



**NORTH DEVON HANG GLIDING AND PARAGLIDING CLUB
INFORMATION BOOKLET
PICTURES KINDLY SUPPLIED BY NDHPC PILOTS
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WELCOME & INTRODUCTION TO NEW MEMBERS OF THE NORTH DEVON HANG GLIDING & PARAGLIDING CLUB

The North Devon Hang gliding & Paragliding Club warmly welcomes you into its membership.

Ours is a relatively small club, generally averaging about fifty members, of which half live in the North Devon area and the other half hail from around the UK.

Members range from the young to the 'not so young', male and female, and have a wide spectrum of backgrounds and flying experiences. We have builders, policemen, doctors, physiotherapists, students and retired pilots but we all have one big thing in common, we love flying!

The club was formed back in 1974 by a very small group of highly enthusiastic hang glider pilots, (many are still members) who's main aim for forming the club was to fight for permission to fly their gliders from a hill, preferably one that faces into smooth air. That hill was Woolacombe and they took their campaign to the National Trust who owns much of the local land. After extensive negotiation and hard work, they won an agreement to fly from Woolacombe Down.

Essentially, the aims of that intrepid group were exactly the same as the aims of the club today, which is to secure and maintain good flying sites so that we may enjoy our chosen sport now and into the future.

You have joined a fun loving group of people, who are friendly and helpful. There is not an atmosphere of hierarchy or elitism; we harbor no prejudices against gender or chosen discipline, hang gliding or paragliding. We endeavor not to fall out with each other and try to champion a give as well as take attitude.

As stated, a fundamental purpose of the club's existence is to maintain and secure flying sites for our use; however the club can, and does so much more than this, details of which are the subject of this booklet. The essence of the club is the sum of its members, whether it's successful or not depends entirely on them. The wellbeing of the club is entirely commensurate with the efforts of its contributors. We welcome new members to the club and encourage them to adopt the way of thinking as outlined above.

The ethos and motto of the club, as written in the club constitution, is:-

“For the joy of flying”

THE AIMS OF THIS BOOKLET

The initial aim of this booklet was to provide key information for the inexperienced pilot to fly our sites, which in fact, can still be thought of as the prime aim. The newly joined member fresh from flying school can find themselves bereft of important information they need to get started. It is hoped that this booklet will provide an instantly available resource of relevant and vital information for newly qualified pilots and new club members and enable them to get the most out of their membership of the NDHPC.

This booklet also includes a great deal of information that would be useful to experienced pilots who are new club members as well as long term existing members.

Having read through the contents, the reader should be thoroughly informed about the NDHPC, our sites, the safety ethos of the club, inter club communication methods, the role of the committee, and so much more.

THE CLUB CONSTITUTION

The purpose of the constitution is to have a written record of the established functions and procedures of the club. It is the foundation that underpins how the club operates.

As a document it represents the current method of how the membership wants the club to function. Its validity is voted upon at the AGM, and any changes must also be so decided.

The elected committee has clear responsibilities as detailed in the constitution and the tradition of the club has always been that the committee members are trusted to get on with the job. That said, the club functions democratically, so everything is transparent and any member can question matters, or give an input as and when they have something to say.

Nothing is cast in stone, or considered perfect about the constitution, it should be able to bend and flex according to the collective wishes of the club membership, but it should be thought of as the blue print of how we function as a club now, and into the immediate future.

See the latest copy of the constitution below.



NDHPC CLUB CONSTITUTION

“For The Joy of Flying”

TO FUNCTION EFFECTIVELY AS A CLUB, THE CRITERIA LISTED BELOW SHOULD BE MET:-

- A Committee is formed.
- A list of members is maintained.
- An AGM is held, preferably during the first quarter.
- An agenda with date, time and venue, must be sent to every member, at least one month prior to the meeting.
- Election of new, or re-election of existing committee members shall be carried out at each AGM.
- Responsibility for the effective administration of the club flying sites is undertaken by the committee.
- If subscriptions are collected, formal accounts must be kept and verified with an annual report made to the membership.
- All obligations to the BHPA are met.
- Communications and reciprocal arrangements with other clubs are maintained.
- Safety is given the highest priority at all times. All club members must fully embrace all safety aspects of the sport.
- All club members must be BHPA members

ABOUT THE COMMITTEE

The committee shall be formed by elected volunteers from the club membership.

There must be a minimum of five committee members present at any meeting where, proposals, changes, or expenditures are on the agenda and an outcome is required. The chairman, or secretary, or treasurer must be present.

All outgoing payments must be authorised. Purchases will normally be made by the treasurer, chairman or secretary. Other members of the committee may also propose purchases. Any purchase must be agreed verbally by the treasurer, with either the chairman or the secretary.

A summary of all meetings must be sent out to all members.

All committee members must let it be known if they are willing to stand again, at least three months before the AGM.

Wherever possible, the various tasks and responsibilities of the committee should be shared evenly amongst the committee members.

The prime responsibility of the committee is to meet the criteria listed above.

In the interests of consistency, the current committee should endeavor to: - Continue the established practices of their predecessors where ever possible. These are listed below.

- In an effort to prevent committee members being encumbered in a post for too long, and to encourage new and fresh ideas, all existing committee members should nurture and lobby club members to stand for committee posts.
- Support existing club coaches, and encourage other members to become coaches.
- Ensure that new and low airtime pilots are given full support. Wherever possible a club coach should be assigned to the above.
- Organising of social functions.
- Organising the club trophy awards to be presented at the AGM.

The current committee members are:

*Chairman	Stuart Hall	*Secretary	Jerry Bix
*Treasurer	Jerry Bix	*Sites Officer	Sam Jeyes
*Safety Officer	Nick Chitty	*Low airtime liaison	Stephen Bennett
*Website	Jamie Goodreid	*Chief Coach	Annee Breckenridge

THE FUNCTIONS AND MAIN RESPONSIBILITIES OF THE COMMITTEE MEMBERS

Chairman

To effectively supervise all aspects of running the club, chair meetings, ensure they are good natured, positive and proactive so all can contribute through the chair; be one of the designated signatories; carry out a full hand over to a successor; be a club contact

Secretary

To deputise for the chairman or treasurer as required; administer all club records; record and disseminate the minutes; be a signatory; be a club contact if required Distribute the handbook and membership information to new members. Communicate committee decisions and information to members. Carry out a full handover to a successor.

Treasurer

To deputise for the chairman or secretary as required; be a signatory; administer the club finances, present a detailed report at the AGM; carry out a full handover to a successor.

The Club Safety Officer

The role of the Safety Officer is to encourage safer flying in a variety of ways:

- To disseminate BHPA safety notices and bulletins to all members
- Supporting club members involved in incidents or accidents, ensuring these are documented and reported if necessary so that lessons can be identified
- Helping club members learn from previous incidents or accidents
- Advising club members on particular safety issues at each club site

Sites Officer

To be responsible for the control and up keep of the club flying sites, to include:- up-dating site guides, ensuring sites are kept safe and clean, updating site notices, establishing safe practices and controls at all times, especially when the site is busy, controlling vehicular access according to the club procedures, responsible for communication / negotiation with site owners, and associated organisations; be a club contact if required; carry out a full handover to a successor.

New/Low Airtime Member

To be a link between all new club members by welcoming new members into the club, gathering feedback from new members and ensuring that pilots are receiving the help and support that we would hope to receive ourselves. This will help low airtime members see how the club is run, to assist other committee members and pave the way for greater responsibilities in the future. They will also be responsible for organising social events.

Chief Coach

To organise structured pilot development through on-site coaching, talks and events, to assist with pilot development and safety and to answer questions from pilots. To contact new members to assess their experience and discuss with them their personal coaching requirements.

SAFETY IN NDHPC

In NDHPC we take safety very seriously, and it is essential that we have a culture whereby we all act responsibly. We need to continuously risk assess, to challenge unsafe practice and very importantly to report and share incidents. We all make mistakes, but unless we share and report them lessons cannot be learnt. It is the responsibility of all members to sign up to this process, take an unselfish view, look after ourselves and look after each other.

Safety on club sites

The site guides have been written by pilots who are highly experienced on that site and these guides have undergone a rigorous process of revision and peer review. Great care and much discussion has gone into arriving at a judgement on the level of experience and training required for a particular site, taking into account not just how easy it is to fly in benign conditions, but how quickly conditions can change and how this can affect the likelihood and consequences of an error of judgement by the pilot. In particular, Codden is a serious cross-country site that has a well-deserved reputation for rough air and accidents. On the coast, both Trentishoe and Cornborough require a thorough understanding of the hazards along each stretch of coastline and the experience and judgement to anticipate and avoid being left without landing options. In addition, subtle changes of wind direction or speed can significantly alter the risks. For these reasons they are not suitable for low air time pilots and we make no apology for that. If a site is rated 'Pilot +100hrs' then please respect this – there is a good reason.

Guiding

Pilot development is important and we are fortunate that several experienced members of the club are prepared to assist less experienced pilots on more technical sites such as those mentioned above. However, guiding in a club environment is potentially a very risky activity and it is essential that in these circumstances both the guide and the less experienced pilot being guided agree ground rules beforehand and stick to them. Good communication is also vital both before and during the flight. The following general principles should apply for guiding:

Responsibilities of a guide

- Ensure you are sufficiently experienced both as a pilot and at that site to guide less experienced pilots. Guiding in a club environment should usually be 1:1.
- Give a thorough site briefing and make a flight plan that you both agree, including contingencies for changes in conditions.
- Make sure you both have working radios and a backup plan (such as visual signals) should radio communication fail in-flight.
- Ensure you keep an eye on the pilot you are guiding during the flight. In particular, do not disappear cross-country because the conditions look good leaving them to fend for themselves.

Responsibilities of a guided pilot

- Ensure you understand the site brief and ask any questions before takeoff
- Agree your flight plan with the guide beforehand

- Make sure you both have working radios and a backup plan (such as visual signals) should radio communication fail in-flight
- If your guide asks you to do something (e.g. stay here while I check conditions are safe over there), then do it. If you do not understand why or you do not agree, have that discussion before disobeying your guide's instructions.
- Remember your guide is more experienced than you and is a volunteer – if you go against their instructions and put yourself in danger you are unlikely to be offered the benefit of their experience again.

Accidents and Incidents

The club has a good safety record, however our sport is inherently dangerous and all our sites have the potential to catch out the unwary through ignorance of the hazards, carelessness or just bad luck. In recent years we have seen serious incidents at Codden and Woolacombe in particular and over the course of a flying career the chances are that you will be present at an incident so it is essential that you know what to do.

The first rule is to always keep an eye open for people who might be in trouble. On a hill you will often see people being dragged. If you see a hard landing, spot someone being dragged or are unsure of someone who landed out of sight, take a couple of minutes to go and investigate. If, while flying around, you spot someone who is lying / sitting without having their wing fully under control you should suspect that they might be injured; fly over and check they are OK. Look out for everyone else, one day it might be you! If you see an accident or an injured person you should alert others and go over to help.

Approach

Make sure that it safe to approach, check for hazards such as road traffic, downed power lines and falling or drowning risks. **Don't make it two casualties.** Power lines are particularly dangerous since they can kill within a radius of at least 10m and will be switched back on automatically in an attempt to blast branches from the lines. If you are in the kill radius keep both feet on the ground and shuffle out. Contact the police on 999 and wait for them to confirm that it is safe to approach.

Stabilise

Your first task should always be to stabilise the wing to ensure that it does not drag the pilot and cause further injury, making the situation worse. With paragliders you should grab a wingtip and run with it down to the pilot, then bundle the wing up next to the pilot. With hang gliders you should carefully secure the edge of the wing that is facing into wind to prevent the glider from flipping over. When securing the hang glider you must ensure that the pilot is moved as little as possible.

Assess and Call the Emergency Services

Next you should make a quick assessment of the casualty's condition without moving them. Are they conscious or unconscious? Are there any obvious injuries? If they're conscious ask them what hurts. Hopefully, by now, other pilots will be arriving to help. If you know first aid, apply what you know but please remember that it can be extremely dangerous to move someone who has fallen from a height unless you know exactly what you are doing. Your main role is to call for help immediately, reassure the casualty, keep them warm and wait until the emergency services arrive.

Unless the pilot is uninjured, or **definitely** only has very minor injuries, the Emergency Services should be called on 999 immediately. Detail the nature of the injuries and the location of the casualty. Make clear to the emergency services how far from the road the site is; they will send a vehicle appropriate to the location of the site. Many paragliding sites, although not that remote from civilization, can be very difficult to evacuate a casualty from without a helicopter, particularly one with serious injuries. When briefing the emergency services and if a pilot has fallen from height then inform them that "the pilot has fallen from height in a remote location" and provide the OS grid references (available in the site guide). In most cases this will result in the Air Ambulance or Coastguard being called out.

Please remember that it can be very difficult even for a doctor in an Emergency Department to assess whether or not someone has a fracture or other serious injury such as internal bleeding without an X-Ray, ultrasound scan or other investigations (I speak from personal experience!) so don't try and guess on the hill – you will get it wrong! Your mate who has fallen may well have a date / have to pick the kids up / have to go to work etc. but you will not be doing them any favours at all if you let them persuade you not to call the emergency services and help them home only to discover serious injuries some time later. Even seemingly trivial injuries can have serious consequences and lead to disability if not treated correctly in the first place. **If in any doubt make the call.**

Manage the situation

Hopefully other pilots will have arrived to help by now. If a first aider or medically trained person is present they will take charge of the situation. However, if no-one else is around to help you may need to deal with the situation yourself. After an accident you must get everyone out of the air and make them stay out of the air unless it is clear that an air ambulance is not on its way. A large H symbol (created with wings on the hill) is the official symbol for "all land, air ambulance on the way". Clear all kit and people from any potential landing areas. Even a loose stuff bag can seriously damage the helicopter engine. Signal to the helicopter to attract attention and make sure that obvious landing areas are kept clear. Once it has landed do not approach it, the crew will come to you. They may land some distance away and move closer later. Keep everyone on the ground until the helicopter has departed.

Road ambulances may not know the location of the sites. If you have enough manpower ensure there are people at the end of the track to guide the ambulance in and people in the parking area to help carry equipment.

Report the Incident

Any incident or accident in the club should be reported to the Safety Officer within 24 hours of the incident. All those affected and witnesses should complete the incident report form from the BHPA (link below). There is now an online form to make it easier to submit. It is a legal requirement and your duty as a BHPA member to report air incidents. Fatal or potentially fatal incidents must be reported to the BHPA, Air Accident Investigation Branch (AAIB) and Police immediately. Serious incidents should be reported to the BHPA as soon as possible and in all cases an incident report should be submitted to the BHPA within 48 hours using the form on their website.

Contact details are as follows:

BHPA Technical Officers: 0116 289 4316

BHPA Office: 0116 289 4316 or office@bhpa.co.uk

AAIB (24 hours): 01252 512299

Reportable incidents are those which:

- Involve injury, whether to participants or others.
- Involve damage to property, whether 3rd party or not.
- May cause an insurance or legal claim.
- Involve the use of non-standard equipment or techniques.
- Involve failed or malfunctioned equipment.
- Highlight safety points or were unusual.
- You feel the sport may learn from.

If you see an accident you should make a factual note of what you saw and heard ASAP. It is best that you should make your notes before discussing the incident with anyone else. Be very wary of tainting your report by listening to the views of others. The loud opinionated types are often wrong. Write down what you saw and heard, only the facts. Get the names and address of any other pilots or members of the public who witnessed the accident.

Inconsiderate flying

We are a friendly club and welcome all standards and abilities of pilot but there may be times when you encounter inconsiderate or even dangerous flying. In my experience, in most cases this is usually through lack of observation on the part of the pilot in question who may be completely unaware that they were flying in an inconsiderate manner. It is important that people are aware when they behave like this but air rage is never the answer. Wait until you have both landed then approach the pilot and politely and respectfully explain what you felt the issue was and the potential for an incident. If approached correctly, most people will see this as a positive learning experience and will thank you for it. If you encounter resistance or hostility, please bring it to the attention of a club coach or the safety officer who can take it further.

Site locations

Make a note of or print off the NDHPC Site location details below and keep it in your harness or wallet.

Site	OS Grid Ref
Woolacombe	SS458426
Codden	SS584296
Westward Ho!	SS419287
Putsborough	SS440407
Trentishoe	SS628479

First Aiders

There are a number of Club members who have first aid or medical training

Andy Brown	Doctor
Simon Martin	Doctor
Anthony Moore	Doctor
Malcolm Patterson	Doctor
Richard Osborne	First Aider

Acknowledgement

This safety section has been prepared with the generous assistance of Nick Smith, Safety Officer, Thames Valley Hang Gliding and Paragliding Club who also writes an excellent blog on paragliding safety called Just Paragliding Culture <http://www.justparagliding.uk>. It contains some excellent articles and will provide food for thought for anyone in the club, whatever your level of experience.

Nick is also keen to share experiences of flight safety issues so if anyone has had a near miss or a flight safety incident or has an observation / opinion on any flight safety matter he would be delighted to hear from you via the 'contact me' section on his blog

CLUB COMMUNICATION

Web site

The club has a website <http://www.ndhpc.co.uk>. This is the best place to go for the latest suite guides and the best place for directing new members or visiting pilots. A copy of this pamphlet is also available for members to download from the site.

Any problems or suggestions for the website should be directed to Jamie Goodreid.

E Mail

The vast majority of members are contactable by email or they are contacted by phone. The club also operates a designated yahoo email user group, which any member can join. This can be linked to accounts such as hotmail and is co-ordinated by Chris Blanchard, who will be happy to help you. Chris can be contacted on 07779 472084.

Yahoo emails will always be used for any important information from the committee. Dates for AGM's, re-packs, safety or site specific updates will all be sent via email with a title saying something like "NDHPC Important Information".

Radios

Many members use radios in flight. There are many benefits with their use, such as, in flight coaching and training, communication during cross country flights, great for tactics etc, or simply to convey general information. It must be said that there is room for improvement with regard to their reliability and our radio procedure and as a club this is work in progress. The Club frequency is **143.8**.

Telegram

This is an instant live messaging system, which is used on a smartphone or tablet. Like many of the flying clubs and associations in the UK we have embraced Telegram as the primary method of communicating real-time site reports, planning meet ups and discussing flying days. As well as the ability for instant messages it also allows you to add photographs and of particular importance for us our location! This makes it an excellent tool for arranging meeting up, or for location following cross-country flights.

Probably the only disadvantage is that it can get quite talkative, particularly on flyable days, which can be frustrating if you are at work! You can of course silence alerts or uninstall the app if you are having a break from flying.

We currently have two groups:

North Devon PgHg

This group is moderated by Annee Breckenridge, so if you contact her on 07970 592813, she will take you through the steps to get going on the group. This is an open group welcome to all pilots so that clubs with reciprocal agreements, or visiting pilots can contact us and we can share information.

North Devon Members

This is a club-members only group moderated by Jerry Bix 07967 303981. This is only available to current paid up members, so if membership lapses pilots will be removed from the group.

Many of our club members are often online and are always willing to offer advice to new members and low airtime pilots looking to get out on the hill with some experienced hands.

By far and away the best meeting place is the flying site, whilst obviously not all members are likely to be present, there's no substitute for the real thing. This is the place where quality communication between low air time pilots and their more experienced club mates can take place. You will always find help and support readily available. Don't be slow in asking either.

YOUR CLUB SITE GUIDES. ASSOCIATE CLUB SITE GUIDES.
USEFUL INFORMATION AND DETAILS.

Brief overview of your club sites

Woolacombe is on land owned by the National Trust, with whom the club has an official licence and we pay rent to use these sites. Access is gained either by driving into the launch site or by walking up from below.

As it faces west and receives on-shore winds it is used regularly and is popular with pilots from all over the country. Great for a new pilot to gain their experience whilst still offering skilled pilots the opportunity to fly Cross Country on the right day.

Putsborough is privately owned and the club (currently) has a verbal agreement only and pays rent to use it. A more challenging site it offers a short 5km out and return ridge run which provides fantastic views. Beware however that there is no bottom landing once you go east of take-off.

Cornborough is a privately owned take off field, and we have very recently secured this as an official site with a verbal agreement with the landowner. As such it is a sensitive, and has its own set of characteristics. We are currently in the process of drawing up a site guide so if you are interested in flying along this coastal ridge run then please contact the sites officer or a committee member.

Trentishoe has very recently become an official site, owned by the National Trust. This is a very sensitive site monitored by Natural England as a SSSI which is only flyable between November and April.

It is an excellent site with the opportunity for long coastal ridge runs, however, alike Putsborough, there is no bottom landing options and therefore it is not for the low airtime pilot and you must read the full site guide.

Codden Hill is privately owned and we have a verbal agreement only. It is our main in-land Cross Country site with flights regularly being made to the south coast.

During the spring and summer season it becomes quite thermic so we recommend you contact a committee member before flying the site.

Whilst we currently do not pay rent, we give the owner of the hill a yearly present and card of appreciation, usually a bottle of whiskey. The bottom landing field is owned by a different person and the arrangements for it's use are the same as above.

The site guide is your first port of call as it contains the most up to date information about the site. It will set out the rules and most importantly, will provide vital guidance on how to fly the site safely and effectively.

We are always scouting around for potential flying sites and it is good for all members to keep their eyes open. That said, it must be stressed that unless you know the owner of the land well, please don't try it out without a careful approach to the owner, combined with communication with the club sites officer and committee.

We have lost sites through misunderstanding and negligence in the past, it would be a shame indeed to miss the chance of a new one for the lack of proper procedure.

Flying sites are rare and extremely precious and it is every member's duty to help protect them from misuse or negligence.

Every season gives rise to problems and issues that left unresolved could lead to the loss of a site. Your club committee deals with the majority of these matters, however they can't be everywhere, which is where you come in. If you're not sure what to do in a given situation, simply contact a club official, who will advise you.

You will quickly learn the procedures and ways in which you can help.

NOTAMS

Here is the process for putting an NOTAM in when required for our sites., It is called a CANP and that is what goes in the email subject heading

If it is done before 4PM the day before flying (for a Monday it would need to be completed on a Friday), it goes in as an AVOID.

If it is sent in after 4PM the day before or on the morning that you are planning to fly it goes in as a WARNING.

When you send it in as a WARNING it isn't activated for 4 hours.

Here is the template that I use, feel free to copy and paste and then fill in the gaps.

The grid ref's for the sites are as follows:

Woolacombe: SS 458 426

Putsborough: SS 440 447

Codden Hill: SS 584 296

Trentishoe: SS 628 479

TITLE IN EMAIL:

CANP AVOID / WARNING (delete as appropriate) / SITE NAME / DATE

Activity: Hang Gliding & Paragliding

> Location: SS xxx xxx (Site Name: xxxxxxxxx)

> Area of operation: 1NM Diameter, Ground Level to 1000ft AGL.

> Date and time flying will start / finish:

Day / Date / Year from 00:00 to 00:00 Local Time

> 10 Gliders

> Contact telephone number: xxxxx xxx xxx

> Normal contact details xxx (Name)

Phone: [0800 515 544](tel:0800515544) or [01780 416001](tel:01780416001).

Email : swk-lfoflfbc@mod.gov.uk

They normally reply by calling you and giving you a Yankee number, which starts with an H followed by 4 digits (i.e H4783)

Once you have out one in best to send out an email to the group and perhaps on telegram so people know that it has been done.

Example

CANP Avoid - Woolacombe Thursday 11th August

Activity: Hang Gliding & Paragliding

> Location: SS 458 426 (Site Name: Woolacombe)

> Area of operation: 1NM Diameter, Ground Level to 1000ft AGL.

> Date and time flying will start / finish:

Thursday 11th August 2016 10:00 to 20:00 Local Time

> 10 Gliders

> Contact telephone number: 07875 247 389

> Normal contact details : Sam Jeyes

General safety information about flying NDHPC sites for beginners

There is only so much information that can be written in a site guide before it becomes too wordy and inappropriate for all users.

It is also true to say therefore, that there is an amount of key information that it is vital for the beginner to know that may not be written in a site guide.

Traditionally and rightly it is the role of the beginner's club mates and coaches to guide and support him/her during the formative stages of progression, but it is quite possible that on occasion the learner may find themselves bereft of help but rigged and ready to launch. What often happens is a launch is made without the benefit of ALL of the information they need.

This is unnecessary risk taking. So what follows is a check list of key safety points:-

1. Be extremely cautious if you're on your own at a site you are not familiar with. Contact a coach or an experienced pilot for advice.
2. Firmly establish, by talking to experienced pilots, what are the safe conditions you should be flying in for a given site.
3. Don't fall into the trap of launching in brisk conditions, because you can see other pilots flying. It is very likely they are experienced and are on more advanced wings. This sounds obvious, but it is a very old chestnut.
4. Don't fly in gusty conditions. Rapid variations in wind speed are a very common cause of accidents.
5. The beginner will quickly learn that there exists a large variation of suitability of sites for pilots in their early stages of progression. It is extremely important that you establish which are the friendly suitable ones and which are not. In North Devon, Codden hill is a prime example of a wholly UNSUITABLE site for the beginner. Briefly this is due to it's nearness to the sea resulting in encroachment of sea air causing turbulence. The topography in the area is also very influential, including a large disused quarry facing directly into the sun. The quarry is in front of takeoff and strong thermals from it can cause turbulence. If you want to learn more, there is a comprehensive presentation on the subject and the club committee can make arrangements for the presentation to be given to a group, as and when.

6. It is highly recommended that you fly sites like Woolacombe in your early stages. Woolacombe is very forgiving having no real vices. That said nothing can be taken for granted and you must be constantly on the lookout for the following:-

- Gust fronts and rain squalls, usually associated with large active clouds, sometimes even preceded by a reduction in wind speed, beguiling the unwary.
- Wave conditions, causing turbulence low down, or very strong sink if you're caught in the downphase of it.
- Strong thermals can be present at Woolacombe, which can cause collapse-inducing turbulence.
- Sudden changes of wind direction that can radically affect lift characteristics and cause turbulence.
- If you're flying in a sea breeze, be ready for when it switches off, which can be amazingly sudden. At any site this can result in a tail wind. The tail wind is not normally strong, but it will cause the air to become very sinky. At sites with no bottom landing this is not good at all, at Woolacombe the strong sink may cause you to make a ditched landing but it's usually manageable but best avoided.
- Orographic cloud can form over take off very rapidly with the obvious hazards. You need to have a predetermined course of action in place so you are ready to deal with this. Obviously don't take off if you see signs of it forming, but if you are airborne, depending how thick it is, you may be able to top land safely in gaps in the cloud, if too thick, you must head out over the beach until your in clear air and make a bottom landing.
- Learn to read the sea, e.g. white horses, wind lines, glassy sea, rough patches caused by gustiness, none of which may be visible if it's overcast
- Learn to read the birds, e.g. kestrels can indicate wind speed and direction. If they are flapping a lot, it's probably too light, or wings swept back, too strong. They always point directly into wind in the hover, thus providing an accurate direction indicator. Study how sea gulls and buzzards are affected in various conditions, e.g. wing oscillation in turbulence, folded wings in strong winds and how this varies commensurate with the conditions. Once learnt, a quick glance at a bird speaks volumes.

The beginner may find that the above section contains technical details and quotes that are outside of their knowledge. If this is true, it is recommended that you seek an explanation from a coach or an experienced pilot.

The site guides are available to download from the club website.

(http://www.ndhpc.co.uk/sites_guide/)

Specific site guide URLs are listed below. You can see the site guides of your associate clubs on their web sites.

Woolacombe	http://www.ndhpc.co.uk/sites_guide/woolacombe_site_guide/
Putsborough	http://www.ndhpc.co.uk/sites_guide/putsborough_guide/
Codden	http://www.ndhpc.co.uk/sites_guide/codden_hill_guide/
Trentishoe	http://www.ndhpc.co.uk/sites_guide/trentishoe/
Cornborough	TBA 2017/2018 - please consult a committee member

CLUB EVENTS

Repack

During winter there are fewer opportunities to fly, and it is common practice that clubs organise a re-pack event. NDHPC is no exception and we usually use Bideford Athletics Club as a venue to get out, inspect and re-pack our reserves. The use of the sports hall allows pilots to get in their harness, and be swung around to see if firstly they can reach their reserve handle and secondly to see if it comes out!

The club will engage a qualified parachute re-packer, with a wealth of knowledge and a manual for just about every reserve on the market. You will work with another pilot to check and re-pack your reserve under their watchful eye. This is an excellent opportunity to learn more about your kit and leave safe in the knowledge that your reserve is there for you should you need it.

Annual General Meeting (AGM)

This usually happens after the AGM, usually early Spring, in a pub and pilots usually get there early, have dinner, regale each other with last year's flying stories over a beer then start the meeting.

The AGM is a chance to meet members, to obtain updates on how the club is doing. There are reports from committee members, discussion about any key issues finishing with prize giving.

Social Events

Whilst the club has a healthy membership we tend to live over a wide area, and as such meeting for drinks doesn't happen as much as we would like. We are very active in flying, and our small group in rural N Devon certainly holds its own against other clubs around the country. We tend to meet on the hill, on flying days, and have a beer or cup of tea after. As mentioned before, we do communicate quite a lot on Telegram!

THE CLUB COACH SCHEME

The role of club coaches is crucial during the early phases of development of the new pilot.

It has always been recognised that there are limits to what can be covered during initial training. It follows therefore that there is a need for continued input from more experienced pilots. This is, of course, the very meaning of the term 'club pilot', a pilot who is to some extent reliant on his/her club mates for continued safe development.

A few years ago we held a Club Coach course here in sunny Devon and as a result we are in a position whereby we have lots of coaches! Whilst not everyone chooses to coach, there are plenty of people around who can support you in your transition into the club, whether it be from a school, or from a previous club. Annee Breckenridge is our Chief Coach and can be contacted on: 07970 592813

Whilst the needs of the low airtime pilot are well known (we've all been there) we can also coach you towards Pilot and Advanced Pilot rating.

Feedback to the club is that we are a supportive group of pilots, welcoming and friendly, and always there to help and support new pilots as well as each other.

YOUR ROLE AND RESPONSIBILITIES

Every club member has a joint responsibility to help the committee to do their work. It is impossible for the eight or so members of the committee to be everywhere and do everything. You may not be at the coal face, but you most definitely are in the same mine shaft. By this I mean that we must all be ready to contribute in whatever way is necessary to keep the club and its assets secure and running smoothly.

We have an expectation that ALL members will:

1. Collect visitors fees – this is a major part of our income and we need visiting pilots to keep our bank balance healthy. There is a box by the gate into the takeoff field at Woolacombe with a receipt book, pens, forms etc.
2. Ensure visiting pilots have been provided with a site brief, or details of where site information can be obtained (website and this booklet)
3. Make sure all pilots are correctly observing club rules
4. Ensure parking rules are enforced (maximum of 10 vehicles plus 2 school vehicles)
5. Keeping the takeoff and landing area at Woolacombe clear on busy days and put out cones.
6. Put out the windsock up and more importantly, making sure it is taken down at the end of the day, (At Woolacombe a strict National Trust rule).
7. People on speed wings may not be qualified and suitably insured, (a strict National Trust and club rule). Left unchecked, this issue could result in a very serious threat to Woolacombe. We must all work on this in a predetermined and acceptable way, so please make it your business to find out how this is tackled.
8. We need to put out NOTAMs on flyable days, so you need to know how to do this and ensure that it is done if you intend going flying.
9. Keeping our sites clean, take yours and any others litter home.
10. The normal rule on farm gates applies in that you ensure you leave it as you found it.
11. Every club member has a duty to be an ambassador for their club.

CLUB TROPHIES AND AWARDS

Each year the AGM closes with presentation of trophies and awards. These award flying achievements, both in cross country flying, but also in recognising the best newcomer and most improved pilot.

We have good egg awards, which recognise the contribution of members (or their un-sung partners) to the smooth running of the club. Whether it be giving time to help with site maintenance or being a retrieve driver, or just making a cup of tea...all these things make our flying more enjoyable.

The wooden spoon award is presented to the person who has been particularly unfortunate, and their story is one of humour, humility and given in a sense of sharing experience so that others may not make a similar mistake!

So have a go, its all for fun and you never know, you might really enjoy the journey!

CLUB XC COMPETITION

Written in blue below each rule, are brief details and reasons behind our thinking for each.

1/ Any distance over the back qualifies as an XC flight.

To encourage low air time pilots to have a go.

2/ One only, purely coastal flight, can be added to the cumulative distance. As with XC flights, many may be submitted, but your longest one only will count.

To encourage low air time pilots to have a go at coast runs. To recognise new records and achievements, such as XC's from the coast. Limited to one only so as not depart from the overall spirit of cross country flying.

3/ The cumulative distance will be based on the best four of the XC flights recorded plus the best singular coastal flight of those recorded.

Limited to four XC flights to help redress the balance between the weekend warriors, (workers), and the lucky swines, (retired from work).

4a/ If the pilot begins the flight on the coast and then goes XC from the coast, the coastal element of a flight may be added to the total, but it must not exceed 50 % of the total distance.

Once again, to remain faithful to the spirit of cross-country, but at the same time to promote this kind of flight

4/b If the pilot has flown XC to the coast then continues the flight along it, then the entire coastal element can be added. Pilots wishing to accrue these coastal elements, MUST submit a GPS track log.

4b/ To recognise the achievement of getting to the coast from inland, i.e. through sea breezes etc, then managing to continue the flight from there.

5/ Turn points, out and returns, triangles, declared flights to goal, will be multiplied as per the national league rules. However, Pilots wishing to accrue the multiplier MUST submit a GPS track log. If a track log is not submitted, the total distance flown only will apply.

To recognise the achievement and degree of difficulty of this type of flight.

6/ Only UK flights qualify, but these may include those flown from local club sites.

This is our club competition, call it what you will, but the whole idea is to promote and recognise XC achievement in our own green and pleasant land.

7/ Flights MUST be submitted according to the current recording system, (via the National XC League at present) within the rules of that system.

There are lots of reasons for this; we get to see progress through the season.

8/ For want of better terminology, a lower class wing can win the trophy of a higher class, but not the other way round.

As an example, if a pilot on an EN A/B wing flies further than the best result in the EN C group, then that star will win the group C trophy plus the A/B group trophy. I know this has happened in the Condors recently. I also know it could get complicated but lets see how it goes. The thinking is that this properly and fairly recognises outstanding performance.

We wanted the overall spirit of these trophies to be based on trust, fairness, good fun; and to be representative of pilots at all levels. I really hope we have achieved this.

Remember though that nothing is cast in stone, and we can always tweak and develop the rules as we go.

Flying awards

These are the trophies that can be won:

- **The Alp - This is the trophy for EN D class wings and above.**
Awarded for the greatest cumulative distance flown by a club member from any UK site, which may include a NDHPC club site. 2nd and 3rd places are recognised.
- **The Eagle**
Longest individual XC from a north Devon club site. 2nd and 3rd places are recognised. This may be awarded to paraglider pilots, or hang glider pilots
- **The Wing - This is the trophy for EN C class wings.**
Awarded for the greatest cumulative distance flown by a club member from any UK site, which may include a NDHPC club site. 2nd and 3rd places are recognised.
- **The Cup - This is the trophy for EN A & B class wings.**
Awarded for the greatest cumulative distance flown by a club member from any UK site, which may include a NDHPC club site. 2nd and 3rd places are recognised.
- **The phoenix - This is the trophy for, (at present), All classes of hang glider.**
Awarded for the greatest cumulative distance flown by a club member from any

UK site, which may include a NDHPC club site. 2nd and 3rd places are recognised.

For all of the above trophies, flights MUST be submitted according to the recording system currently used, Failure to do so will negate the flight. Please see the club xc rules for more details.

CONCLUSION

We very much hope this booklet proves useful, particularly to the pilot who is both fresh out of training and new to the club.

It can always be developed and improved, indeed if you have any ideas in this respect, or you identify anything you think is missing, the club committee will be glad to hear from you.

Effective communication is always difficult to achieve, so I hope that the booklet addresses that problem too, but above all I really hope you enjoy your flying and that you stay as safe as is possible in the pursuit of our most incredible sport.

APPENDICIES:

SITE GUIDES:

The latest site guide information can be found on our website at www.ndhpc.co.uk The following are the Site Guides as of July 2018. If you have any further questions please contact the Sites Officer or a member of the committee:

NDHPC Woolacombe Site Guide

Wind Direction NW - WSW

Optimum direction WNW

Grid Reference: Sheet 180 Grid SS 458 423

Site Officer: Sam Jeyes 07875 247 389

Safety Officer: Nick Chitty 07557 053157

Suitability: PG CP HG CP.

Dogs are allowed but must be kept on a lead at all times.

Access and Parking

There are five car parking spaces allowed near take off along the wall near the trough on a first come first serve basis (P on map).

Hang glider pilots are allowed to drive over and drop their kit off when all spaces have been taken but must then remove the vehicle immediately and seek alternative parking.

After you go through the first gate proceed through the second gate, which has a tally system on it to display how many parking spaces are available. Flip one space as you go through and please stick to the track all the way. Please close all the gates behind you. Do not park too close to the trough or livestock will not be able to use it.

There are two local commercial schools that each have a separate license which allows them to have an extra parking space bringing the total allowed spaces to 12. When their vehicles are on the hill they will be marked with their school's Logo's.

Alternative Parking

A nearby campsite behind Woolacombe allows us to park at very reasonable rates:

Little Roadway Farm
Georgeham Road Woolacombe
United Kingdom. EX34 7HL

www.littleroadway.co.uk

Or there is ample paid parking at Marine Drive just below take off.

See map for all locations and side notes in this guide.

Takeoff & Rigging Areas

Traditionally, Hang Glider Pilots normally rig through the gate and to the left (south) on the short grass. However, Hang Glider and Paraglider Pilots may rig anywhere EXCEPT in the take off and landing strip area.

Please do NOT rig in the Upper or Lower Take off area. It is advised that PG pilots take off low down to avoid getting dragged if the wind is a little strong.

The takeoff area is in between the two red streamers on the posts next to the wind sock that marks a runway from there out to the sea. IT IS MANDATORY that this area is kept clear of obstruction at all times. On busy days the take-off area will be marked with fluorescent cones on either side of the launch area. (see map).

There is an alternate lower launch area for HG and PG pilots. (L on map).

Top Landing

HG landing is anywhere behind the wall and safe from any obstacles. PG can land in front of the wall but please clear the take-off area as soon as you have landed. You can also land in the back-field making sure you are a safe distance away from any of the walls and cars.

In stronger winds, Paraglider Pilots beware of the potential of your wing getting dragged towards the wall. Make sure you give yourself plenty of room!

Bottom Landing

We try to keep bottom landing to a minimum but are allowed to land on the green to the right of takeoff and just in front of Marine Drive car park. If landing on the green just in front of Marine drive then be careful of rotor for the last 30ft in stronger winds. We can land on the beach to the south of Mill Rock.

***No flying below 100ft is allowed to the north of Mill Rock.**

***No landing to the north of Mill Rock unless an absolute emergency.**

XC Potential

Great potential. Flights of over 100k have been achieved from here! If going XC then make sure you have significant height when flying over the wind turbines which are approximately 5kms downwind. Ensure you are in a good climb to avoid landing out too close downwind of them in rotor.

Hazards

There is a wall that runs the length of the takeoff field that has barbed wire either side of it. We advise all PG Pilots to take off low down the hill to avoid getting dragged onto it.

HG Pilots when landing in the back field it is recommended that you land at least 300 yards downwind of the wall to avoid any possible collision and rotor. There is a bowl in the landing field about 200 yards behind the wind sock that should be avoided. Anywhere behind that at the highest point is safe, smooth & level to land.

HG Landing in front of the wall is only for experienced pilots and not on busy days. For a coastal site thermals can be a little feisty at times nothing dangerous, but you just need to exercise caution.

If the search and rescue Helicopter repeatedly flies over and close to the site then a rescue is in progress and all pilots should land immediately. A large L will be displayed on takeoff and/ or a fog horn sounded but should this for some reason not happen all pilots must land anyway.

Experienced pilots may fly the sand dunes if the wind is a bit too strong for the top of the hill. To reiterate, **please do not** fly below 100ft above the dunes to the north of Mill Rock. No taking off or landing is to take place anywhere to the north of Mill Rock either.

Woolacombe Downs and the local area is used regularly by Horse Riders. Please give them plenty of room, space and clearance as the horses can get easily spooked by Hang Gliders and Paragliders above them.

Acrobatic Manoeuvres

Acro, or radical manoeuvres are strictly prohibited if you are within 500 feet of any other person, in the air or on the ground. This is in accordance with the Air Navigation Order, (ANO CAP 393, sec 2, page 6, March 2007).

Any manoeuvre which, if it went wrong and could contravene the above rule, is also prohibited.

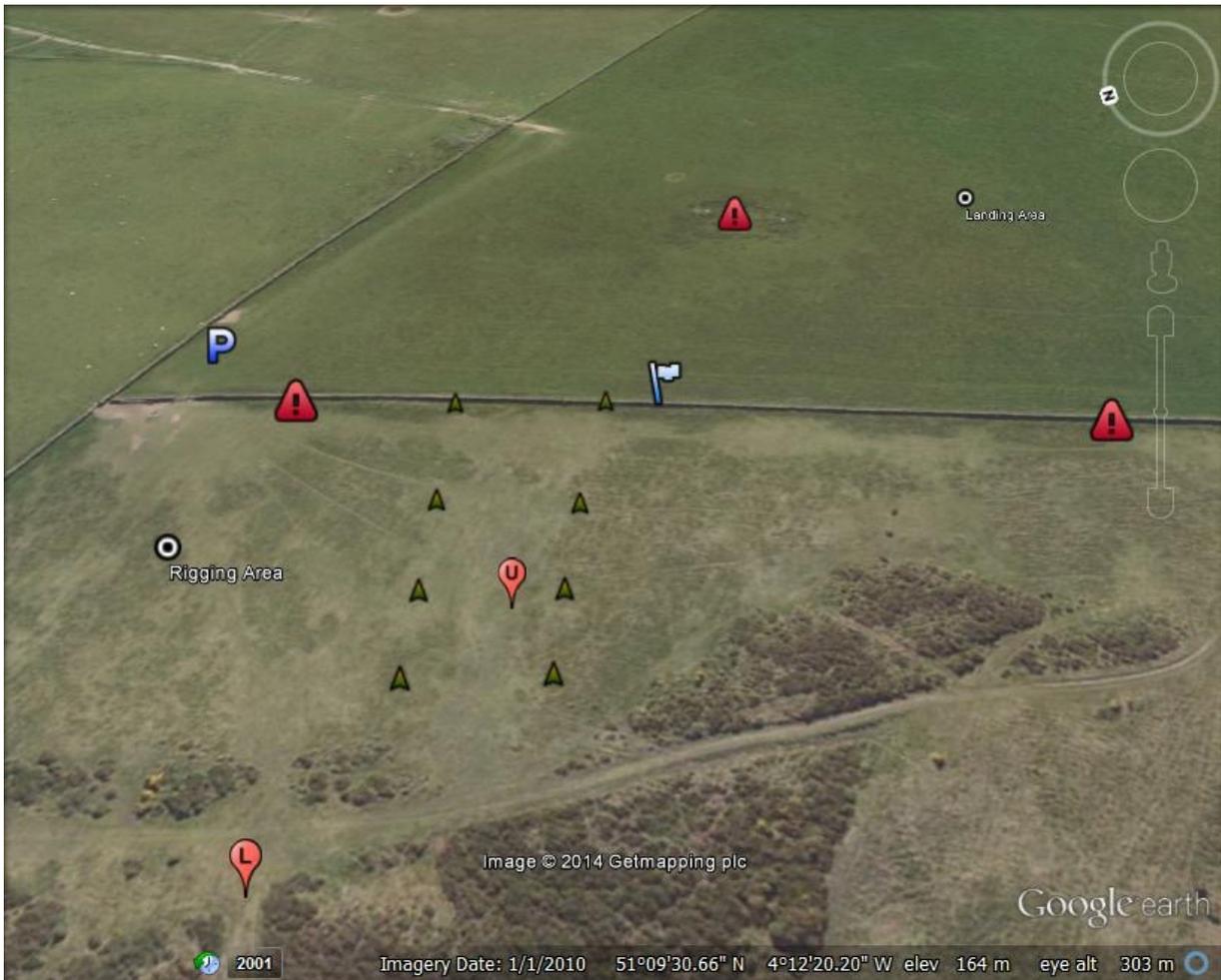
An example of this is: A deep spiral directly over other persons, but greater than 500 feet away, that, if it became unrecoverable could impact those below.

CANP

If you are intending to travel and fly at Woolacombe, please ensure you call the Low Flying Booking to register a CANP before 8pm the evening before. **0800 515 544**. There is a local Air Sea Rescue Helicopter that regularly covers this area so a CANP is mandatory.

Rules for keeping Take off Area Clear

On busy days when there are 5 or more pilots intending to launch, the club has a process for ensuring the take-off area is kept clear at all times. A local club member will put down orange plastic bollards on the ground parallel on either side of the top take off area. This is to ensure the area is kept clear at all times unless pilots are preparing to launch. If you inadvertently land in this zone please move your equipment to one side immediately to ensure it is kept clear for those wishing to take off. If a club member is not present, the orange bollards are kept in the windsock box next to the top wall. Bollards are set-out using the white pole markers that are on the fence and are lined up going down the hill in an East-West direction accordingly. Please see picture below for guidance.



NDHPC Putsborough Site Guide

Wind Direction NNW to NNE

Optimum direction N

Grid Reference: Sheet 180 Grid SS 440 407

Sites Officer: Sam Jeyes 07875 247 389

Safety Officer: Nick Chitty 07557 053157

Suitability: PG Club Pilot Rating with Guidance HG Club Pilot Rating with Guidance

Dogs are allowed but must be kept on a lead at all times.

Access and Parking

From Croyde follow the signs to Putsborough Beach. It is a narrow lane - so beware of oncoming traffic.

Approximately 500ft before the turning down to Putsborough Beach there is a metal gate on the Westerly side of the road. (see E on map) Access to take off with a vehicle is through this gate. Please ensure that you close the gate upon entering and leaving. Follow the track that runs adjacent to the wall and park your vehicle at the point where the wall turns 90 degrees south. (see P on map). This ensures it is out of view from the public on the beach.

Parking is strictly limited to members and temporary members only.

Alternative Parking

There is a public car park at Putsborough Beach itself:

<http://www.putsborough.com/carparking.asp>

For those wishing to use the beach before or after flying then please use this facility. There is a public toilet, café and a phone in the office in case of emergency. It is a 5 minute walk up the hill to take off from here by following the North Devon Coastal Path.

See map for all locations and side notes in this guide.

Takeoff & Rigging Areas

Putsborough is a coastal cliff site and therefore we recommend you rig behind take off.

The take-off area is marked with a U on the map. Please treat this site as a Cliff Launch – recommended that you have previous cliff launch experience. For Hang Gliders a Nose Man may be required.

Top Landing

There are lots of landing areas in the fields behind launch. Be aware of potential rotor close to the cliff itself. Hang Gliders are recommended to land further back to avoid rotor.

Bottom Landing

NOTE – This is a coastal site – at High Tide there is NO BOTTOM LANDING. Ensure you have judged the conditions properly and when possible launch when the sea is not at high tide so you have a bottom landing option on the beach below. Please be aware in the summer the beach can be busy so ensure you give members of the public plenty of room and notice of your landing intentions.

XC Potential

Putsborough is a coastal ridge soaring site. To the south of launch is Croyde Bay therefore we do not recommend you fly downwind of the site. It can provide great ridge soaring along the coast to Baggy Point, which is approximately 2kms to the west of launch. However, note THERE IS NO BOTTOM LANDING.

If in doubt top land in the fields that follow the cliff site. Hang Gliders give yourself plenty of height to set-up properly for a top landing. Paragliders side landings are limited so the same advice would be suggested.

Hazards

HIGH TIDE – NO BOTTOM LANDING! Judge the conditions – advisable to launch when tide is out.

All Pilots should be extremely cautious when flying a sea breeze. Note that at the end of the day it can switch off suddenly which results in extreme sink on the site!

NO POTENTIAL TO GO DOWN WIND – There is a beach and bay 1km south of launch – ensure you do not fly in strong winds otherwise there is the potential to get blown over the back towards the bay.

NORTH DEVON COASTAL PATH – Please be aware that the launch site is very close to the coastal path and there are walkers who frequent this area.

If the search and rescue Helicopter repeatedly flies over and close to the site then a rescue is in progress and all pilots should land immediately. A large L will be displayed on takeoff and/ or a fog horn sounded but should this for some reason not happen all pilots must land anyway.

Acrobatic Manoeuvres

Acro, or radical manoeuvres are strictly prohibited if you are within 500 feet of any other person, in the air or on the ground. This is in accordance with the Air Navigation Order, (ANO CAP 393, sec 2, page 6, March 2007).

Any manoeuvre which, if it went wrong and could contravene the above rule, is also prohibited.

An example of this is: A deep spiral directly over other persons, but greater than 500 feet away, that, if it became unrecoverable could impact those below.

CANP

If you are intending to travel and fly at Putsborough, please ensure you call the Low Flying Booking to register at CANP before 8pm the evening before. 0800 515 544. There is a local Air Sea Rescue Helicopter that regularly covers this area so a CANP is mandatory.



NDHPC Trentishoe Site Guide

Wind Direction NNW to NNE

Optimum direction N

Grid Reference: Sheet 180 Grid SS 628 479

Site Officer: Sam Jeyes 07875 247 389
Safety Officer: Nick Chitty 07557 053157

Land Owners: National Trust

NOTE* This Area is a SSSI and is managed by the National Trust / Commoners and Natural England.

Due to this sensitivity the following restrictions apply:

- 1. Flying may only occur between 1st November and 30th April**
- 2. A maximum of 6 pilots per time may launch at any one time. Once the area in front of take-off is clear, another 6 pilots can launch and the same process would follow throughout the day.**
- 3. A maximum of 20 flying days per season is allowed. If you have flown the site, please report the date of your flight to: sitesofficer@ndhpc.co.uk**

Suitability: PG / HG Pilot Rating: 100 hours

Experienced NDHPC CP pilots may fly the site, however it is strongly advised that this is at the discretion of an experienced Trentishoe pilot and that they have had a thorough pre flight briefing. When suitable conditions arise we will invite less experienced pilots to meet on site for a briefing and if conditions are appropriate for them to fly.

It is strongly advised that pilots fly with an experienced Trentishoe Pilot and that they have gone through a thorough pre-flight briefing.

Dogs are allowed but must be kept on a lead at all times

CANP

If you are intending to travel and fly at Trentishoe, please ensure you call the Low Flying Booking to register at CANP before 8pm the evening before. **0800 515 544**. The alternative number is **01780 416001**. The Bristol Channel is regularly use by the RAF during the week and Hercules do sorties low over the coastline in this area.

Access and Parking

From the A39 at Blackmoor Gate, follow the A399 North West towards Combe Martin. After 2 miles you will see a signpost for "Trentishoe & Hunters Inn". It is a narrow lane so beware of oncoming traffic.

Follow this road 1 mile to Stoney Corner and take a sharp right, followed by a sharp left that takes you onto the road up to Trentishoe Downs. After 2 miles you will come over the top of the common and see the Bristol Channel in front of you . There is a parking area on the left hand side just off the road.

Alternative Parking

If this Car Park is full there is an alternative car park another ½ mile down the road on the left hand side.

Takeoff & Rigging Areas

Trentishoe is a coastal cliff site and therefore we recommend you rig behind take off. There are two take off areas. Either below the road or above the road.

Paraglider pilots generally launch just below the main car park. Follow the track down and to the left, crossing over the small wall. You can launch anywhere below this point down to where the coastal path runs parallel with the hill (see map marked in green for take-off areas).

Top Landing

It is possible to land on top of Trentishoe Downs or to the right hand side (east side) where there is a clearing. Beware that the hill drops off quickly and dramatically behind Trentishoe Downs so if the wind strength is above 10mph, Paragliders should land on the east side of the hill or consider side landing near the launch area. (see map marked in blue for landing areas).

Side Landing

It is possible to land near and below the launch area (see map with blue markings). However, if possible do not land below the coastal path unless it is an emergency.

Bottom Landing

NOTE – This is a coastal site – there is **NO BOTTOM LANDING**. Ensure you have judged the conditions properly.

XC Potential

With a north wind long coastal runs West to Combe Martin and East to Porlock are possible. The sea and the rocks will claim the careless! Strong winter thermals give opportunities to go over the back. However, note THERE IS NO BOTTOM LANDING.

Hazards

There is absolutely NO BOTTOM LANDING here. Be aware of the weather conditions as they can change quickly as this faces the Bristol Channel and the Welsh mountains the other side. Wave can occur so constantly watch the sky up wind. When the wind is off to the east or the west, it can start to funnel down the channel and quickly diminish any lift, ensure you ALWAYS have a top landing option within reach.

As per the attached map, there is a road, which runs close to take off and landing. Please be aware of any traffic and allow plenty of room and time as not to cause an incident or concern to road users.

The Hill behind Trentishoe drops away into a valley very quickly. Ensure that you do not get blown back and carefully assess the true wind speed before launching

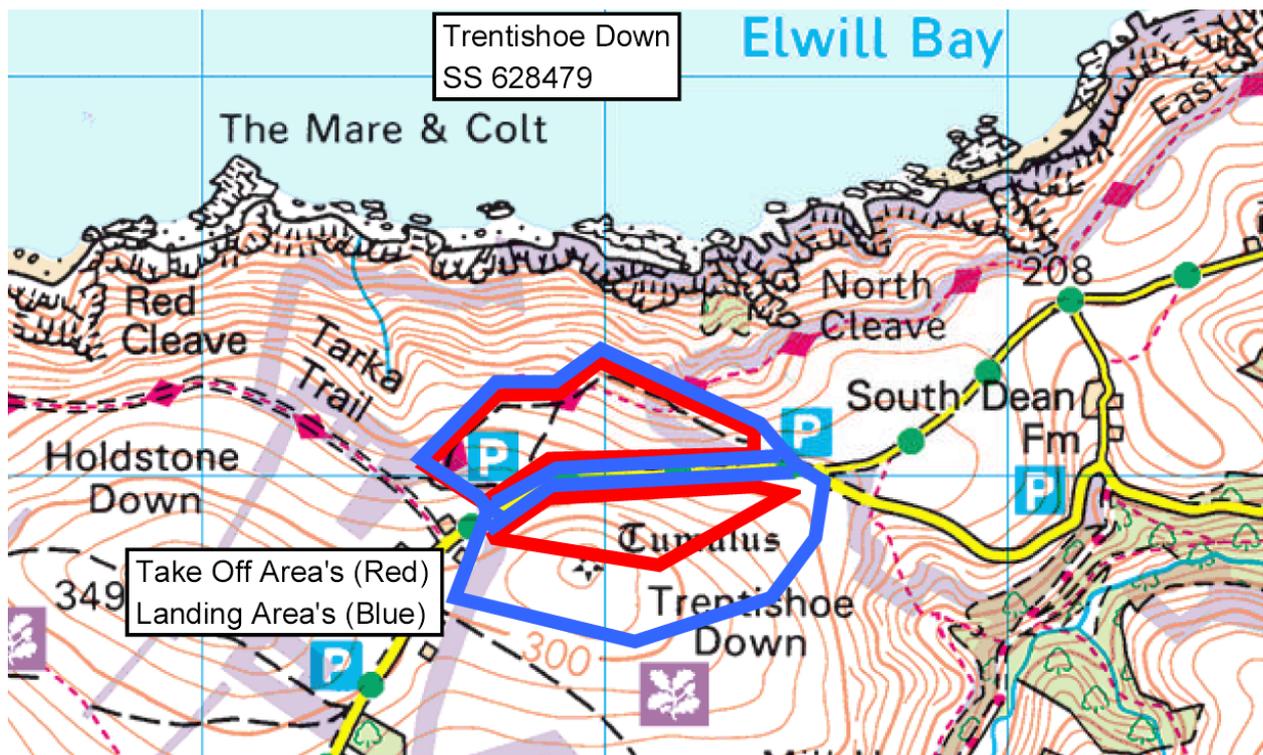
NORTH DEVON COASTAL PATH – Please be aware that the launch site is very close to the coastal path and there are walkers who frequent this area.

NATURAL ENGLAND – SSSI The area at Trentishoe Downs is a Site of Special Scientific

Interest with Natural England, which makes it a sensitive area in terms of usage and potential erosion. Please be aware that from Mid April to September warblers habitat in the under-growth. DO NOT land or launch your gliders outside of the marked areas below during this time and please minimize your impact on the environment.

CANP

If you are intending to travel and fly at Trentishoe, please ensure you call the Low Flying Booking to register at CANP before 8pm the evening before. 0800 515 544. The alternative number is 01780 416001. The Bristol Channel is regularly use by the RAF during the week and Hercules do sorties low over the coast line in this area.



Codden Hill Site Guide

Wind Direction N-NNW-NNE, Optimum direction is NNE

Codden Hill Monument Grid Reference: SS 58239 29564

Site Officer: Sam Jeyes 07875 247 389
Safety Officer: Nick Chitty 07557 053157

Suitability:

It is recommended that you only fly this site if you are at least P Rated.

Experienced CP pilots may fly the site but it is strongly advised that they are with an experienced Codden pilot and have had a thorough pre-flight briefing. It is also recommended that any pilot who has not flown the site before regardless of rating seeks the advice of a local experienced Codden pilot before flying the site.

Directions & Parking

The site is near Barnstaple. Drive south from Barnstaple on A377. Turn left opposite filling station at Codden Hill Cross, signposted Cobbaton/Chittlehampton. Follow this road and continue past the Codden Hill Equestrian Centre. Continue on until you come to the signpost Horswell/Broadmoor.

There are **two parking options**:

1. The main car park is located on your left opposite the signpost Horswell/Broadmoor. This is ideal for PG Pilots. You can park and walk up the back side of the hill towards the gate located near the Monument.
2. For alternative parking continue onwards on the road until you reach the signpost for Hayne/Downrew. Take the opposite left turn onto the gravel road leading upwards towards the car park and access to the hill. Please make sure you close all gates behind you.

Takeoff

Takeoff is anywhere behind the path at the front of the hill.

Top Landing

Is located in the takeoff field only.

Bottom Landing

In the fields to the right of the farm in front of takeoff and as near to the gates and paths as possible. HG pilots should inspect before flying. There is an alternative landing area for HG Pilots to the left of takeoff. See map for details. To retrieve, drive round to front of hill to the field which is by the road next to the quarry. PG side-slope landing easy.

XC Potential

Good -100K is possible. Please make sure you avoid all airspace. If you are not familiar with where to avoid please phone in advance.

Hazards

Thermals can be very strong so take care. Be aware of the sea air effects that can come in very quick in spring/summer months at around 12:30PM. It can get windy and rough due to the effects of the estuary accelerating the wind. If it feels too strong do not fly the site.

A general Meteo guide is that 5-10mph is steady and good for PG Pilots. 10-12mph fly with caution for PG Pilots and a good strength for HG Pilots. It is advised that 10mph meteo is the max recommended strength for **PG** Pilots. It is advised that 14mph meteo is the max recommended strength for **HG** Pilots. Both PG & HG Pilots be aware of strong lift and sink. It's also advisable for HG Pilots to fly with a little extra airspeed to maintain control as conditions can be rough at times in this wind strength.

In nice light conditions Codden is amazing so don't be put off but please have massive respect for the site. When going XC it is advisable only to leave the hill in an established climb as the hill drops away at the back & you will encounter rotor if too low. There are also pylons that you should be aware of not that far away down wind. It is advisable that you have sufficient height when committing to leave the hill. Codden Hill is predominantly an XC site and it is not really recommended to just hang around soaring it.

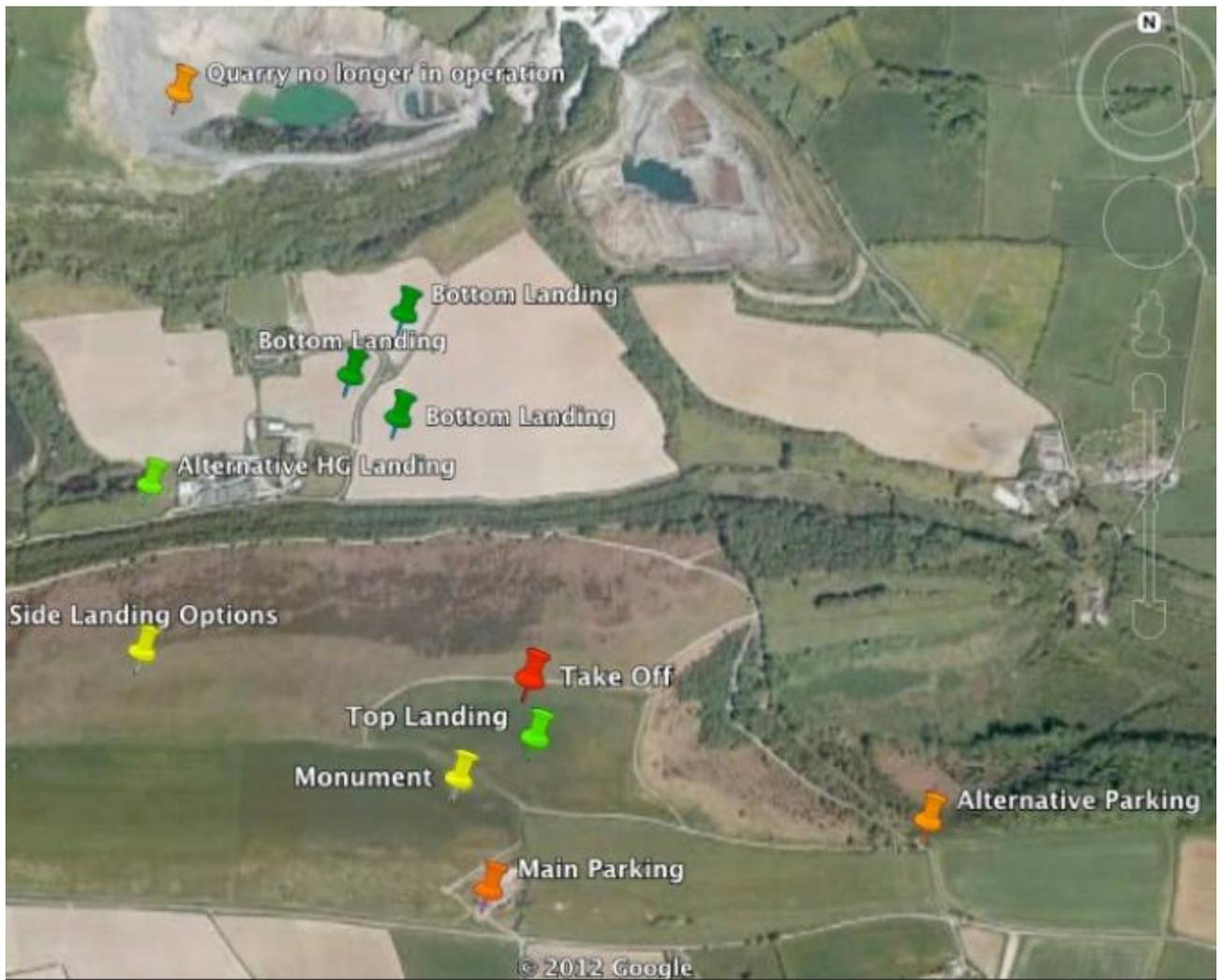
Nearest Phone: Bishops Tawton. Dogs are allowed on the site but must remain on a leash at all times and no fouling. No camping is allowed on the site.

Acrobatic Manoeuvres

Acro, or radical manoeuvres are strictly prohibited if you are within 500 feet of any other person, in the air or on the ground. This is in accordance with the Air Navigation Order, (ANO CAP 393, sec 2, page 6, March 2007). Any manoeuvre which, if it went wrong and could contravene the above rule, is also prohibited. An example of this is: A deep spiral directly over other persons, but greater than 500 feet away, that, if it became unrecoverable could impact those below.

CANP

If you are intending to travel and fly at Codden Hill, please ensure you call the Low Flying Booking to register a CANP before 8pm the evening before. **0800 515 544**. There is a local Air Sea Rescue Helicopter that regularly covers this area so a CANP is mandatory.



NDHPC Cornborough Site Guide

WARNING*

The largest heliport in the South West sits just 570 metres downwind of this site and has an expected 400 arrivals and departures a year. This is a key site where helicopters (military, civilian and coast guard) fly into and can divert to, therefore despite discussion with the land owner beforehand it is still possible that helicopters can arrive at very short notice and without warning.

To maintain this site the NDHPC has worked hard to develop the procedure below through discussion, trial and agreement with the landowner. Compliance with this does not guarantee your safety and therefore it requires the decision of each pilots to consider whether they are prepared to take the risks. This guide should allow you to make an informed decision on whether to go ahead or not.

The highest risk that helicopters pose with regard to wake vortices is when flying in smooth, stable air - coastline flying. If you are in these conditions and a helicopter passes upwind of your position (especially parallel) if you have time, try to land. Violent turbulence from the rotor/wake of the helicopter, even those, just downwind of you, can cause a serious collapse for Paraglider and major instability for a Hang Glider.

Wind Direction (NW 300° to NNW 340°) Optimum direction NW

Grid Reference: Sheet 180 Grid SS 417 288

Co-ordinates: N 51.036152, W -4.257771

NOTE (CANP Co-ordinates are different to take off – use SS 420 302 1nm radius)

Club Contacts (for expert knowledge on this site):

Site Officer:	Sam Jeyes 07875 247 389
Committee member:	Anthony Moore 07588 051478
Chairman:	Stuart Hall 07925 347209
Chief Coach	Annee Breckenridge 07970 592813
Safety Officer:	Nick Chitty 07557 053157

Due to this sensitivity the following restrictions apply:

- **READ THE ENTIRE SITE GUIDE BEFORE FLYING HERE**
- **FOLLOW THE PROCEDURES OUTLINED BELOW**
- **THIS IS NOT A SOARING SITE - IT IS A LAUNCH AREA TO GET HEIGHT AND MOVE DOWN THE COAST - DO NOT SOAR FOR ANY LENGTH OF TIME AT LAUNCH OR ON THE HILL TO THE NORTH OF LAUNCH (SEE MAP)**

Procedures

1. Lomas Helicopters (landowners) and Portledge Helicopters must be informed of our flying activities for that day.
 - o Ensure you understand what time the helicopters are arriving and departing and make this check again when you arrive at launch.
 - o To ensure this has taken place you must check with a club member above. You can also get confirmation of this through the North Devon Telegram Group.
2. A CANP should be requested the day before flying - see the procedure and details below.
3. The nature of this site dictates that radios are required. The landowner has requested that

PG/HG pilots have air band receivers so that they can be made aware of any incoming helicopters whilst airborne.

4. You must have either an Airband receiver, or be able to communicate with another PG/HG pilot who has an Airband receiver.(i.e - Use a 2 Metre radio which must have the ability to transmit/receive, and fly with another pilot who can provide updates to you).
5. DO NOT fly this site if you cannot meet the above criteria.
 - Frequencies are: NDHPC usual 2m radio 143.800, air band receivers to 122.950.
 - At the take-off field the windsock should be erected prior to anyone launching. This is a safety measure to ensure helicopter pilots are aware of us using the site. Please ensure it is up and in position. The Windsock is stored in the box on the wall which is to the east of the launch point. The code to open the box is the same as the gate code by the footpath. The last person launching can remove the windsock just prior to taking off.
 - Once you have completed your pre-flight checks and you are ready to launch you must physically view the helipad to see if there is a helicopter there. If there is please wait until it has departed before launching, or speak with a club member who can verify the timing of the helicopter departure

CANP

If you are intending to travel and fly at Cornborough, please ensure you call Low Flying Booking on 0800 515 544 before 8pm the evening before to register a CANP WARNING. The alternative number is 01780 416001. The grid reference to provide for issuing this is SS420 302.

NOTE: Please note that the grid reference for the CANP is different to that at take-off.

Suitability: PG / HG Pilot Rating: 50 hours

It is strongly advised that pilots fly with an experienced Cornborough Pilot and that they have gone through a thorough pre-flight briefing. It is also recommended that any pilot who has not flown the site before, regardless of ratings, seeks the advice of a local experienced Cornborough pilot before flying the site.

Access and Parking

From Westward Ho! head to Merley Road and follow it to the end until you arrive at Seafield Car Park - EX39 1JU. (also known locally as Haunted House car park due to the old derelict house by the coastline).

Take a moment to look at the green park area here as this is the alternate landing area.

Park here and then walk along the coastal path heading south-west. After 500 metres you will come to a gate on the track. Go through this gate. The next gateway on your left into an open field is the site entrance. Please open the gate taking care to lock afterwards with the padlock. The code can be obtained from one of the club members above. Walk up the field until you reach a dirt track which is about halfway up the field on the right running up hill between the gorse. Follow this through to another gate. Go through this gate and you are on the rigging area with the launch area now on your right.

Alternative Parking

If this Car Park is full then park along spaces on Merley Road or find a car park in the town itself.

Take-off & Rigging Areas

The launch area is quite small. Therefore we ask that you organise and check your kit in the

grassy strip below the launch and move up when ready to inflate and launch. There is only room for one glider at a time to launch.

Top Landing

There are very limited top landing areas however the fields just to the South of take-off behind the gap can be used. These are the best bomb out area and also a good place to land on the return journey from a coast run.

Side Landing

HG - NO SIDE LANDING OPTIONS

PG - It is possible to land in the field below launch which you would have walked up through from the coastal path. Beware of rotor here though if the wind is off to the north. This can be difficult for inexperienced pilots therefore heading South for the low fields at the gap make a safer option (see below for more detail).

Bottom Landing

NOTE – This is a coastal site – therefore the site should not be flown between 2 hours before **high tide** and 2 hours after high tide as there will be **NO BOTTOM LANDING for either HG or PG**. For HGs there are NO BOTTOM LANDING OPTIONS along the entire coastal run.

At **low water** the beach is completely covered in large rocks and boulders providing **MINIMAL LANDING OPTIONS for PGs**. Experienced PG pilots have landed on the rocks and all vouch for the difficulty in getting off the rocks with a wing. Risk of injury is high, risk of damage to equipment is also very high.

The usual landing area is around ½ mile South of take off. (see map below). There is a low gap with fields to the east. It is possible to bail out into these fields if necessary. This is also a good option as a landing field when returning from a coastal run, particularly if the wind has backed to the SW.

The alternate landing area is the green at the haunted house. Be aware that the return North along the coast will bring you low over the take-off area and in close proximity to the helicopter take off. You may not be able to see Lomas or be aware of any helicopters taking off.

If the wind has backed to the SW this alternate landing area is in the lee of the hill and therefore care needs to be taken in making an approach. In this instance make your approach in to wind keeping to the northern (seaward) side of the green tends to ensure cleaner wind. In Northerlies the green can be difficult to land on as Kipling Tors create lift and therefore losing altitude may require flying out over the sea (and out of lift) first. This can be difficult hence we recommend using the normal landing area further down the coast.

XC Potential

Pilots are considered to have gone XC once they leave the launch area. They are therefore doing so entirely at their own volition and risk.

With a North Westerly it is possible to fly long coastal runs South to Clovelly (Hartland and back is possible but getting past Clovelly is very difficult) and back can be achieved.

Be aware that along this coast run there are limited and difficult bottom landing options for PGs and no options for HGs. The sea and the rocks will claim the careless!

Experienced pilots can however make good use of sea thermals to leave the hill and inland cross country flights can be made.

Hazards

HELIPAD - Have a good look out as this area is close to a busy heliport - SEE AND BE SEEN.

The take off field may have livestock in it - again please ensure you do not disturb them.

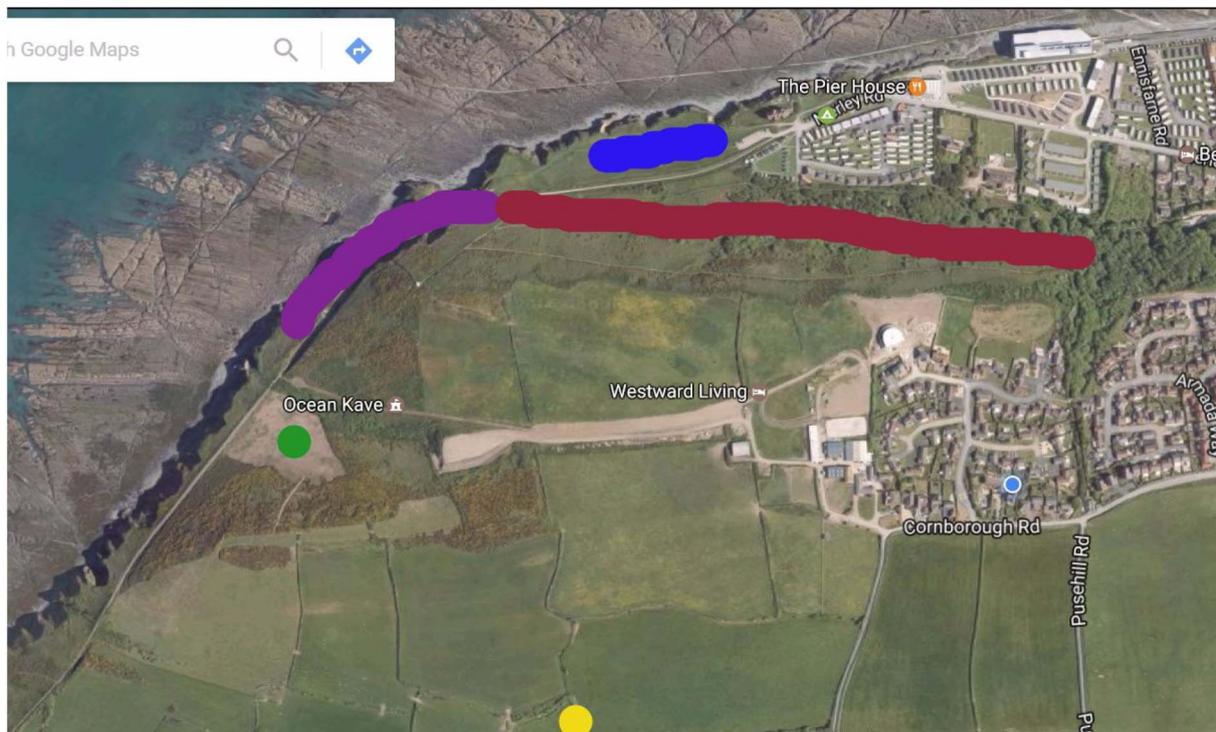
NORTH DEVON COASTAL PATH – Please be aware that the launch site is very close to the coastal path and there are walkers who frequent this area.

The take off is relatively low at 250ft ASL. Ensure you have judged the conditions correctly and always have a landing option within an easy glide.

There are areas with MINIMAL BOTTOM LANDING options and NO BOTTOM LANDING OPTIONS along this stretch of coast line.

Wave can regularly occur so constantly watch the sky upwind.

The landing field can be in the lee of the prevailing wind and therefore rotor is possible. An approach over the sea may be required.



Map key

Green dot	Take off
Yellow dot	Heliport
Purple area	Possible climb but please don't linger- see guide above
Red area	Please don't fly here - it is permissible to fly past this below ridge height on the way to landing at Merley field – see guide above
Blue area	Merley field, possible landing area, see guide above