wind top endish, pretty gusty but flyable. Had one flight and landed as not very pleasant. A while later another couple of flights. Still rough as old boots. Got a 1200 foot climb, but it was still rough and when I lost the thermal I bottled out and pushed back top launch. Andy Tew in the same thermal, but several hundred feet higher stayed with it and got to near Corfe Castle, (50k?) Swanage. Rob Dixie (Condor) and a Juan, Venezuelan visitor Sky God, got to Lyme Regis and found serious bad convergence (he said) and 'decided' to land. I sat it out for a while as there was signs of over development and reports of thunder as close as Sidmouth. Soon there was little or nothing between strong thermic cycles and more people were going down if caught out. (They had been occasionally all day.) In the end I got caught out too and went down, so called it a day.

There were a couple of other 10- 15k's from Batcombe and Chris Betty also got to the coast from Bell Hill. Driving back at 1700 ish there was nasty looking cloud around.

Better than nothing and first proper (rough/thermic flying) this year so far.

Hugo wrote of his day out at Sourton on the 14th June

0-5mph NW when i got there at 11.30 in the car park with great sky upwind and OD/spreadout downwind over the moor. Went to the top take off where it was light but crows/rooks out front staying up well so went for it. Had 3 hours of scratchy fun upto 200ft ATO - lots of shortish flights. The sky opened up at 2.00 and a flock of 20-30 rooks all cored up well out in front to the left of the church. I pushed out, arrived just below them, they laughed at me, flapped off a bit higher and I went down. They went off to base damn them! Walked back up and flew again but it had got too lumpy/sinky with wind suddenly switching WSW and back NW. Left ridge at take off height and had TO+100ft or so above the cars. Bit odd. Felt like the big development behind was beginning to suck/pull wind round too much so back home to DIY duty. Sky over Cornwall looked great.

Robin wrote of his Short Flight from Codden

Paul, Mark C. and myself drove up to Codden on Monday 16th June optimistically leaving vehicles on the possible XC route back. Although we didn't get there till noon nothing much was happening and the sea breeze hadn't kicked in yet, luckily. Soon after we got ready to fly, punchy lift came through and most people took off and managed to stay up but it was hard to get higher than a few hundred feet. After getting chucked about in these small bitty thermals for three quarters of an hour I decided to chance my luck over the back and went with the next half-decent one. Martin (Foley) did too, which made things easier, and we slowly gained height to 2700' above T/O under a mostly blue sky (thought later this might have been sea-breeze convergence?). We were still well short of cloud-base and the drift was very slow so eventually Martin made for some clouds to the East and I followed later more to the south. Neither of us connected and soon landed - me at Kings Nympton Park, a private estate near the village of the same name. On landing, I found my GPS batteries were flat but the nanny on the estate, who was walking a pram down the drive at the time, readily agreed to be my landing-witness (a good way to get the telephone no. of a buxom young country girl, you young bucks please note!). Paul also got away later and landed handily near my car. Mark didn't leave the hill but was flying for a lot longer. The retrieve should have been simple, except for some navigational errors on my part and a lack of mobile reception in the area, but eventually we all got to a nice little pub in Dolton (which Paul's satnav assured us was Winkley) by about 7pm. A long, but enjoyable day.

Robin Mogridge
Glider: Gradient Aspen 2.
Distance: 13.6 k

Demonstration Wing

Malcolm Worth (aka Dartmoor pg services) has a

GRADIENT GOLDEN 2, medium demo wing for trials

if anyone is interested, give him a call on 07957 751319

Next Meeting - Our next meeting will be on Thursday 26th June at the London Inn, South Brent, 8:00pm, as usual. Hope you can afford the fuel to get there.

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