

TVSF on the Lleyn May 2021

Saturday

Set off 730, little traffic, and no delay.

Met Graham Stallard at Montford picnic area, (actually in the loo, but don't tell anyone as they might tell everyone)!

After coffee and ground rice cake went on.

Showers all the way into Wales, but they started to ease and die away around noon.

Arrived 5 mins after GS at National Trust. More tea and that Ground Rice cake, and then Richard and Spencer arrived as well. Weather really beautiful by now, very light hazy clouds, light wind, and pleasantly warm out of the wind. However, the slope is good enough to produce excellent lift even in light conditions, and so four gliders found staying up easy.

Rather relaxing sitting listening to the sound of the waves on Hells Mouth beach, and occasional moan of the moulded glider torturing the air, and the cry of the gulls. I was surprised to see that there were lots of swimmers in the sea.



Above: 250 miles and there is still time for slope soaring.

Right: that is a view worth travelling for. The view from the lounge on Saturday evening. Can you smell the fish and chips??



By 5 GS and I left for Cim, and were pleasantly surprised to find the place well refurbished, and not quite as many bunk beds as expected. Evening meal was an excellent fish and chips.

Sunday

Started very windy and very wet. Wind howling around the house, rain horizontal. So planning was put in place for the evening meal, slow cooked roast leg of lamb, broccoli, roast parsnips, followed by sticky toffee pudding and ice cream. Then as the day wore on var-



Terry freely giving his usual helpful advice, whilst Martin struggles to find the fault!



Above: Looks can be deceiving! There is the best part of two legs of lamb in this shot. Needless to say, there was not much left afterwards.

Right: the happy eaters, less one small Hoover



ious gliders could be seen being fettled, rxs puzzled over, and servos quizzed. Extension leads were sourced, and then in the afternoon the Monaco GP was switched on. The race was fairly boring, as it usually is on such a

narrow street circuit.

However, there appeared on the predictive forecast a window of bright and dry weather around 1700 or so. So the meal was eaten at 6 and an intrepid four out of the six staying in Cim Canol went to Cerriad to slope. The CAB crew had, by this time decided to walk to the slope, and left before our meal was served. Yes, you heard it correctly, the CBA crew walked to the slope. We met then as we left, and they reported excellent lift conditions. Fantastic lift interspersed with heavy fast-moving showers, but never the less the flying was great. We packed up around 9 having had a couple of hours of flying/hiding from the rain/



The sky remained very moody inbetween the showers, but flying commenced regardless. Graham Stallard above and John Skinner on the right both flew. Cerriad (top right inset) remains unchanged

chatting, the usual kind of visit to a slope, but the lift here is so smooth coming off the sea there seems nowhere else like it. An amazing end to the day. Oh, and by the way, the lamb was delicious.

Monday

Another late start due to the torrential rain passing over the west of Wales. It was forecast to clear by out very our Meteorologist, Mr Graham (I like it a lot) Stallard, by 1200ish. So the house was galvanised into action. Well, I say galvanised, most were galvanised to their seats. But GS and I headed off to the Coast Guard Station, where the sloping was just perfect, with light cloud, and good breeze, and the



It's a long way down to the sea at the Coastguard Station



smoothest of smooth lift. We sloped, and sloped, practised landing on the top, the gully (GS with his Needle), and were enjoying ourselves so much we nearly forgot to come back to Cim to cook dinner.

Meanwhile back at the National Trust site, the

Below: while Graham was enjoying flying his Needle I flew my newly acquired Weasle. This is going to be a fun sloper



Graham's Needle streaking past, down the gully and out over the sea



Airsea rescue heli that buzzed the Nat Trust site



Quote of the holiday

Spencer

"Richard galloped"

CBA crew joined Simon Cocker and friends to slope there. Richard had a moment with his Susy Q, launching with the electrics disconnected, due (he said) to a loose

wire. The machine did fly an immaculate circuit, and landed without damage back on the slope.

The interesting thing about this episode was that this was the last launch in a series of dodgy launches.

Admittedly it is a small fast flying, twitchy model, but after one launch it went down a slope a short way, and

Richard galloped after it. Yes, that is correct, he galloped after it, doing the perfect impression (according to Spencer) of Black Beauty! Richard as Black Beauty. Personally I can't see it, but Spence was adamant.

Tea for the 6 was Steak and Ales pies, followed by jam roly poly with ice cream and custard. The last entry in this report will be advice on how to lose weight after Cim Farm!!!

Tuesday

Forecast to be a strong wind day, around 25mph, starting at the National Trust site and moving to Annies. So good was the forecast that Graham S went for 0700hrs. He was greeted with 25 mph, light cloud and lovely blue skies. Wind felt cold, but during the



day the air warmed up significantly.

I arrived at 0900hrs, and Graham launched my Salto for its maiden flight, but only after I had spent several frustrating minutes sorting out the reversed ailerons. I was disappointed with myself, but not with the first flight which went well. The expected tip stall is much more benign than I expected, or had



Top: Martin's Mosway glider gets underway. Middle left: impression PSS Jug. Middle right: Mosway under way. Bottom left: Annies became quite busy. Above: if I remember correctly this Raven performed an excellent display of controlled rolling

experienced with the Pat Teakle version.

Later we were joined at the NT site by about a dozen locals, and Simon Cocker. There was a lot of talking, and some low flying. By lunch time the wind had eased and gone into the west, so we moved to Annies. Here the wind seemed even lighter, but as usual was great flying. However, it later improved and several gliders could be seen at any one time. Eventually the locals dragged themselves over. All in all, a good days sloping.

Wednesday

Lighter winds today, but a magnificent day with blue skies and small puffy cumulus for most of the day. 12 to 15 mph, which tailed off to about a steady 8-10 by 1600hrs. The National Trust site was chosen and GS and CH were first to the fray, joined shortly afterwards by several locals and some of the All-Night-Crew, (new name for the CBAers)!

Richard, Paul and John S spent the night carousing themselves, went for a dawn walk to see



Left: Grahaqm's Ash in action. Below: another irresistible view across Snowdonia. Below left: the Payee Max VPD machine is fast - 0 to 250 meters in 12 seconds. Below: the sun shone on this Chough



the Bunk House. Paul did make it to the slope but promptly fell asleep in the warm sunshine.

The lift was good enough for GS to fly his Ash, and wring it out good and proper. About 1400 I left to do a SAM 35 VPD postal comp in one





Left: seen near Annie's was this Eagle with a loud sound system - spectacular. Below: pizza ad infinitum cooked by Mr Cor Blimey Don Blue, Andy Marshall - delicious



of the open fields behind Cim. Interestingly enough I had two flights to get the lay of the land, and could only manage 4 mins or so per flight. However, I started again at 1600, when the wind had dropped, and the thermals returned enough to give me the required flights for 3 x 5 mins and a fly-off of 10 plus mins.

I then went for a walk across Cerriad and watched dolphins in the bay, Gannets, and Chough. Dinner tonight is pizza cooked by Mr Cor Blimey Don Blue, Andy Marshall.

Thursday



The All-night crew practising hard to regain their CBA crew crown!

Lovely day of warm sunshine and light winds. Seemingly few thermals were found although the air warmed up, and the wind stayed surprisingly cold all day. There was a great deal of scraping the gorse bushes on the slope in front of the fence, as the lift died away on occasions, but other than that there were few exciting moments. Thermal soarers, DLGs, Alula Treks, and several Ahis were flown. John S did manage to arrest his gliders forward motion by landing in the fence.



The sun did a good impression of a falling meteorite





Left: John Barrow with his Ahi. Above: thanks to John Skinner the prolific Phil Smith lives on

The All-Night-Crew did a lot of sitting and talking along with the sole local (Allen), who arrived to chat and fly. There were sights to see on the sea, on boats, and even a glimpse of a Hawk Trainer jet.

Snowdonia was as clear as it had been all week, and towards the witching hour of 1600 yawns could be heard all around.

An amazing day quite the contrast from the beginning

of the week, but very relaxing nevertheless. I was a bit disappointed that the Tower of Doombar did not arrive as promised, but you can't have everything can you?



Left: yours truly on Garn Fadrin. Above: Graham also on GF. Below: my attempt at snapping the mist rolling in



After dinner, in an attempt to work off some of the excess calories taken on board during the week, Graham and I climbed the hill Garn Fadrin. Its quite a hillock, but has no milkock on top, only Christmas trees! Views are definitely worth the effort. We abandoned in a hurry when mist started to roll in ominously.

Friday

What happened? I can't remember, but after dinner I packed and left for home, arriving back around midnight. Oh, now I remember, it rained drzzly stuff in the morning, and Graham and I went for a walk along the coast path in the afternoon as there was zero wind. A very relaxing way to end the week. Sorry no pics.

Saturday

I woke up at home! What a brilliant week. When is the next one????????????????????

Colin Hutchinson

Here are some notable pictures from the week



Spence drives a very sophisticated Merc, works for a famous F1 racing team, but struggles to drive his chair! My advice is get wider tyres.

Graham on the Coast Guard Station



Weasle in the mountains

