

[Welcome to the July/ August \(Late Summer\) edition of AirHeads!](#)

Another 2 months+ steal by... Great to see we are finally getting some flying weather at last and amazing to see just what some of the members have achieved over this I'm sure for many would technically term 'a crap year'. See the XC league page and prepare to say 'I'm not worthy, How do they do it, etc. Years of hard graft and constant attention to start with, I reckon.

Some more great content this issue – from the usual suspects of course, plus comp reporting from our man in the sky, Craig Morgan. Looking forward to the autumn season which we're just into as I write this. Plainly it's not over yet, still occasional great days to be had.

Pete Marley

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James Lynch and sea-breeze convergence

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Craigs Comp Reports:

BRITAIN DELIVERS, Report by Craig Morgan

The Long Mynd hosted this years round of the British paragliding championships between the 8th and 11th of August.

The Gods had truly blessed us this year in the form of 'Weatherjack' forecasting '5s' for the duration of the competition. The excitement was palpable. The conditions were so good that ex superstar comp pilot Hugh Miller (Airwave Mustang), who wind dummied for the comp, reeled off several 130km + flights into the midlands with gay abandon.

Task 1.

77km from Sarn to Abergavenny elapsed time. New British record distance to goal task. Tactics were employed from the first climb as the lead gaggle shunned a perfect starting position at cloud base preferring instead to push back to launch and wait for the unwary to break cylinder. Mark Leavesley (Gin Boomerang 5) was the first to crack and lead out manfully. 2 gaggles formed. Perfect conditions allowed for steady progress until the crux for the 2nd gaggle. Over New Radnor forest we came in low as 2 cu clouds had not worked and 10 pilots hunted about for anything that wasn't going down. Mark Wotz (Axis Mercury) then arrived and duly sold his soul for an outrageous low save whilst dragging his boots through the grass and steering around gate posts ! His remark afterwards was quote of the week saying " I knew something was going up cos there was a cu forming above" Yes Mark – but it was 6000 feet above!! Three downed pilots were left behind and the rest of us pushed on through the flats. Hay-on-Wye was beckoning and steadily we caught the leaders. At this point the Brecon Beacons loomed up impressively and Hay Bluff appeared like a fortress wall flanked by Pandy. By this stage the leaders

were stuck and thinning out but Mark Wotz and Craig Morgan (Ozone Mantra RO7) steamed on directly over the Valleys. The thermals then became broken and the 2 leaders slowed and drifted in the sporadic lift. One last rough climb consumed my attention and allowed Russell Ogden (Ozone Mantra RO7) to sneak past thus initiating the race to goal between himself Wotz and Morgan. 1st in was Ogden, however, Morgan had an ace up his sleeve and with a later start time won the day. 13 made goal.



Climbing out at Sarn



Waiting at base over Sarn (photos Craig Morgan)



Craig Morgan and Russell Ogden in an epic sky (Photo by Mark Hayman)

Task 2.

83 km from Long Mynd to Stoke Orchard race to goal. New British record distance to goal task. Nil wind and weak thermals at the Mynd led to a nervous start. Everyone launched and landed several times before climbing out. The lead gaggle eventually got away slowly and the rest of us could only watch and wait for the clouds to pass and the valley floor to warm. At one point you could hear a pin drop and the silence was only broken by the sail planes being winched into the air a kilometre away at the gliding club. Finally the thermals came through and we were able to spiral away. But the leaders were well gone. Reports from the front talked of easy flying with pilots following sweet lift lines and bumping along at cloud base. Conditions fell into the ever youthful John Cardiff's (Ozone Mantra 1) hands using, as he does, his 6th sense to push out and hunt down the best lift. Mads Syndergaard (UP Targa proto), ex PWC legend and Danish hero, was the bravest on the day. He raced away when his final glide calculator said 'NO' yet managed to eek out enough lift to fly into goal, from 18 kms out, with a solid 30 metres to spare!!! What is Danish for 'Kahoonas'. Ogden was 2nd and Steve Etherington (Gradient Avax SR 7) was 3rd. 28 made goal.

Task 3.

51 km from the Long Mynd to Kai Coleman's back garden for a cuppa tea (Hollies Common). With the wind slightly off to the South West at the Mynd we again waited patiently for the thermals to pull the breeze on somewhat. When it did a large elongated gaggle of 30 pilots gathered and flew cloud to cloud. Kai Coleman (Axis Mercury) was a marked man. Again John Cardiff demonstrated his technical brilliance and led out strongly to the East. To the West Alex Coltman (Gin Boomerang Sport) carved out a typically strong solo line. With a master class in climbing being demonstrated by Steve 'helium breath' Ham (Gin Boomerang Sport) clearly the Serial class wings were mixing it favourably with the comp wings. The Wrekin appeared d'irectly like a shark fin and provided a low-ish save and a strong climb for several pilots. About here Mark Wotz again crafted a beautiful break from the front to lead Burkitt Rudd (Gradient Avax SR 7) into goal and win the task. A late starting Adrian Thomas (Airwave FR3) fashioned a quick time to capture 3rd position. 30 pilots made goal.

Task4.

37 km from Cowlod to Asterton (Long Mynd) elapsed time. A visit to Batch Hill where the wind was 'off' preceded a trip into beautiful Welsh Wales. A strong wind gave cause for concern on the steep hill, but all pilots ground handled and got away safely. A large group worked well together to find and core the silky smooth thermals. John Cardiff stormed bravely ahead time and again being rewarded with strong climbs. At 20 km from goal and in a topped out thermal I took a leaf out of previous task winners books and went for goal first. My glide calculator was negative at this point but towns and ploughed fields ahead suggested buoyant air. Rather than barring it I eased forward at trim and watched the Competino's glide calculator slowly go positive. Leaving myself a small margin for any unhelpful sink I began to push speed and moved into steady lift. Some turbulence made for a 'sporty' last few km's but easing into goal 1st at 900 metres and faintly elated at winning what I thought was a second task I turned to see Burkitt Rudd breathing down my neck. This time the elapsed time lottery conspired against me with numerous late starters eclipsing my effort. Miha Razinger (XIX Sens C) won the task with Innes Powell (Airwave FR3) slightly distracted by 2 Red Kite flying companions coming in second. 41 made goal.

Open Class

- 1st Russell Ogden (Ozone Mantra RO7)
- 2nd Mads Syndergaard (UP Targa proto)
- 3rd John Cardiff (Ozone Mantra1)

Serial Class

- 1st John Cardiff
- 2nd Steve Ham (Gin Boomerang Sport)
- 3rd Emile Van-Wyk (Gin Boomerang Sport)

Sports Class

- 1st Julian Robinson (Gradient Aspen 2)

With 8 tasks raced, pilots can now drop the 2 worst scoring tasks in the British Championships overall, which makes the series wide open still. St Andre may favour the racing pilots and can be strong so tie your boots on well brush up on the your French 'valley flows' systems. *Bon chance.*



Russell Ogden & John Cardiff

Condors XC League 2007

<u>CONDORS ALL UK SITES HG XC LEAGUE</u>								
<u>Name</u>	<u>Glider</u>	<u>Flight 1</u>	<u>Flight 2</u>	<u>Flight 3</u>	<u>Flight 4</u>	<u>Flight 5</u>	<u>Flight 6</u>	<u>Total</u>
Brett Wright	?	32.0	46.8	32.9	27.2	0.0	0.0	138.9
Mark Phillips	?	19.9	23.8	19.9	15.2	8.2	0.0	87.0
Patrick Peglar	?	4.7	19.9	9.9	0.0	0.0	0.0	34.5
Neil Richards	?	19.9	0.0	0.0	0.0	0.0	0.0	19.9
Lee Harper	?	5.9	0.0	0.0	0.0	0.0	0.0	5.9
Simon Murphy	?	4.4	0.0	0.0	0.0	0.0	0.0	4.4

CONDORS SITES ONLY HG XC LEAGUE

Name	Glider	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
Simon Murphy	?	4.4						4.4
Brett Wright	?	32.0						32.0
Mark Phillips	?	15.2						15.2

CONDORS ALL UK SITES PG XC LEAGUE

Name	Glider	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
John Hughes	Firebird Hornet	23.5	14.4	31.3	33.0	28.6	47.3	178.1
Viv Fouracre	Gin Zoom	20.5	23.6	25.8	10.0	9.1	0.0	89.0
Rob Dixie	Airwave Mustang	27.7	16.6	23.6	0.0	0.0	0.0	67.9
James Lynch	Airwave Mustang	48.5	18.1	0.0	0.0	0.0	0.0	66.6
Phil Fouracre	Gin Zoom	17.5	26.0	8.8	0.0	0.0	0.0	52.3
Paul Hook	Gin Boomerang	48.1	0.0	0.0	0.0	0.0	0.0	48.1
John Pinchin	?	14.8	23.3	5.0	0.0	0.0	0.0	43.1
Martyn Howe	Firebird Eagle	6.0	28.1	0.0	0.0	0.0	0.0	34.1
Darren Fieldhouse	Firebird Z One	23.3	8.8	0.0	0.0	0.0	0.0	32.1
Lee Harper	Swing Arcus	23.5	0.0	0.0	0.0	0.0	0.0	23.5
Chris Betty	Firebird Eagle	18.8	0.0	0.0	0.0	0.0	0.0	18.8
Pete Marley	Airwave Sport	13.2	0.0	0.0	0.0	0.0	0.0	13.2
Simon Murphy	Firebird ?	12.6	0.0	0.0	0.0	0.0	0.0	12.6

CONDORS SITES ONLY PG XC LEAGUE

Name	Glider	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
John Hughes	Firebird Hornet	23.5	31.3	33.0	28.6	47.3	15.9	179.6
Rob Dixie	Airwave Mustang	27.7	16.6	23.6				67.9
James Lynch	Airwave Mustang	48.5	18.1					66.6
Paul Hook	Gin Boomerang	48.1						48.1
Viv Fouracre	Gin Zoom	25.8	10.0	9.1				44.9
Phil Fouracre	Gin Zoom	26.0	8.8					34.8
Martyn Howe	Firebird Eagle	6.0	28.1					34.1
Darren Fieldhouse	Firebird Z One	23.3	8.8					32.1
John Pinchin	?	23.3	5.0					28.3
Lee Harper	Swing Arcus	23.5						23.5
Chris Betty	Firebird Eagle	18.8						18.8
Simon Murphy	Firebird ?	12.6						12.6

These are the current league tables and I think they are looking quite good. In spite of the lousy weather this year we seem to have managed a respectable number of XC flights. I know there are still some to come and I will promise to try and get the tables out to keep you all interested and trying hard (I did get a lecture on my tardiness from Rob D yesterday!).

When you enter a flight please can you let me know what you are flying – especially you HG guys – I have a lot of question marks in my tables.

Fly safely

Viv

Email: vfouracre@aol.com Tel: 01460 281130, Mobile: 07966 230206

Low Airtime / Flyphone

Is there any low air time flyers any more? If so ring someone who cares! Dinks, on 01823 490919



Flyphone is going very well, keep those reports coming in!

Dinks.

Email: cogloadman@hotmail.com Tel: 01823 490919, Mobile: 07748 860480

Sites Report

Just a couple of updates;

Batcombe – after some discussions with the farmer, we are now on a more formal footing and are paying an annual rent. The main stipulation from him is that we park in the field at all times (unless it is too wet). This is primarily to avoid any chance of blocking the access to the gates and the ungated adjacent field, for large farm equipment.

Bossington – The National Trust are trying to tighten up on the rules here. The new agreement has been substantially altered. Having had a long telephone discussion with the new surveyor, he has agreed to alter some of the requirements in our favour. The main rule now is max of eight gliders in the air, although happy for it to be exceeded occasionally (whatever that means) with an unlimited number on the ground. They did try to not only limit the area on the ground, but also in the air – interesting idea, didn't seem to know anything about air law.

If anyone has any problems at either site please contact me – 01460281130, 07850216464 or phil4acre@aol.com

Condors Social Engagements 2007:

October - Wed 3rd Nothing in concrete yet, please call Lester with any suggestions! Clubnight returns to Taunton (*I think, ed.*)

November - Wed 7th November club meeting is the Photo Comp meeting, sooo go dig out your pics and send them to me as soon as possible. Sets of ten please but any number of sets. Email them to me or put on a disc.

Send to: Jeff Hoer, 86 Wells Avenue, Feniton, Devon EX14 3DR

December!

The Christmas Party! will be on Friday 21st December, usual place, more details to follow later in the year.

Remember to check the flyphone/email for updates to events.

If you have any suggestions for topics or speakers for clubnight please contact Lester, lestgordon@aol.com or tel. 01823 253673



The library has proved very popular, so much so that people have been complaining about the difficulty in borrowing certain titles. As I have said before if you have a look at who has borrowed what you want, give them a gentle nudge to return it promptly, and reserve it for next time with me, I will make sure you get what you need, or in certain cases we may even order another copy...

NEW STOCK!

DVDs

Performance Flying with Jocky
Risk and reward, Paramotoring with William Shatner!! Captain Kirk Himself!
3 flights - Will Gadd shows us how it's done.
Mike Kungs playground, ground handling skills
Also an interesting Free DVD from the Met Office on A level weather studies.

Books

Secrets of Champions
The Condor trail, a guide to South American Flying
Instant weather forecasting (illustrated with great cloud pics).

Coffee table books

inspirational photos from around the world - Stolen moments and Airtime, lovely to make you want to fly when its raining out...

OLDER – but still good!

DVDs

Air Riders Weather
Speed To Fly & Security In Flight Combo
Red Bull Vertigo
Starting Powered Paragliding
Weather to Fly
Greolieres, Flying Frenzy Low-Airtime Trip 2004
Parrahawking
The Never Ending Thermal
Over Kuhmbu

Books

Paragliding, From Beginner to XC
Meteorology and flight (1st edition)
Meteorology and flight (2nd edition)
Radiotelephony manual
Navigating with GPS
Performance flying
Hangliding training manual
Towing aloft
Understanding The Sky
Touching Cloudbase
Microlight Pilots Hand Book
Flying With Condors

Vids

Cloudbase 3 Hang Gliding Extreme
From Nowhere to the Middle of Nowhere
Starting Powered Paragliding
SAT Attack
Security in flight

Kit

The Harness Optimiser

Got a minute? John needs your help!

I have been asked by a local university to help test a new invention which could be of help to all glider pilots, parachutists, sailor's even golfers – every sport where wind speed and direction are important.

About 20 paraglider and hang glider pilots are needed, who will wear special goggles and report on their effects. Tests will take place on a hill and day yet to be decided. The session is expected to end with a task where half of the pilots will wear the goggles and the control half will fly without, switching after each task to balance out the effect of individuals.

The designers' name is secret at the moment, but they have provided the following information about the way the goggles work:

SEEING THE WIND

Air is not invisible, just extremely pale. It is a tangible fluid composed of loosely packed molecules of various gases. At any reasonable level of humidity, air carries large amounts of water vapour, which is called mist or fog when visible to the naked eye. Distortions of light due to the changing refractive indices of airborne water particles are visible through a polarised lens.

Wind is movement of air due to pressure and temperature variations. Thermals are rising columns of air that are warmer than the surrounding air. Gusts are pockets of denser air swirling round ground-level obstacles, often caused by cooling as the sun is obscured by cloud. Changes in air speeds and densities cause temperature fluctuations which can be seen through an infra-red lens.

The goggles have a different lens for each eye, one infra-red and the other polarised and tinted green. This gives an overlay effect which enables the wearer to see air currents and wind patterns as a faint haze of red and green bands and patches. With practice, one can literally see thermals and gusts approaching and even study the airflow over the wing.

If you would like to be considered for the forthcoming trials, please email me your contact details and make and size of wing to makingaspectacleofmyself@gullible.nit

John Hughes

Club Contacts

Position	Name	Telephone	Mobile	e-mail
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Further Editorial ~ NB* Please see following Safety Report page also

You may remember I said - "hang in there, it has to get better!" in last issues closing editorial. Can't quite believe it myself but hurrah! what a great end to this year we're having (I can hear Phil saying "Oh, that's the kiss of death then" :-) Hope you're all enjoying it, great to see the email burgeoning with 'there I was' reports again.

Pete Marley

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07974 195096



Phil Fouracre at Woolacombe a while ago...

Paragliding Safety

Sandy Bay

There have been 2 incidents at Sandy Bay this year

One in April when a pilot made a landing approach that was too high and stalled his glider from approx 15-20ft resulting in a broken left arm.

One more recently, when a pilot misjudged his approach and clipped the bush when landing, resulting in the wing falling over the edge of the cliff and the pilot nearly being dragged with it. Pilot suffered bruised ribs and stained underpants.

Sandy Bay is no different to any other cliff top site, loads of lift at the cliff edge and loads of rotor further back.

The stall speed of your wing varies according to the conditions, in clean air you may be able to pull considerable brake without the wing showing any signs of stalling, in rough air on cliff edges, behind bushes, etc the wing may stall at higher speeds than usual. The amount of brake you used before, that was perfectly safe, now becomes potentially dangerous. The way to guard against collapses is to keep your wing speed up and always know where the rotor is likely to be. If your approach is too high pulling on brake to lose that last 20 feet is a potential bone breaker, far better to abort and try again at a lower altitude or fly the wing in by wide s-turns keeping the speed up until the final flare.

Sandy bay is not a large site and loads of lift on the front of the cliff making your landing approach challenging. Keep practising your approach until you are on the correct path and if things are not working out be prepared to land on the beach, which, although a hard walk up is perfectly safe.

The other place to land, if you get into difficulties, is the field next to the campsite. Please land at the top as close to the back hedge as possible, farthest from the cliff edge, as the rotor can extend a long way back, especially on windy days.
