



**NORTH HILL 2017**

**COMPETITION ENTERPRISE**

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## **FOREWORD**

For many people John Fielden was 'Enterprise'. In the Foreword he wrote for Enterprise 2002, he explains both the history and the objectives that started with the moment Philip Wills asked him to take up the Enterprise baton. Sadly John died before the competition took place so Enterprise 2002 became a tribute to one of gliding's most remarkable people. (Justin Wills gave an address at the family's celebration of John's life, see S & G Oct-Nov 2002.) There seems no more fitting legacy yet again, than to repeat John's Foreword from 2002:

### **Competition Enterprise in the 21st Century**

#### **A personal view after setting tasks for 25 Enterprise Competitions.**

Lest we, the current stewards of the "Enterprise" philosophy, be accused of hankering after the past, I intend to start with some direct quotes from Philip Wills, who specifically asked me to hold the "Enterprise" baton for him in 1974, when he presented me with his Book "Free as a Bird"

First, he and many wise philosophers before him, have expressed the rights and privileges of the "freedom of man". I think the nicest way of expressing it comes in Philips' "Free as a Bird" prologue so I quote it with full acknowledgements.

He relates the story of that rare day when you get a launch at the right time and set off on a self set task for a few hours on a perfect summer cumulus day, and quietly glide out as the last cumulus dissolves. He ends with this paragraph:

"You have just had a day of freedom 'in excelsis', yours has been the sky and all that therein is. It would seem in retrospect as harmless a glory as man could aspire to". This book will try to show how this freedom was won and retained and to foreshadow the work and struggle that lies ahead to maintain it. For if it is taken for granted, it will, stage by stage, be worn away and, like the evening cumulus, will die."

#### **Enterprise Philosophy.**

Freedom in the Air was easier to assume in 1974, Philip had earned for us the right to control our own destiny, with a structure which was devoid of bureaucracy. It was with a real sense of sadness that he added at the end of his request to me to hold the fort. "It seems that we are only too willing to make rules which abandon the idea of free will or judgement..... do you think you can keep it alive, at least in "Enterprise?"

It has been my lot for the last 27 years to carry that banner of freedom in the eternal hope that some of the star dust, which I see so often at Competition Enterprise, will spread to the wider field of conventional gliding competitions, both here and overseas, acknowledged in the rules by which we fly (and even live). Therefore I am delighted to see the recent introduction of Designated Area Tasks, which represent the type of tasks set at Enterprise since its inception.

Sometimes I despair when I am told that competitors want to have an exact, and in all senses a "fair" task set for them to carry out on that perfect day. Would it be that perfect day if you had been constrained to do something which was only a best guess at what the day could do for you? Therein

lies the difficulty of task setting for a day when All Pilots have different aims and objectives.

One pilot wants to be told to do something very exactly and to set off only when conditions are exactly right, and when all the rest set off at the same time, to be fair!

Another wants to set off when the magic of the day begins, and then make love to it for every minute which it grants him.

One is in his expensive, difficult to derig, huge glass two seater, whose partner has never even scratched it once and doesn't want to risk landing out. Another is in his own K6 with 100 outlandings behind him, and doesn't even think of it as a risk.

In these circumstances I have had to find a formula which keeps faith with Philip, and at the same time leaves the pilots with freedom to choose how to exploit the day from each different perspective. That is the fundamental background to the idea of "no rules" when trying to set tasks and assess scoring at the end of each day. The winner is always meant to be the one who has beaten the greatest obstacles, The task setter; The weather; The rules; Himself.

Thus, and ONLY thus is freedom maintained. BUT....Like all freedoms, it brings with it a real need to understand the division between the responsibility to one's self and the responsibility to the rest of society... or the rest of the competitors.

Again Philip summarises the situation in 'Free as a Bird,' Chapter 3:- "Liberty and Safety", after

John Stuart Mills in his famous essay "On Liberty".

Today the political and sporting attitude is different from the 1970's, there is a much greater acceptance of "Directives" from our political masters and we seem less inclined to make a stand. "PC" has become fashionable but not acceptable, but the result is that even the BGA has a rulebook of great detail and complexity which the average pilot would not wish on his greatest enemy.

### **Conclusions?**

Philip's legacy of a gliding movement free of bureaucratic interference, promoting self determination, reliance and responsibility remains even more relevant today than it was 27 years ago. Enterprise represents that philosophy and tradition, which benefits the whole gliding community. We have inspired and achieved numerous UK records; we have had innumerable adventures. We are initiating a scheme for young pilots to participate very cheaply, and we welcome BGA soaring courses.

Above all, we fly whenever possible, and have tremendous fun. Come and join us.

*John Fielden*



## WELCOME TO COMPETITION ENTERPRISE 2017

On behalf of the members of Devon and Somerset Gliding Club, it gives me great pleasure to welcome Competition Enterprise 2017 back to North Hill. Not only was DSGC the site of the first ever Competition Enterprise, but we have been honoured to have hosted the majority of the competitions over the following years.

I'm sure that Ron Johns, our Competition Director, and the DSGC members will pull out all the stops to make your visit enjoyable this year.

As those of you who have flown at North Hill before will know, the weather conditions of the southwest peninsula can sometimes make for challenging cross-country flying, but previous winners have shown how to capitalise on these conditions.

We currently have 40 entrants this year, and a good fleet of tugs to speedily get everyone launched.

As most of you are aware, there is an ongoing Airspace Change Proposal for Exeter Airport, although the consultation has closed (and thanks to those who responded), we do not currently know how this will play out. With the large number of gliders present, it is vital that you read and understand the briefings and local airspace arrangements with Exeter and Dunkeswell.

Have a safe and enjoyable time.

Lisa Humphries  
Chairman  
Devon & Somerset Gliding Club

## COMPETITION OFFICERS

COMPETITION DIRECTOR	Ron Johns
DEPUTY DIRECTOR	Nick Jones
COMPETITION SECRETARY	Jill Harmer
TASK SETTER	Andrew Reid, Ron Johns
	Pete Startup
MET FORECASTING	Jill Harmer (and Dave Masson)
AIRSPACE	Pete Harmer
SAFETY OFFICER	Pete Harmer
SCORER	Andrew Reid
(Scorer's Helpers)	Dan Johns /Jill Harmer
	DSGC Members
TUG MASTER	Pete Harmer
LAUNCH MARSHALL	Phil Morrison / Dan Johns
Airfield Helpers	Devon & Somerset Air Cadets
CFI	Stuart Procter
DCFI	Simon Minson
STEWARDS/ARBITERS	Pete Harmer
	TBA
	TBA
CONTROL/RETRIEVE TELEPHONE	Jill Harmer / Steph Heide
CATERING	North Hill Cafe

## **INFORMATION**

<b>DATES:</b>	Saturday 1st July to Saturday 8th July 2017 inclusive. Sunday 9th July will be a "Fly Home Day".
<b>VENUE:</b>	Devon & Somerset Gliding Club North Hill Airfield Sheldon Honiton Devon EX14 4QW
<b>TELEPHONE:</b>	Control: 01404 841845 Clubhouse: 01404 841386 Launchpoint: 07743 200902
<b>BOOKING IN:</b>	Pilots should book in on Friday 12:00 to 18:00 hours or on Saturday before flying, at Control
<b>ENTRY FEE per glider :</b>	£170 (visitors) £120 (DSGC members) £85 (Juniors under 25 on 1st January 2017)
<b>LAUNCH FEES:</b>	Competition Aerotow £37.00 to 2,000ft Competition Self-Launching £7.00 (6 Launch tickets to be pre-purchased in advance from Control.)
<b>CLASS OF ENTRY:</b>	All sailplanes and gliders, single class with appropriate B.G.A. Speed Index Handicaps. Pilots with minimum Silver "C".
<b>NATURE OF TASKS:</b>	Tasks will be set in the spirit of Competition Enterprise, including alternatives for pilot choice.
<b>PRIZE GIVING:</b>	Saturday 8th July during Final Party
<b>SITE FACILITIES</b>	There are drinking water taps at various places around the clubhouse and hangar. There is ample space for tent, trailer, and caravan parking in the field north of the airfield. Generator power hookups are available at £50 for the week, please purchase from Control
<b>ACCOMMODATION</b>	Modern shower block is situated behind Control. Toilets are available in the Clubhouse and behind Control and in Camping field. Caravan waste should not be emptied into the Club septic tank.
<b>CATERING:</b>	Breakfasts, sandwiches, drinks, sweets and light meals will be available during the day Evening meals will be available, full details will be given during the first briefing. The Club will be running a cash bar. A welcome supper will be available in the Clubhouse on Friday 30th June evening until 21.00 hours, - please book in advance.

## TIMETABLE OF EVENTS

(other events may be added and will be notified at briefing)

Friday 30th June	09:00 - 12:00 – 19:00 12:00 - 18:00 19:00 - 21:00 Evening	Arrivals Registration Site checks available Evening meals available Bar open
Saturday 1st July	09:00 -10:00 10:00 19:00 - 21:00 Evening	Registration open Opening Ceremony & Briefing Evening meals Bar Open
Sunday 2nd July	10:00 19:00 - 21:00 Evening	Briefing Evening meals Bar Open
Monday 3rd July	10:00 19:00 - 21:00 Evening	Briefing Evening meals Bar Open
Tuesday 4th July	10:00 18:00 - 21:00 Evening	Briefing Evening meals Bar Open
Wednesday 5th July	10:00 12:00 18:00 -21:00 Dusk	Briefing Last chance to purchase Barbeque tickets Barbeque (North Hill cafe closed) GliderFX aerobatic display (subject to weather) Bar closed (Licensing restriction)
Thursday 6th July	10:00 12:00 19:00 - 21:00 Evening	Briefing Last chance to purchase Saturday party tickets Evening meals Bar Open
Friday 7th July	10:00 19:00 - 21:00 Evening	Briefing Evening meals Bar Open
Saturday 8th July	10:00 19:00 - Midnight	Briefing Final Party with bar, buffet and prizegiving
Sunday 9th July	10:00	Briefing and fly-away day



## COMPETITION ENTERPRISE RULES

When it comes to choosing a set of rules for Enterprise, there is, "a refreshing lack of detail".

However, the rules are often set by the structure rather than the rule book. You have only to brief pilots that there is no held start and you choose the time you want to set off, and there are a series of inevitable consequences:

Generally there is no great panic at the launch point. Pilots have to think about how long to make the task and what time to launch so as to give the greatest satisfaction and to best exploit the task. The held start is anti-freedom and pro gaggle. What sort of safety rule is that? We need to get away from what is being seen, at last, as a dangerous part of competitions.

Normally the finish will be within 5km of the site to avoid dangerous finishes. The start line may be a **circle** or a designated line given on the day.

Enterprise, whilst able to offer grid launching, has always provided pilot selected launch times with the pilot's start being timed from release. In practical terms this has proved entirely satisfactory, eliminating gaggling and enabling pilots to select their start times according to their own ambitions and assessment of the day.

Flying at Enterprise can involve more field landings than at conventional contests due to the fact that tasks are set whenever a day is remotely soarable, and by pilots overreaching

themselves in their ambitions for the day (as opposed to the task setter circumscribing them). However, perhaps because of the areas in Britain where we fly, and perhaps (we like to think) because of the sort of people we are, we have never had a problem with farmers; on the contrary we have legions of tales of the welcomes we have enjoyed from the farming community.

One of the inevitable results of running a competition where tasks are intended to be enterprising and different is that there should be a minimum of rules laid down and simple scoring which can be adapted to local conditions on the day of the contest. It is recognised that the results may not always seem to be fair (whatever that means!) on all occasions.

In order to avoid any unpleasantness in what is designed to be enterprising, challenging and fun, there will be no objections or complaints. In the unlikely event that any problems do arise, the Stewards will be aware of them. They will arbitrate on any matters that require an unbiased decision. If, however, an official complaint is lodged with the stewards, this will of course be dealt with in the spirit of the B.G.A. rules.

The scoring system, which follows, is an adaptation of the "ladder" system of scoring. It is intended to avoid an excessive value for each day by announcing a "Daily Factor" for each task. This means that every pilot will know his/her approximate score at the end of each flight.

## SCORING

1. Distance tasks – **usually** 1 point per km, but other scoring rates may be announced. Different rates may also be used for different sections of tasks. The scoring system for the day will be made clear at the Briefing each day.
2. Bonuses are usually available for certain turnpoints, goals or landing back.
3. Speed tasks are rarely used, but if they are will generally be based on **3** points per kph above Target Speed (generally one third of the current BGA Speed Index). We rarely set speed tasks but have used it as a bait to get competitors back in time for the final party and prize giving. More often, final day tasks are based on a time, after which, no score will be earned and / or a limited task time.
4. To avoid local airspace issues, local Control points, remote Starts or Finishes may be used. These will be made clear at Briefing each day.
5. The aggregate score, will be subject to handicapping with reference to the current BGA Speed Index.

Due to the unique way Enterprise works, there is not a simple computer system that can apply scores simply from a logger trace. Instead we have used, for a good number of years, a self-scoring system. All this ensures that we always have an **approximate** score for the day. In essence, the pilot declares on a simple (honest!) sheet where they have been and the distance flown, adding on any bonuses or speed points and applying their handicap. Logger files will be checked to verify claimed scores and to check for infringements. Entrants are encouraged to submit their igc files on SD cards / USBsticks to Control or by email to [secretary@dsgc.co.uk](mailto:secretary@dsgc.co.uk). Entrants should ensure they know how to download their own loggers.

After each competition flight, please complete a self-scoring sheet ASAP and leave in Control along with igc file. If the flight log has been submitted by email, please indicate this on the self-scoring sheet. Prompt submission of the scoring sheet and logger file is most important and must not be considered an afterthought.














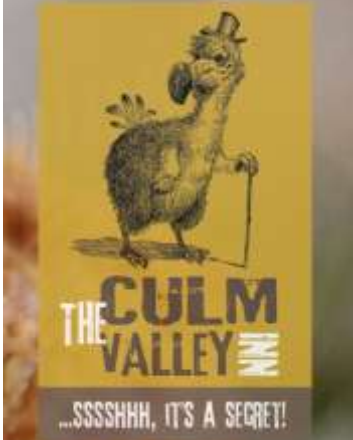




Penalties will be applied for airspace infringements, in accordance with the standard BGA penalty system as laid out in BGA Competition Rulebook <https://members.glidering.co.uk/wp-content/uploads/sites/3/2015/04/2017-Rules-Issue-V1.1.pdf> However in Competition Enterprise, it is permitted to enter Controlled Airspace, providing that appropriate permission has been received.

## **LIST OF COMPETITORS**

	<b>First</b>	<b>Surname</b>	<b>Jun</b>	<b>Glider</b>	<b>Comp no</b>	<b>Reg</b>	<b>Handicap</b>
1	Mike	Armstrong		Ventus 2CT	JVA	G-CJVA	110
2	Pete	Bennett	J	Ka6CR	DRE	G-DHEB	76
3	David	Briggs		Arcus	US	G-RCUS	107
4	Bob	Bromwich		DG500MB	94	G-BZYG	110
5	John	Burrow		Eagle	BBB		68
6	Geddes	Chalmers		LS8/18	Z5	G-CHWS	106
7	John	Clark		Nimbus 2c	HBF	G-CHBF	106
8	Andrew	Cluskey		Shark	J5T	G-TRBN	110
9	Marc	Corrance		Discus	AC	G-CJBR	99
10	Wyn	Davies		LS7	W7	G-CLPL	97
11	Chris	Davison		Libelle	525	G-DCNE	89
12	Nick	Gaunt		LS7	A98	G-KEVN	97
13	Nick	Harrison		DG202	JDD	G-CJDD	101
14	Jon	Hart		Vega	ECJ	G-DEJ	97
15	Pete	Hibberd		SHK	PH	G-OSHK	89
16	Ron	Johns		ASH25	711	G-CHXO	116
17	Phil	King		Duo Discus T	DD2	G-ODDZ	101
18	Adrian	Loening		LS8-18	790	G-CJKN	106
19	Zoe	Mallam	J	Ka6CR	GEF	G-DGEF	76
20	Andy	Mayer		Std Cirrus	C55	G-CHNM	94
21	Gerry	Martin		Cirrus 17.7	272	G-DDVY	94
22	Simon	Minson		ASW20CL	SM	G-DHOK	103
23	Andrew	Mugleston		ASW20BL	88	G-DEUY	103
24	Jerry	Newbery		Lak17BFES	JN	G-CLTJ	110
25	Matt	Page	J	LS8-18	A10	G-CJDE	106
26	Mike	Pope		Ventus 2CT	46	G-CJUF	110
27	Alan	Price		ASW28-18E	AP	G-CKJV	106
28	Andrew	Reid		Ventus BT	911	G-VNTS	104
29	Jordan	Richards	J	Libelle	L18	G-DCXK	89
30	Philippa	Roberts		ASW15	846	G-DCHT	89
31	Peter	Ryland		DG400	OM	G-BSOM	101
32	Trevor	Stuart		ASG29	621	G-LOUD	111
33	Liam	Vile	J	DG101	DG1	G-DGIO	90
34	Jon	Wand		ASH26E	T1	G-OPHT	110
35	Justin	Wills		Antares 18	1	D-0606	111
36	Matthew	Williamson		ASW20L	611	G-CHEO	99
37	Rod	Witter		Silent2	LEC	G-OLEC	90

## LIST OF SPONSORS

DSGC and Competition Enterprise would like to thank the following organisations and individuals for their assistance and contributions to the 2017 Competition Enterprise at North Hill.

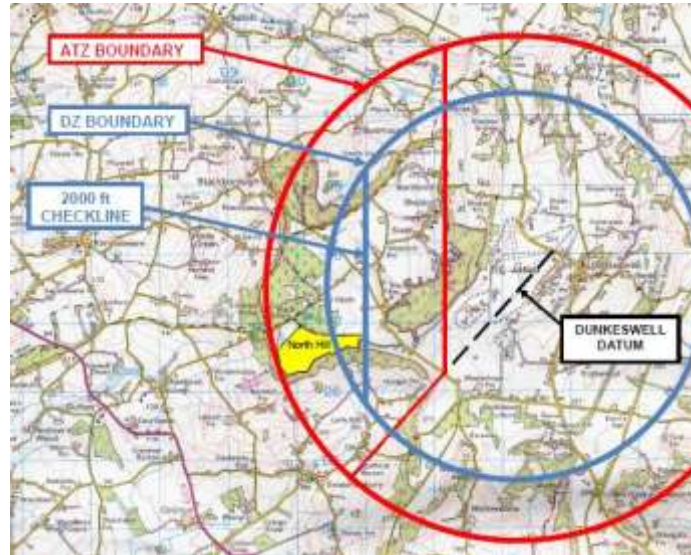
 <p>HAYWARD AVIATION</p>		
		
		
		
		
		

## LOCAL AIRSPACE RULES

Details of local airspace rules are available on DSGC website including agreements for operation within Dunkeswell ATZ and DZ, Exeter and Cardiff airspace.

<http://www.dsgc.co.uk/docs-and-policies/local-airspace-rules>

### **Dunkeswell ATZ & DZ**



### **Exeter LoA**

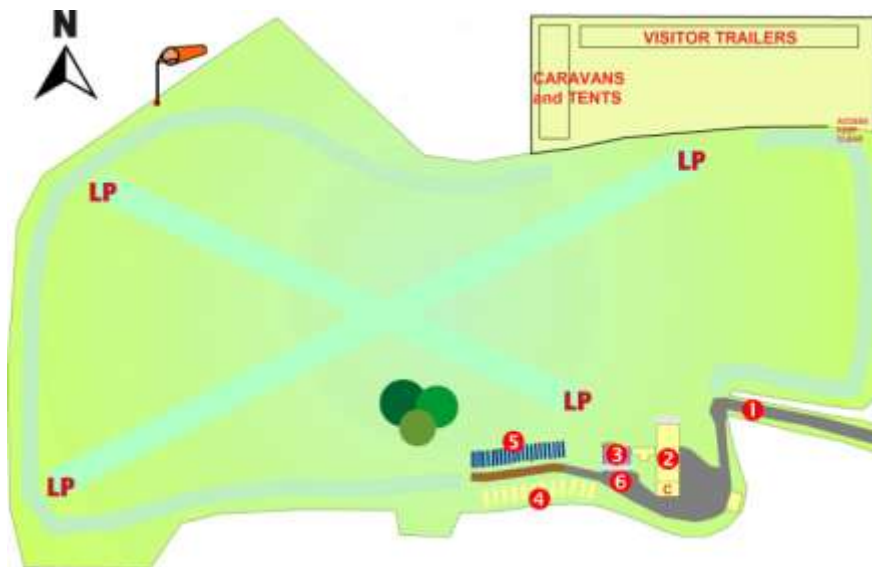


### **LOCAL RADIO FREQUENCIES**

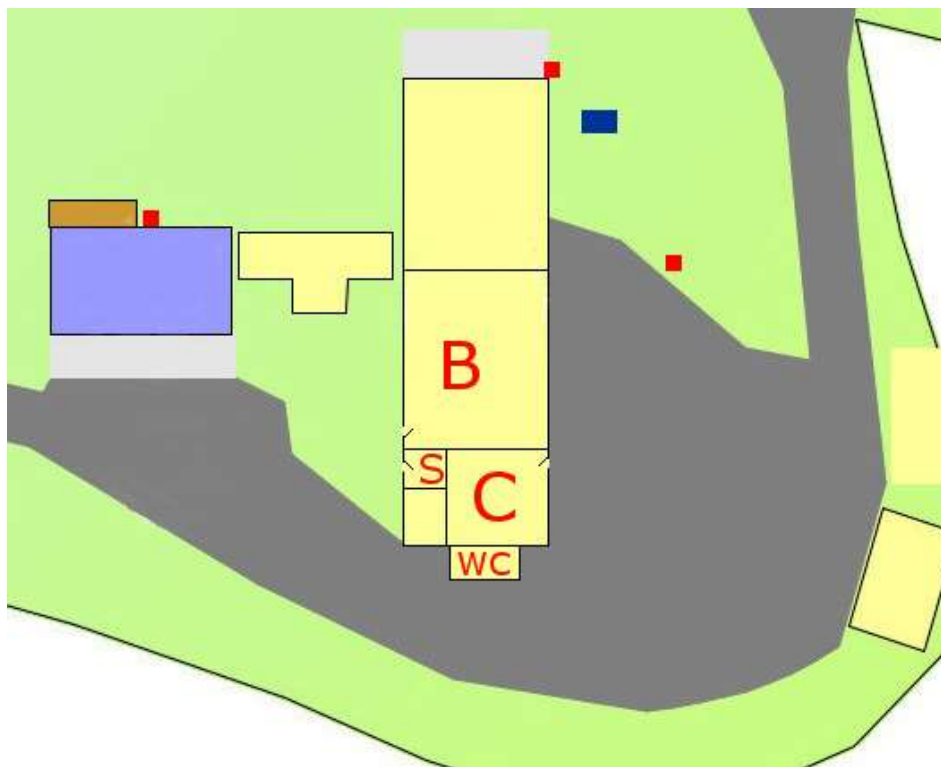
129.90	North Hill Gliding and Dunkeswell DZ
123.475	Dunkeswell Radio
128.975	Exeter Radar
119.325	Exeter ATIS
123.00	Eaglescott Radio
123.50	Eggesford Radio
126.025	Bristol ATIS
127.35	Yeovilton Radar
130.80	Yeovil Radar
130.10	Gliding

# NORTH HILL SITE MAP

Satnav please use postcode EX14 4QW



- 1. Entrance road
- 2. DSGC glider & ground equipment
- 3. Clubhouse
- 4. DSGC members caravans
- 5. DSGC members glider trailers
- 6. Car parking
- LP DSGC winch launchpoints



- B Briefing Room and Bar
- C Competition Enterprise Control
- S Showers
- WC Extra toilets (others in Clubhouse)

■ Drinking water taps

## More than SIXTY YEARS OF GLIDING in Devon & Somerset

Following a meeting in Taunton of a small band of enthusiasts in December 1952 the Taunton Vale Gliding Club was formed, but it wasn't until 1957 that a site could be found at the former US Navy wartime airbase at Dunkeswell Aerodrome, for a rent of £30 per annum.

A secondhand Slingsby T-31 glider - "Old Faithful" - was purchased, together with a surplus US Ford V8 Pilot, which was used for autotow launching. By 1962 the old control tower was in use as a clubhouse and the club was thriving. The fleet included a Slingsby T-21, a T-49 Capstan and a Slingsby Swallow. Launching was serviced by a Clayton (now Supacat) winch and later a Tiger Moth for aerotowing. The club later hosted its first Regional Championship, with many notable competitors, including Ann and Dennis Burns, 'Doc' Slater, Sir Peter Scott and Philip Wills. By this time drawing members from far and wide, it was renamed The Devon & Somerset GC.

In the mid 1960s the then Air Ministry decided to dispose of the airfield and the club found itself in a perilous situation. However, good fortune came its way when 108 acres of land at North Hill, just to the west of Dunkeswell, came up for sale. This land - known then as "the pig field" - has south and west facing ridges, which on occasion had been soared from Dunkeswell. Through the dedication of a corps of members, funds were raised, by members' covenants, loans and the sale of life memberships, supplemented by an appreciable bank loan. The purchase became possible and the club began moving operations.

With now only two gliders, a winch, the Tiger Moth and a small wooden hut for use as a clubhouse, members rallied to construct a hanger with a framework of

steel made from old electricity pylons, which they previously dismantled. During work in progress, gliders were trailed to and fro using the steep and winding back lanes from Dunkeswell via Sheldon! On September 19, 1970 the club officially opened at its new venue.

Today, DSGC has a modern fleet of gliders, ground equipment and a Piper Pawnee tug. During the 1990s the fleet has seen a gradual transition to glass - two K-21s and two Juniors. In the late 1990s the arrival of a new DG-505 gave pilots of all abilities a superb range of gliders to fly. It was two years' hard graft by a small group of committee members, led by Simon Leeson, that won Lottery Sports Council funding and also provided us with a new hangar.

Launching is available using our SkyLaunch winch, or by aerotow with our Piper Pawnee. Two motorgliders are based at North Hill and are available for cross-country training. The site offers a wide range of opportunities for glider pilots of all levels with thermal, ridge and occasional wave soaring above the beautiful Devon and Somerset countryside.

Young people are encouraged through our junior membership scheme, and the Club is a BGA accredited Junior Gliding Centre. During the summer, trial lesson evenings and week-long holiday courses are open to all and provide training from *ab initio* to advanced levels.

Visitors will find a warm welcome with a fully-furnished clubhouse, where a full range of hot and cold food and drinks is available on club operating days. If you fly, then the view of the Devon countryside from the Blackdown Hills is stunning.

Original document published in S&G Club focus Oct-Nov 2007 by Simon Leeson - early history by Mike & Barbara Fairclough, updated by Jill Harmer June 2017

## LOCAL AMENITIES

Health	GP Surgery	Blackdown Practice , Dunkeswell
	Minor Injuries	Honiton or Tiverton
	Walkin Clinic	Exeter RD&E
	A & E	Exeter RD&E
	Dentist	Call 0845 002 0034 for emergency appointment
Shops	Local	Forest Glade Campsite (camping gaz) (sauna & swimming pool)
		Premier Dunkeswell (Cashpoint & Post Office)
	Supermarkets	Tesco Honiton & Cullompton (fuel at both))
		Lidl, Coop, Honiton
	Garage	Highfield Garage, Dunkeswell (camping gaz)
Banks		Honiton
Places to eat		Viceroy, Dunkeswell
		Keepers Cottage, Kentisbeare
		The Aviator, Dunkeswell Aerodrome
		Lakeview Manor, Dunkeswell
		The Ashill Inn, Ashill
		The Drewe Arms, Broadhembury
		The Wyndham Arms, Kentisbeare
		CulmValley Inn, Culmstock
Church Services	1100	St Nicholas, Dunkeswell
	0930	St James the Greater, Sheldon
Accommodation	See	<a href="#">DSGC web site</a>

## PLACES TO VISIT

There are a multitude of places to visit in Devon and Somerset, here are a few that have been specifically recommended by DSGC members. There are plenty more on the website [Visit Devon](#)

Museums	Fleet Air Arm Museum, Yeovilton	<a href="http://www.fleetairarm.com/">http://www.fleetairarm.com/</a>
	Haynes Motor Museum, Sparkford	<a href="http://www.haynesmotormuseum.com/">http://www.haynesmotormuseum.com/</a>
	Tank Museum, Bovington	<a href="http://www.tankmuseum.org/">http://www.tankmuseum.org/</a>
	Lace Museum, Honiton	<a href="http://www.honitonmuseum.co.uk/">http://www.honitonmuseum.co.uk/</a>
House &/ or gardens	Killerton House, Broadclyst (Nat Trust)	<a href="http://www.nationaltrust.org.uk/killerton/">http://www.nationaltrust.org.uk/killerton/</a>
	Knighthayes Court, Tiverton (Nat Trust)	<a href="http://www.nationaltrust.org.uk/knighthayes-court/">http://www.nationaltrust.org.uk/knighthayes-court/</a>
	Marwood Hill Gardens, Barnstaple	<a href="http://www.marwoodhillgarden.co.uk/">http://www.marwoodhillgarden.co.uk/</a>



	Bickleigh Mill	<a href="http://www.bickleighmill.com/">http://www.bickleighmill.com/</a>
	Greenway, Dartmouth	<a href="http://www.nationaltrust.org.uk/greenway/">http://www.nationaltrust.org.uk/greenway/</a>
	Cockington Country Park, Torquay	<a href="http://www.cockingtoncourt.org/">http://www.cockingtoncourt.org/</a>
	Clocktower tea gardens, Sidmouth	<a href="http://www.clocktowercafesidmouth.co.uk/">http://www.clocktowercafesidmouth.co.uk/</a>
Garden Centres	Otter Nurseries & restuarant	<a href="http://www.otternurseries.co.uk/">http://www.otternurseries.co.uk/</a>
National Parks	Exmoor National Park	<a href="http://www.exmoor-nationalpark.gov.uk/">http://www.exmoor-nationalpark.gov.uk/</a>
	Dartmoor National Park	<a href="http://www.dartmoor-npa.gov.uk/">http://www.dartmoor-npa.gov.uk/</a>
Railways	West Somerset Steam Railway	<a href="http://www.west-somerset-railway.co.uk/">http://www.west-somerset-railway.co.uk/</a>
	South Devon Steam Railway, Totnes	<a href="http://www.southdevonrailway.co.uk/">http://www.southdevonrailway.co.uk/</a>
	Pecorama, Beer	<a href="http://www.pecorama.info/">http://www.pecorama.info/</a>
Wildlife	Donkey Sanctuary, Sidmouth	<a href="http://www.thedonkeysanctuary.org.uk/">http://www.thedonkeysanctuary.org.uk/</a>
	Paignton Zoo	<a href="http://www.paigntonzoo.org.uk/">http://www.paigntonzoo.org.uk/</a>
	Torquay Living Coasts	<a href="http://www.livingcoasts.org.uk/">http://www.livingcoasts.org.uk/</a>
Families	Diggerland, Cullompton	<a href="http://www.diggerland.com/devon/">http://www.diggerland.com/devon/</a>
	Crealy Adventure Park, Exeter	<a href="http://www.crealy.co.uk/Devon">http://www.crealy.co.uk/Devon</a>
	Woodlands, Totnes	<a href="http://www.woodlandspark.com/">http://www.woodlandspark.com/</a>
Other	Wolford Chapel	<a href="http://www.the-gwillim-simcoe-story.org.uk/chapel.html">http://www.the-gwillim-simcoe-story.org.uk/chapel.html</a>
	Exeter Underground Tunnels	<a href="https://exeter.gov.uk/leisure-and-culture/our-attractions/underground-passages/">https://exeter.gov.uk/leisure-and-culture/our-attractions/underground-passages/</a>
	Kents Caverns, Torquay	<a href="http://www.kents-cavern.co.uk/">http://www.kents-cavern.co.uk/</a>