

TVSF on the Lley Peninsular 2020

The intrepid 6 arrived at Cim Farm for the October visit, and everything had changed. In fact, I am certain that nothing will ever be the same again. Cim Farm itself has not changed, but the so-called CBAers arrived first, then me, and finally Graham last. The other rather startling facts will emerge as you read on.

Graham had a good excuse for arriving late, as he spent an hour grovelling in the mud at the Pistyll Rhaeadr waterfall car park rescuing four damsels in distress. They had managed to beach their car on a pile of welsh rocks, and Graham put on his 'heroic tee-shirt' and unbeached them! (Who thought slope soaring was boring?)

Sunday

Sunday dawned wet and windy, as can be seen from this shot from my beadroom window. You can just make out Snowdonia in the background, but only just! However, the weather looked set to improve as the day progressed, and so it did. By late morning thje drizzle had given way to dry and much brighter skies, and a visit to the Coast Guard Station was planned. The wind was brisk,



Not an inspiring view for the first morning



Graham's Slip strutting its stuff at the Coast Guard Station

the least knid of any sloping site in the area, but that is part of the challenge.

the lift was wonderful, the views magnificent, and the drop stomach-churning! Anyone who has visited the headland will know how high and steep it is. The landing area is probably





Two Bovver Boys, and their Chocolat'ins

inches in front of his feet! After some adjustments both were launched together, and they proceeded to whizz about the sky in a merry and somewhat contorted dance, accompanied by much laughter from the pilots and observers alike.



Then just as Graham and I were drinking our late morning coffee and scoffing some banana loaf, Richard, Andy and Paul arrived. Out came the most delightful flying wings, called Chocolate Boxes, or Milk Tray Specials, or something like that. They were untrimmed, and as Richard stood on top of the 500 foot cliff he launched, only to have the wing land 2



They are actually called Chocolat'ins, and are sold in basic kit form by Silence Models in France. (<http://silencemodel.fr/>, in case you are interested.) The day ended with the clouds rising ever higher over Snowdonia, as can be seen in the photo on the right. Roll on Monday!



Monday

The weather pattern repeated itself on Monday. The early morning rain clearing during the late morning. We flew at the National Trust site, to the east of Annies, where the local flyers go. It was windy enough for the white horses to be galloping, as can be seen in the picture on the right.

It was a day of the D's, the D 40 and the D60. Andy's D40 is so fast and small, he needs a rest after five minutes of whizzing up and down the slope. However, it lands remarkably slowly using the crow brakes. Paul then flew the D60, or was it a

The amazing view across Hells Mouth Beach

D80, but all I can remember was that it flew without any problems, and landed on a sixpence.



Top: Andy's D40 is fast and slippery, but his flying makes it look easy. Above: Paul's D 60 (poss 80) also fast, but a little easier to see!

Quotes of the week

Richard
Where's my gin

Andy
I love cooking

Tuesday

Our first trip to the great slope that is Annies. A bright day with a 30mph breeze coming directly from the west. The waves were leaping up the cliffs at the bottom of the slope in fine fashion, and Spencer got the big one out!



The Stingray from first launch, to exploring the flight envelope, and finally to a steady and safe landing, followed by the obligatory snap and happy grin



Well, the Stingray at least. All 6kgs of it scything through the wind made a fine squeal. The grin after a faultless landing speaks volumes, and is probably still glued to his physog.

Graham flew his new Firebird, and spent a flight or two getting to grips with its great performance. Starting slowly he soon had it wang-



Quotes of the week

Paul
When shall we start on the gin?

Spencer
More gin please

ing about the slope. It is fast and very slim so disappears rather quickly.

Andy took things very seriously, for a while at least, but then fell asleep in preparation for the evenings cooking and



The Firebird (above), on the first flight and later (right), as Graham was getting to grips with the handling



drinking sessions.

Quotes of the week

Graham
You're going to have to sell, (to me), this model, Roger (of the Blanik)!

Colin
Are there any more cheese scones, Andy?



Two sides of Andy, the serious pilot and the snoozing chef



Wednesday

Our second trip to Annies, but this time with a mere 20mph westerly breeze. After the 30 to 45 mph of the previous days, 20mph seemed a bit light!!

However, it was a beautiful day, probably the best of the week, and as usual the lift created by the 450 foot cliffs was smooth and totally reliable.



Mini Q, a fast and exciting slope model



The thermal was this high, honest!

There followed more laughs than can be heard at most Pantos at Christmas, along with many premature landings, and near misses. Richard's green wing hit the stack twice, and this shot was taken on the second demolition run.

Not quite sure what Graham and Roger were discussing, but it seems the height was critical.



Quotes of the week

Toni
Where are the CBA crew??

Colin
Good grief, Terry, it's you!



Nimbus after a perfect launch. Not a bad background to snap a glider launch?

Time for my big one! Well, the Nimbus is as big as I go these days, and it flew as well as it did several years ago at the same site. Roger took the attached shot with his phone. Rather a wonderful background, don't you think?



The demolition derby was great fun, and totally absorbing for hours of innocent fun!



Richard spent some time maidenizing his unpowered Mini Q, which seemed to be a great success, but the best fun of the day came when the tin cans were assembled into a tower for demolition.

Thursday

Initially Graham and I went to the Coast Guard Station to fly, but although the wind direction was OK, we decamped back to the National Trust site.

The breeze was brisk to begin with, but began to ease as the day progressed.

The mouldies were flown first, then the lighter wind models came out to play

First there was a session of can destruction, which



Andy's mighty (mighty heavy that is) F3F machine about to commit to a fast pass left to right, or should that be right to left?



Above: Graham gazing at extraordinary shape that is Garnfadryn. Above right: the RNLI paid us a visit. Right: the Wolf Boys arrive with their delightful 1/6th scale Wolfs, or should that be Wolves?



Andy launching Richard's very well behaved Wolf. The following flight was without any unexpected manoeuvres



proved as difficult as it had done the day before. However, the cans we were showing a bit of wear and tear and were occasionally collapsing. Still, there was much ooohhhhing and arrring as near misses turned into cartwheels and premature landings.

Then the Wolfs came out to play, and Richard's yellow model flew off the building board, as they say. He explored the flight envelope with the odd

(actually very odd) loop and roll.

Paul struggled with his model as the elevator linkage had come off, and was very tricky to reattach. After some considerable time he managed to fix it, and I am pleased he persevered, as it also

flew really well. The kit is 1/6th scale, designed by Chris Williams, and kitted by Sarik Hobbies.



Paul's Wolf, launched by Richard, also flew without any problems, and looked a pretty picture



The day came to a fitting end with Andy flying the amazing Buxton Hjordis, and in the steady lift it flew very gracefully indeed



Friday

Yet another day at Annies, which has to be my favourite slope. This was a day for the big gliders with Spencer flying his Alpina, followed by Richard with his unsalted ASW 28, and finally Paul with his DG 808.

There was a memory flashback moment when Roger flew his Blanik L213. Last seen at the St Tuwalls slope in April 2019, when it did not fly



Spencer's mighty Alpina strutting its stuff

as the wind had dropped by the time it had reached the slope. This time it flew really well indeed, and made an excellent, and superbly controlled landing. However, Roger was very lucky as he had asked Graham to maiden the model. Graham's response was, "You're going to have to sell this model Roger - to me!!!"

I think all six of us were amazed, but delighted, just how much flying the weather actually



Top: Roger's Blanik L213 in majestic flight. Inset: the Blanik in April 2019 unflown at St Tuds. Above right: Me launching Richards ASW 28. Right: Paul's DG 808

allowed us. It was an incredibly busy week, with sloping during part of or all of every day, and in the evening vast cooking experiences, games of cards, many games of two-letter-word Scrabble (until the wee small hours of the morning), and sailing during the wet and unslopable parts of the day. It was epic.



Quotes of the week
Roger
Have you seen the Stonechats yet, Colin?
Eldwyth
I don't watch the landings, they are the dangerous bit!

I apologise in advance if I have misspelt anything, misrepresented anyone, missed anything vital out, or just plain mucked it up. Colin