



# NEWSLETTER

## JULY 2009

So much for the start of a glorious summer. That seems to have been blown away by an 'unstable jetstream' routing further south than usual, resulting in uncomfortably high wind speeds throughout July. The brave few with a good eye for the weather have managed to catch the odd window of opportunity. I've only flown twice since the last meeting.

### **June Meeting**

A good turnout with 23 members attending.

#### T-Shirts

Paul again brought a selection of garments for members to see and started taking orders.

It was agreed that the club pay £76 to cover the samples and these are now also available for sale to members.

Polo Shirts are £12 – 14, depending on choice of base shirt (from catalogue);

T-Shirts around £12;

Fleeces £tbc.

Contact Paul at [paulcioffi@bluyonder.co.uk](mailto:paulcioffi@bluyonder.co.uk).

#### Summer BBQ

Mark Canvin was not at the meeting, but was reported to still be considering organising an event at Cox Tor sometime. Condors members have also shown interest in such an event. We await further details.

#### John Chick accident recovery

As reported last month, John had opted to recover at home. He's a trained Physician so knows what this entails in not moving too much. He has mild mobility, but is mainly bored and would welcome visitors. Contact John on [john@jchickwanadoo.co.uk](mailto:john@jchickwanadoo.co.uk) or phone 01822 612732.

Initial accident investigations are focusing on the wing, which has been sent for inspection, with the suspicion that the lines had shrunk after a 'dunking'. Robin pointed out that the loading on the As and Bs mean they tend to shrink less than the Cs and Ds, resulting in a higher angle of attack unless they are stretched back to manufacturer's specifications. Various methods to do this were discussed.

#### Bill's accident recovery

Bill reiterated his accident (as reported last month). He has started to acquire new equipment, although Mark N. advised against some offerings as unsuitable. Bill has got some replacement spars and hopes to repair the crashed wing.

## Flying Feedback at Meetings

Beesands – flyers are warned that the bracken is growing fast again this year, and you are recommended to take cutting devices with you.

Labrador Bay – Andy H. recounted that on the 30<sup>th</sup> May, on the same day as Bill's crash, he had taken off in what appeared ideal 14mph conditions (showing on by ships, lobster pots, etc) and had swiftly had 2 asymmetrics, followed by a full frontal collapse, from which he only just recovered as he contacted the beach and swung into the sand. There were no broken bones, but he was very shocked by the experience. Bob thought there may have been some N in the wind, causing the rotor effect. Andy recommended not flying there alone, and if there is any North, using the next field along towards Teignmouth. Mark N, also said to use this field if top landing HGs. Above all make sure the tide is out.

Unofficial sites – members are now flying several unofficial sites which have hazards. As such they should not be officially adopted or it may mislead new / visiting pilots to use them. Pilots must ensure they make full site assessments before flying – bottom landing, power lines, side landable, what if blown back – and make sure you have plenty of options.

## Flying Reports

June 21<sup>st</sup> - Matt reported on his excellent XC with Dougie from Sourton to Broadhempstead.

June 21<sup>st</sup> - Chris N reported his unexpected captainship of the SD team upon arriving at Perran Sands to find a round of the BCC had been called. Although the results were unclear, he appeared to have got a reasonable placing.

Laragne – Alan H again joined his Northampton mates to visit Laragne. It was fierce territory with tough weather, which was thundery and unstable. He flew St.Andre on HG and Chabre on PG. Overall he flew 2 days on PG and 4 on HG. “Fun flying although not classic”.

## Other News

### Paid up Membership

I can now report this has now reached 80, with more enquiries every week. The sport has clearly started to catch attention with interested people coming along to flying sites to ask how to get started. However concern was shown, at clubnight, that some people showing interest didn't appreciate the higher level of danger compared to kite surfing or skiing.

## Flying News

### Sat. 27<sup>th</sup> June – Struddick – Malcolm is dragged on landing

The day started promisingly with a report from Mark N and Dougie that they were on take-off with their tandems expecting to fly. I arrived next at around 12, with a small crowd joining after that. The wind was marginal, but most managed to get off, but didn't make much height or distance.

Malcolm was coming into land in light wind conditions and says he tripped after landing bashing his elbow onto his knee. The resulting injury was a severely painful dislocation of the elbow and a chipped bone. He was flown to hospital, but later released with a plaster cast. There was plenty of help to get Malcolm into the helicopter. I think he was impressed, but actually the wind had come on good and true, and we all just wanted to get it away quickly so we could fly again.

Malcolm subsequently phoned and texted to post a 'thank you' to everyone who helped him. I gather Malcolm is currently suffering extreme boredom, so hope to see him club night.



### Monday 29<sup>th</sup> Labrador Bay

Bob wrote: Got to Lab Bay at 11 ish. Met up with Chris Bellamy. Wind easterly, but very light with a few thermic puffs occasionally. HW was 1215, so we weren't about to risk flying in such light conditions. Not even enough to keep my kite up. Finally at 1500 just as I was about to give up and go home the wind picked up, though quite a bit off to the south. We launched and had about an hour, but the wind was steadily going further south and eventually the only significant lift was on the big cliffs at the Ness end. Best height 390 feet ATO. It was getting to be slow progress going south and I decided that next time I had some good height I'd go for a top land, but couldn't get sufficiently high to avoid possible rotor on landing approach, so made an early decision to land on the beach at the Ness. Landed by the tunnel and a nice bloke on the beach with his wife and child immediately offered me a lift (without my asking) back to the t/o. Chris also had difficulty making a top landing and found a bit of beach to put down on. I went and picked him up and we headed for a pint at Maidencombe.

### Saturday July 4<sup>th</sup> Beer Head

Mark N wrote: I did fly Beer on Saturday -but only on my hang glider. As the wind veered from SE to S around 2.00 pm it also picked up. We saw one paraglider that must have launched from Branscombe, but after a few minutes the pilot was flying with big ears and heading down for a beach landing.

I had a good flight on the hang glider. Got to 1200 ft ato in ridge lift and flew to Sidmouth, crossed over Sidmouth to soar the cliffs the other side and then back to Beer Head. There was some orographic cloud but not enough to make things dangerous.

Top landing behind Beer Head was interesting. It had picked up to probably 24 mph by the time I was ready to land. I went back with around 400 ft ato. All was well until I was down to about 250 ft ato then I was turned quite violently left then right. I managed to keep correcting the glider and around 50 ft above ground level it all smoothed out and the landing was straightforward. If I fly Beer Head again in such winds I think that I would land on the beach at Branscombe. Much safer.

### Thursday 9<sup>th</sup> July – Big XC

Matt wrote: Mark C and I both thought it was going to be too strong, but we went [to Sourton] anyway and were pleasantly surprised. I left the hill after 5 or so minutes in a climb that took me to just shy of 5K, another one near Fir Tor took me safely over the moors. Getting low again near Belliver Tor after hitting heavy sink (8 down!!) I headed for the plantation to be rewarded with another climb, but this time it wouldn't take me to base, just about 1k below. After this I could not find a decent climb, just little crap that just about maintained altitude until I landed just short of Marlton, within spitting distance of the coast!! One day! In all 42.2km.

### Thursday 16<sup>th</sup> July Freathy

A desperate band of warriors waited for the howling gale to subdue and flew at around 8pm. Talk about keen.

### Monday 20<sup>th</sup> July Whitsand Bay

Ashley wrote: Took off at 9:45 this morning 12-14mph W – WSW scratchy for the first 45 mins or so, Mike from Penzance turned up, Laurence O' and Colin Blagdon. Had to give up at 12:30 due to work commitments, but the other 3 were still flying. Nothing epic but good to dangle for a while.

### Saturday 26<sup>th</sup> July Whitsand Bay

Finally a day dawned promising a moderate SW, clear skies and a good tide. In practice the wind rose to top end, although not before the early birds had managed some good airtime.

I arrived around 2pm after reports that only the HGs were flying, to find 2 PGs also up. At around 4pm it eased enough to cause a flurry of take-offs. However despite 12-15 pilots being on T/O there were rarely more than 3 or 4 in the air at any one time, and several decided to stay firmly on the ground.

I gather a Kernow pilot got something of a dragging over the barbed wire after most had gone home – the wind had picked up again.



**Next Meeting** is on Thursday 30<sup>th</sup> July at the London Inn, South Brent, 8:00pm, **If any members have photos / videos they'd like to show [of recent flying] please bring them along as well.**

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